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1 INTRODUCTION

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1.1 INTRODUCTION

1.1.1 PLAN AREA OVERVIEW

The East Central Area Plan is the neighborhood plan for the neighborhoods of Capitol Hill, Cheesman Park, City Park, City Park West, Congress Park, and North Capitol Hill, providing a vision and policy guidance for land use, urban design, housing, mobility, parks, and the local economy for the next 20 years. The plan covers the area roughly between Broadway and Colorado Boulevard and between 6th Avenue and 23rd Avenue in central Denver.

These neighborhoods extend from the edge of downtown in the west to single-unit neighborhoods in the east, incorporating all types of buildings, houses, and businesses in between, and all connected by Colfax Avenue running through the center. The area includes some of the most beloved features in Denver: great parks like City Park and Cheesman Park; cultural attractions like the Botanic Gardens, Zoo, and Museum of Nature and Science; theaters like the Fillmore, Ogden, Bluebird, and Sie Film Center; and many shops, restaurants, and historic landmarks. The people of East Central value the diversity and inclusiveness of their community that is open to all and represents the unique character of their neighborhoods.
1.1.2 PLANNING PROCESS

The East Central Area Plan planning process began in July 2017 and over the period of 34 months created a shared community vision for the area and identified policies and strategies to achieve that vision. The process included extensive public engagement that brought together local organizations, business owners, residents and City planners and staff from relevant agencies and departments, who shared their perspectives, knowledge, and expertise on crafting the plan.

STEERING COMMITTEE

A steering committee of local stakeholders guided the development of the plan. Members represented residents, local organizations, and business owners. They helped develop the plan’s guiding principles and recommendations, reviewed and refined the plan content, and served as a liaison to the East Central community.

ONLINE OUTREACH

Online materials and activities were created to give people who could not attend the public meetings more opportunities to participate. Through a series of mapping and survey exercises, online participants helped to identify and analyze existing conditions, shared their ideas and priorities, and provided feedback on recommendations and plan content.

The COVID-19 Pandemic raised several challenges for community outreach during the planning process. Unfortunately, with emergency Stay at Home Order and social distancing guidelines in place, physical meetings were temporarily placed on hold and formatted to virtual platforms. However, this transition has opened a new set of opportunities for engaging the public. Virtual meetings enabled individuals who could not attend meetings to engage at the comfort of their own homes. Anecdotally, there was a noticeable increase in participation in these virtual online public meetings.

ENGAGEMENT EQUITY ANALYSIS AND TARGETED OUTREACH

To create a more equitable planning process, community input was analyzed by comparing the demographics of plan participants to East Central residents. Gaps in participation were identified and additional targeted outreach was focused on underrepresented residents. This engagement ranged from building partnerships with local organizations, doing additional outreach throughout the area, and holding additional meetings on topics important to under-represented groups, such as social services.

- 135 participants in a targeted renter survey
- 7 “Pop-up” events
- Local businesses
- Focus groups with service providers for persons experiencing homelessness

Additional outreach was undertaken to engage individuals with disabilities and limited technology access. In collaboration with City and local organization partners – a “Plan Binder” with a copy of the First Public Draft Plan, along with a comment survey forms and a comment box were placed at public locations (Central Public Library, Open Door Ministries, The Center on Colfax, and Carla Madison Recreation Center) to facilitate access to materials.
#001

Posted by Jo Untiedt on 06/28/2020 at 12:44am [Comment ID: 3900] - Link
Type: Suggestion
Agree: 1, Disagree: -1
This was done after CPW expressed concern about outreach and the outreach to people not using computers never got off ground due to COVID. No one even knew about copie# of the plan at these places?

#002

Posted by jo untiedt on 06/28/2020 at 8:33pm [Comment ID: 3941] - Link
Type: Suggestion
Agree: 0, Disagree: -1
please provide all the comments from February as open information. I'm curious how many people wanted to postpone until after COVID. The City created this attempted outreach after they were challenged. The outreach was shut down due to COVID and there is still a huge gap in reaching EVERYONE the neighborhood serves. There needs to be a written City policy for outreach that includes minority, low income and people who do not use the internet.

#003

Posted by jo untiedt on 06/28/2020 at 4:25pm [Comment ID: 3926] - Link
Type: Suggestion
Agree: 1, Disagree: -1
The fact that a steering committee drove the plan is disturbing. the City of Denver should be required to have an outreach plan that involves lower income people and renters who are often the ones displaced by the policies and left to the whims of the real estate market.

#004

Posted by Jo Untiedt on 07/01/2020 at 12:12am [Comment ID: 4252] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This plan should be put on hold until after COVID with proper input and outreach
Steering committee has many conflicts of interest. Owner of Pardise Cleaners which is proposed to be 8 stories is on steering committee. This committee should have been open to ALL neighbors NOT appointed.

#006

How does a citizen see all comments made to date - including non online? How many people commented in April to postpone until after COVID? What is City plan for outreach to minority and underserved populations for planning and zoning changes?
THE COMMUNITY’S PLAN

Summer 2017 - Winter 2018
Existing Conditions
Research and Community Listening

Spring - Fall 2018
Community Input Analysis and Draft Vision Statements & Community Priorities

Winter - Spring 2019
Confirm Community Vision & Priorities and Develop Draft Recommendations

Spring - Summer 2019
Share and Gather Community Input on Draft Recommendations to Achieve Vision & Priorities

Summer - Fall 2019
Updates to Draft Recommendations Based on Community Input

Fall 2019 - Spring 2020
Community Review of Draft Plan and Adoption Process

July 2017 – East Central area plan Kick-off and Steering Committee established

Fall 2017 – Staff develops the East Central Area Briefing Book, a comprehensive resource detailing historical background, existing conditions, benchmark comparisons and summaries of existing plans and studies

August 2018 – Steering Committee identifies common themes from input and drafts vision statements and priority topics

February 2019 – Targeted outreach is done to address gaps in participation

November 2019 – June 2020
Extended period of public engagement allows public to engage and comment on the First Public Draft.

- East Central Area Plan Process

Updated October 29, 2019

- Steering Committee meetings: 3
- In-person meetings: 10
- Online Kick-off Survey Comments: 12
- Focus Group meetings: 11
- Attendees at February workshops: 235
- Attendees at May workshop: 40
- Online respondents: 135
- Online Survey comments: 596
- Meetings and Office Hours: 2,444+
- Public Draft Comments:
all comments made on previous drafts should be available and accessible. Where can one find those?
1.1.3 PLANNING CONTEXT

To advance the vision and core values of Comprehensive Plan 2040, the City and County of Denver and its departments rely on a series of plans (including Blueprint Denver: A Blueprint for an Inclusive City and Game Plan for a Healthy City) to provide high-level policy direction and guide decision making.

The East Central area plan serves as a supplement to Comprehensive Plan 2040 and advances citywide visions and core values by providing important and specific guidance for the Capitol Hill, Cheesman Park, City Park, City Park West, Congress Park and North Capitol Hill neighborhoods.

NPI OVERVIEW

The East Central Area Plan is a part of the Neighborhood Planning Initiative (NPI). NPI is a long-term commitment by the city and Community Planning and Development (CPD) to ensure every neighborhood in the city can enjoy the benefits of planning and the implementation of community recommendations and investment priorities. NPI provides a framework for neighborhood planning that is intentional, equitable, and measurable, and is flexible enough to allow each plan to address the specific circumstances and concerns of each neighborhood.

EXISTING NEIGHBORHOOD PLANS

The East Central Area Plan replaces the previous neighborhood plans in the area. Through the development of the East Central Area Plan, previous plans were evaluated and relevant recommendations from those plans identified. Those relevant recommendations were then vetted with the community to ensure they were still appropriate, updated as needed, and incorporated in the East Central Area Plan. The following plans are superseded by this East Central Area Plan:

- Uptown Neighborhood Plan (1986)
- Capitol Hill/Cheesman Park Neighborhood Plan (1993)
- Congress Park Neighborhood Plan (1995)

The plan also overlaps portions of several neighborhood and small-area plans that cover areas outside of East Central. In the locations where this plan overlaps another plan, the East Central Area Plan supersedes the other plan for those locations, but the other plan remains in effect for the areas not covered by this plan. As with the plans listed above, relevant recommendations for these areas have been incorporated into this plan. This applies to the following plans:

- Colorado Boulevard Healthcare District Plan (1997)
- Civic Center District Plan (2005)
- Uptown Healthcare District Plan (2007)
- Downtown Area Plan (2007)
- Golden Triangle Neighborhood Plan (2014)

CONSISTENCY WITH CITYWIDE PLANS

Citywide plans offer a high-level framework to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific visions, recommendations and strategies contained in the East Central Area Plan. Comprehensive Plan 2040 provides the vision for the entire city. All small-area plans and some citywide plans are adopted as supplements to Comprehensive Plan 2040 to provide additional direction for certain topics or areas. Blueprint Denver is the citywide land use and transportation plan, adopted as a supplement to Comprehensive Plan 2040.

The East Central Area Plan is consistent with and furthers the policies and recommendations of Comprehensive Plan 2040 and Blueprint Denver, refining the citywide guidance for a smaller area. Adoption of the East Central Area Plan by Denver City Council updates the Comprehensive Plan 2040 and Blueprint Denver recommendations for this part of the city. Any future updates to citywide plans should incorporate and refine recommendations for East Central based on this plan.
#008

Posted by jo untiedt on 06/28/2020 at 4:56pm [Comment ID: 3929] - Link
Type: Suggestion
Agree: 0, Disagree: -1
These also set aside work neighborhoods have done with their council people and neighbors - a more community approach rather than top down as this feels

#009

Posted by jo untiedt on 06/28/2020 at 4:58pm [Comment ID: 3930] - Link
Agree: 1, Disagree: -1
please make recommendations about how a community can provide input on specific areas or concerns that develop - it is all not a cookie cutter and need community input from ALL neighbors (including those that don't use internet, renters, those being pushed out by the gentrification)

#010

Posted by jo untiedt on 06/28/2020 at 4:52pm [Comment ID: 3928] - Link
Type: Suggestion
Agree: 0, Disagree: -1
this is very confusing. I'm not sure what this is saying. We asked that the Hospital District work that was done with Carla Madison and Chuck Brantigan with HOURS of community work and input still be in place?
1.1.4 HOW TO USE THIS PLAN

The recommendations identified in this plan provide direction to guide day-to-day decision making related to land use, public investment, private development, and partnerships. The plan gives the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. The East Central Area Plan is divided into five main sections.

Introduction
This section provides an overview of the East Central Area and the planning process, lays out the vision and high-level recommendations for the area in the Executive Summary, and describes how the plan advances the city’s goals for equity.

Area-wide Recommendations
This section provides the recommendations that are applicable across the entire East Central area, divided into four topics:

- Land Use and Built Form
- Economy and Housing
- Mobility
- Quality-of-Life Infrastructure

Within each topic, the plan describes the community’s vision, how success will be measured in achieving that vision, key existing conditions, and recommendations. The recommendations are formatted as follows: policies, which are the key recommendations to advance the vision; background, which illustrates the context for the policies; and strategies, which are more detailed actions to advance the policies. Topic sections also include opportunity maps, showing where relevant concepts could be located in the area.

Neighborhoods of East Central
Each neighborhood in East Central has its own section summarizing conditions and providing recommendations and transformative projects specific to that neighborhood. The neighborhoods are:

- North Capitol Hill
- Capitol Hill
- City Park West
- City Park
- Cheesman Park
- Congress Park

Colfax Corridor
This section provides specific recommendations for Colfax Avenue and for commercial and mixed-use development adjacent to it.

Implementation
The implementation section describes the tools and partnerships that will be used in achieving the vision, identifies priority recommendations, and describes how implementation progress will be measured.

APPLYING THE EAST CENTRAL AREA PLAN TO REZONINGS

The East Central Area Plan, as an adopted city plan, will play an important role in guiding rezoning decisions. Future rezonings must be consistent with the neighborhood context, place, height, and street type designations in this plan, along with the equity considerations and other recommendations.

However, 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. In addition, many of the zoning recommendations anticipate public investments in infrastructure improvements, such as Colfax Bus Rapid Transit.

Therefore, requests for one-off applicant-driven rezonings should be evaluated to determine if they are better suited for a legislative rezoning or should be delayed until after additional infrastructure is in place before being found to be consistent with this plan.
Provide a statement clarifying that the rezonings will still need to go through the public notice and approval process, and that this document does not have the authority to rezone. There is some confusion I've heard on this.
1.2 EXECUTIVE SUMMARY

Connecting some of Denver’s most iconic parks and downtown, the East Central Area is already one of Denver’s most walkable, accessible neighborhoods. It is full of active streets, local businesses and colorful historic landmarks and districts.

Home to newcomers and longtime residents as well as major regional employers, the neighborhoods of Capitol Hill, North Capitol Hill, Cheesman Park, City Park West, City Park and Congress Park have grown and changed with the city. With bus rapid transit planned along Colfax and ongoing redevelopment throughout the area, East Central will remain a welcoming, dynamic cornerstone of Denver’s central core.

To put community voices at the forefront of guiding change, the City launched the East Central Planning effort in 2017. Thousands of residents, local business owners and community groups shared their hopes and ideas for the future of these neighborhoods.

Through community workshops, neighborhood meetings, and online surveys, neighbors spoke out about what mattered to them about their neighborhoods. We found that they cared deeply about:

- Preserving local businesses
- Creating quality jobs
- Living in a diverse community
- Getting around safely
- Maintaining the look and feel of their neighborhoods
- Preserving the existing tree canopy and adding more trees and open space

The East Central area plan provides a guide for how these neighborhoods should evolve over the next 20 years. The following six themes summarize the recommended approach to making the area an even better place to live, preserving the elements that residents love, and contributing to the vision of an inclusive Denver.

1. **Strengthen the local economy by providing training for jobs in local industries, improving access to employment, and supporting locally-owned, independent businesses.**

Priority recommendations include:

   a. Partnering with East Central hospitals to provide job training to residents and affordable housing for healthcare employees (See Policies E1 & E10)
   b. Preserving the independent culture of Colfax by proactively helping small, independent businesses survive and thrive during and after Colfax Bus Rapid Transit (BRT) construction by providing financial and technical assistance (see Policies C-E3 and C-E4).

2. **Make housing more affordable and make more options available to a wide range of families and individuals.**

Priority recommendations include:

   a. Providing a more diverse range of housing options in neighborhoods (See Policies L5, & E11)
   b. Using every tool in the tool box, including zoning, to address the housing shortage by adding new affordable housing close to convenient public transit. (see Policies L3, E10 & E11)

3. **Improve services for residents experiencing homelessness and take steps to prevent more people from losing their homes.**

Priority recommendations include:

   a. Reducing involuntary displacement by preserving existing affordable housing (see Policy E9)
   b. Enhancing social services to residents experiencing homelessness (see Policies E12, E13, & E14)

4. **Make streets safer and more comfortable for everybody by improving walking, bicycling and public transit infrastructure.**

Priority recommendations include:

   a. Building high-quality sidewalks and safe crossings on Colfax (see Policy M1-A)
   b. Making 13th (see Policy M1-L), 14th (see Policy M1-M), and 17th (see Policy M1-O) avenues much safer to cross and travel along.

5. **Increase historic preservation by making it easier to reuse existing buildings, creating more historic districts, and ensuring new buildings fit in with surrounding neighborhoods.**

Priority recommendations include:

   a. Creating an adaptive reuse ordinance that addresses barriers across multiple codes. (see Policies L4 & C-L1).
   b. Incentivizing preservation of historically significant and character-providing buildings (see Policies L5, L6, & L9).
   c. Adopting new standards for quality design and compatibility with adjacent homes (see Policies L6, L7, & L8).

6. **Reduce carbon pollution and create more climate-resilient neighborhoods by providing more opportunities for people to live and work near transit, adding shade trees, and taking a green approach to stormwater management.**

Priority recommendations include:

   a. Directing growth near high quality transit (see Policies L3, E2, E7)
   b. Protecting mature trees (see Policy Q6) and focusing tree planting efforts in strategic areas (see Policy Q5).
This feels so important to me. Watching neighborhoods like the highlands get systematically dismantled, house by house, and replaced with monstrous, modern duplexes, is a real concern for city park south.

In the context of this plan's location, and without knowing what exactly qualifies as high-quality transit, this likely means "only allow growth along Colfax and Colorado", and that's truly unpalatable.

It's essentially saying that the less wealthy (or those otherwise seeking smaller/flexible accommodations like studios, 1 beds, and 2 beds) must live on the highest-traffic, noisiest, most-polluted avenues. Further, those less wealthy have to compete for land with businesses on Colfax and Colorado, because these avenues are elsewhere designated as the target all new business growth will be "directed to". This land conflict on Colfax/Colorado drives competition up, which will drive housing prices up for the very people who need attainable housing the most.

If we expand to include any transit route, this would draw in 6th, 8th, 12th, 17th (E/W) and Colorado, Josephine/York, Corona/Downing, and Bryant (N/W). This is still leaves everywhere between Congress Park and Cherry Creek as devoid of any new growth - wealthy enclaves keeping all negative externalities away from them and on to others.

To repair, we should either be directing growth everywhere in the map, or ensure we have high-quality transit routes going N/S and E/W through all neighborhood.
Discourage demolition by adding additional fees for deconstruction waste and encourage sources for recycling for re-adaptive use.

#015

Posted by ROBERT ALLEN GREER on 06/30/2020 at 4:49pm [Comment ID: 4088] - Link
Type: Suggestion
Agree: 2, Disagree: 0

Focusing new housing on areas near transit is good in theory, but in Denver, in practice that means shunting apartment-dwellers onto hyper-polluted car avenues that happen to have piddly bus routes. The unfortunate reality is that poorer people and racial minorities are forced to live in more polluted areas, and I worry that policy could make that even worse.

We need to build more densely not just in commercial corridors, but also within residential neighborhoods. Upzoning only along Colfax and the like will worsen our residents' health and exacerbate racial inequality.

Reply by Andrea Marie Carrillo on 06/30/2020 at 9:12pm [Comment ID: 4212] - Link
Type: Suggestion
Agree: 1, Disagree: 0

I completely agree. Maybe instead you incentivise remodeling, yet keeping intact, older homes in residential neighborhoods into apartments and fixing sidewalks, adding bike lanes, adding bike parking near high use bus lines.

#016

Posted by William Klawitter on 06/30/2020 at 9:38pm [Comment ID: 4224] - Link
Type: Suggestion
Agree: 0, Disagree: -1

I agree with preserving as much of historic Denver as possible but that means more than having a developer take an existing historic building, saving a facade and then building out three other sides of concrete block and metal that has happened in my old neighborhood. There's nothing historic about what I see every morning despite assurances of the developer and the architect that probably still sits on the Board of Historic Denver. Long time residents and neighbors deserve increased input in every aspect of developments in their old neighborhoods.

#017
No North-South Routes? This neighborhood suffers bicycle mobility north-south

Reply by BJWilson10 on 06/21/2020 at 8:34pm [Comment ID: 3834] - Link
Type: Answer
Agree: 1, Disagree: 0
Kelly, I do believe Clarkson/Washington is being considered.

Reply by ROBERT ALLEN GREER on 06/30/2020 at 4:44pm [Comment ID: 4084] - Link
Type: Answer
Agree: 1, Disagree: 0
The text suggest making those east-west avenues safer to cross as well as to travel along, which means better north-south routes.

As someone who used to commute from 19th Ave. down Pennsylvania to 6th Ave., I think this text is spot-on to acknowledge that the worst parts of going north-south by bike in this area are crossing those huge automobile boulevards.

I hope if Clarkson/Washington are going to be used for bike infrastructure, that we go for the gold and put in physically protected lanes. I would not feel safe with just a line of paint while cars rush by me at 30mph with two feet of clearance. As it is, I find it safer to bike on smaller streets with less traffic (like Pennsylvania or Pearl or Ogden or Emerson) than on "official" bike routes.

#018

Preserve affordable housing that is in place. If development tears down units - they must be replaced. This is a regulation if federal funds are used but not followed when no federal funds. Please reference a Relocation and Anti Displacement and Relocation Assistance Program here

#019
I'd suggest that the exec summary mention the longevity of this plan for the next 15-20 years. It's an important context that the information and recommendations are not to only address issues today, but to provide the vision and flexibility to manage the unforeseen needs and change that will come in the future. We do know that our population will grow. We do know that we'll have good and bad economic times. But, we don't know the extent or specifics of each. So, this is a "plan" that will provide guidelines, resiliency, and priorities for how we deal with issues over the next two decades.

#020

Item #2 is very important and we support this move and would plan to build and ADU if this moves forward.

Reply by **BJWilson10** on 06/21/2020 at 8:38pm [Comment ID: 3835] - Link
- Agree: 2, Disagree: 0

Agree!

It's important to have options.
If we continue to push people out of our neighborhoods, we will continue to exacerbate the housing crisis.

Reply by **Cindy Sestrich** on 06/29/2020 at 5:14pm [Comment ID: 4014] - Link
- Agree: 0, Disagree: -1

If loan incentives are used to encourage ADUs, then there should be a guarantee built into the loan that they are used for long term tenants or occupants and not short term rentals. The zoning is changed to encourage more neighborhood density.
• Added directing growth near high quality transit to priorities
• Added housing options in neighborhoods to priorities
• Added hospital partnerships to priorities
Why doesn't City Park or Cheesman have any basketball courts? There are thousands of people in this neighborhood who would like to play basketball, but instead there are a couple dozen tennis courts, a GIANT golf course, and next to no public hoops. There's lots of space in City Park and Cheesman for basketball courts... so why aren't there any?

I'm worried that these parks have what UChicago Law professor Lior Strahilevitz calls "exclusionary amenities" -- choices of amenities that are designed to exclude "undesirable" people. That's not the kind of Denver I want to live in.

Please look at adding more pedestrian and bicycle priority intersections along Garfield and other streets leading to Teller Elementary. A lot of young kids walk and bike to Teller.

I agree with Barb, plus can we consider reducing the speed limit on 13th and 14th? Speeds are excessive. It's dangerous crossing those streets regardless of your mode of transport.

Let's do better than reducing posted speed limits (which are rarely enforced anyway), and FORCE people to drive slower with infrastructure changes like speed bumps, traffic baffles, etc.
Barb, I believe Garfield will be a Bikeway from City Park down to Cherry Creek North.

Reply by ROBERT ALLEN GREER on 06/30/2020 at 4:52pm [Comment ID: 4093] - Link
Type: Suggestion
Agree: 1, Disagree: 0
With safe crossings of the major car arterials, I hope.

#023

Posted by ROBERT ALLEN GREER on 06/30/2020 at 5:01pm [Comment ID: 4099] - Link
Type: Suggestion
Agree: 2, Disagree: 0
17th Ave. needs to be made more crossable. More stoplights, and pedestrian islands would help a lot, as would redesigning the street for slower car traffic with speedbumps/narrower lanes/etc.

#024

Posted by Tommy Butler on 06/06/2020 at 3:24pm [Comment ID: 3702] - Link
Type: Suggestion
Agree: 3, Disagree: 0
I support enhancing mixed use at the old 'trolley stops' along 12th avenue (intersections near elizabeth & clayton, madison & monroe). This will ideally increase pedestrian & bike use and reduce auto traffic intra-neighborhood.

#025

Posted by jo untiedt on 06/28/2020 at 5:30pm [Comment ID: 3932] - Link
Type: Suggestion
Agree: 0, Disagree: 0
City park boat house needs to be accessible and utilize the handicap parking to north of boat house for parking

#026

Posted by Andy Baldyga on 06/27/2020 at 9:37pm [Comment ID: 3874] - Link
Agree: 2, Disagree: -1
Why is all of Congress Park considered historically significant? It is not a historic district. Adding this type of designation will create confusion for future development. At the very least, select a smaller area. There is no way that entire area is significant.

Reply by Jonathan on 06/30/2020 at 11:04pm [Comment ID: 4238] - Link
Agree: 1, Disagree: 0
Agreed - why do these wealthy neighborhoods get to claim historic status and exclude themselves from any negative externalities of development? These buildings aren’t even older than home in other neighborhoods not deemed historic. This suggests that anything over fifty years old in the city should be considered a museum

#027

Posted by Andrea Marie Carrillo on 06/30/2020 at 9:15pm [Comment ID: 4214] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Some sidewalks in Congress park need some serious renovations. I don’t know how someone in a wheelchair or someone who has trouble walking could even use some of them.

#028

Posted by Andrea on 06/07/2020 at 6:29pm [Comment ID: 3708] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Please add more stop signs along 7th avenue, to slow drivers (currently a lot of speeding!) and limit its attractiveness to people looking for an alternative to 6th/8th.

Reply by BJWilson10 on 06/21/2020 at 8:47pm [Comment ID: 3837] - Link
Type: Question
Agree: 1, Disagree: 0
Converting 6th to a 2-way could help. Drivers from the East of CO are forced to turn North on CO Blvd, they then often turn onto 7th.

Could we reduce the speed limit on 7th to 20?
It’s a parkway and there is a school AND and church.
Reply by ROBERT ALLEN GREER on 06/30/2020 at 4:55pm [Comment ID: 4097] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Again, how about infrastructure that doesn't just suggest cars slow down, but forces them to? Speed bumps and narrow traffic lanes are underutilized safety features.

#029

Posted by Bryan McCutcheon on 06/18/2020 at 11:46am [Comment ID: 3784] - Link
Type: Question
Agree: 5, Disagree: 0
City Park boathouse is a totally underused asset. Couldn’t it be used as a snack bar/beer garden/cape in the summer like in European style parks, Central Park in NYC, etc.?

#030

Posted by Sean on 06/16/2020 at 10:25am [Comment ID: 3769] - Link
Type: Suggestion
Agree: 0, Disagree: -1
I agree with Andrea 100%. There is no reason that we cannot put a stop sign at every intersection along 7th Avenue to prevent speeding and re-routing. please make 7th Avenue like 3rd Avenue in Cherry Creek North.

Reply by Jonathan on 06/30/2020 at 11:06pm [Comment ID: 4240] - Link
Agree: 0, Disagree: 0
Stops signs at that quantity are deeply negatively impactful to human-powered transportation like bikes. Better than stops signs at every intersection would be physical infrastructure that encourages or forces drivers to move slower, like separated speed humps and physically narrowed lanes

#031

Posted by Andy Baldyga on 06/27/2020 at 9:32pm [Comment ID: 3873] - Link
Type: Suggestion
Agree: 3, Disagree: 0
Pedestrian Priority and Bicycle Priority Streets should also be tree canopy priority areas. 16th, 17th, 11th Aves are that much more user friendly when shaded and landscaped.
The runners returning to City Park during the Colfax Marathon appreciate the shade. So will everyone else.

Reply by **ROBERT ALLEN GREER** on **06/30/2020 at 4:59pm** [Comment ID: 4098] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Absolutely. If we're trying to get more people to bike, being able to bike comfortably should be our core goal.

Also, trees not only provide shade, but actively cool the surrounding air through evapotranspiration, up to 10F, and scrub pollutants so bikers aren't huffing car exhaust.

#032

Posted by **Bryan McCutcheon** on **06/18/2020 at 11:36am** [Comment ID: 3782] - Link
Type: Suggestion
Agree: 3, Disagree: 0
In addition to several retail businesses on the north side of 17th at Race and Vine, there are daycares at both 17th and Race and 17th and Vine, as well as a bus stop at 17th and Race. However, there is no infrastructure at either intersection to facilitate safe crossings at 17th. This is a major safety issue (theme 4) that is not serviced by this plan.

#033

Posted by **Frank Locantore** on **06/28/2020 at 12:08pm** [Comment ID: 3902] - Link
Type: Suggestion
Agree: 1, Disagree: 0
With the unqualified success of 16th Ave being a "Shared Street" during the pandemic, make this a permanent Shared Street with street designs that limit speeding and through traffic while providing for the residential access and maintaining how family-friendly and safer the street is and can be.

#034

Posted by **Emily Volkert** on **06/03/2020 at 6:43pm** [Comment ID: 3680] - Link
Type: Answer
Agree: 0, Disagree: 0
Thank you for keeping equity at the forefront of this plan's design.
I would LOVE a walkable, rollable, rideable spot to visit right off of the park to enjoy a beverage or snack with my neighbors.

I don't understand why only part of this area has a tree canopy focus. Maintaining and extending the tree canopy is a critical part of the look, feel, and appeal of this area. Can you please expand the focus area?

Also, why isn't there a focus area along Colfax? Colfax gets blindingly bright and hot in the summer, and more trees in that area would also scrub car pollution and increase needed foot traffic to businesses along that corridor.

If Historic areas are going to be identified on this plan, the Wyman Historic District should be shown as it covers a large area of the City Park West and Cheesman Park neighborhoods.

agreed - either all of our buildings more than forty years are historic (bad idea) or none of them should get blanket exceptions. Wealthier, whiter congress park and cherry creek shouldn't be able to exclude others
Please keep the perimeter of Cheesman Park residentially zoned, without commercial development, for the enjoyment of everyone. The purpose of Cheesman Park is to remain a passive park, providing a respite environment for the dense surrounding neighborhood users.

#039

Franklin Street makes a great north/south entrance and exit into Cheesman Park.

#040

Recommend extending enhanced mixed use to small business areas on 22nd east of Downing (served by the 32 and 28 RTD bus lines).

#041

Can we please get some bike lanes going North-South across Colfax?
1.3 PLANNING FOR AN EQUITABLE EAST CENTRAL DENVER

EQUITABLE PLANNING FOR EAST CENTRAL

Equity means everyone, regardless of who they are or where they are from, has the opportunity to thrive. A primary goal of Blueprint Denver is to guide change to improve equity across the city. To advance this goal, the plan evaluates equity through the lens of three core concepts: Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity. Incorporating these three concepts into the planning process helps to define and prioritize recommendations to promote a more equitable Denver by highlighting equity-based needs in particular areas.

For the East Central Area Plan, the three equity concepts have influenced the strategies and recommendations in the plan and their prioritization by highlighting areas with particular equity concerns. This approach enables East Central to work towards a vision that prioritizes equity within the plan area and also contributes to a more equitable Denver.

The data and analyses that inform the core concepts on the following pages are intended to provide a high-level overview of the plan area rather than parcel-by-parcel direction. The specific measures of Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity should be used as indicators that highlight the need for further investigation.

Source: Robert Wood Johnson Foundation
If this is truly a goal then I would suggest the City develop a written outreach plan that outlines how information is distributed to low-income communities, minorities, renters and people who do not utilize the internet.

this should come with distributing information on renter's rights and laws around renting in Denver/CO
IMPROVING ACCESS TO OPPORTUNITY

### Mortality Rates
Life expectancies of residents

### Morbidity Rates
Rates of chronic diseases in children and adults

### Socio Economic
Income and poverty rates

### Access to Health Services
Health services such as clinics, prenatal services, and more

### Access to Amenities
Amenities that improve quality of life, wellness and social capital

### Built Environment
Access to services such as parks, transit infrastructure and more

### Jobs and Housing Mix
Mix of jobs and housing in the area creates a diverse neighborhood for people who live in and outside

### Job Diversity
Mix of job choices in a neighborhood

### Housing Diversity
Choice in housing. Homes, apartments, condos etc

### Income
Income and wages. Lower rates can result in residents being pushed out due to increased costs

### Education
Education rates. Lack in higher education can leave residents unable to make more money and get jobs to offset increased costs

### Housing Tenure
Number of home owners and home renters. Those who do not own have a higher chance of being pushed out

### Housing Costs & Affordability
Housing costs and availability of affordable housing

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<table>
<thead>
<tr>
<th>1</th>
<th>Neighborhood Equity Index:</th>
</tr>
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<tbody>
<tr>
<td>a.</td>
<td>Social determinants of health</td>
</tr>
<tr>
<td></td>
<td>Percent of high school graduates or the equivalent for those 25 years of age or older</td>
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<tr>
<td></td>
<td>Percent of families below 100% of the federal poverty line</td>
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<tr>
<td>b.</td>
<td>Access to fresh food: percent of residents within ¼ mile (10 minute walk) to a full-service grocery store</td>
</tr>
<tr>
<td>c.</td>
<td>Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space</td>
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<tr>
<td>d.</td>
<td>Access to health care: percent of pregnancies without first trimester prenatal care</td>
</tr>
<tr>
<td>e.</td>
<td>Children at a healthy weight: percent of children that are overweight or obese</td>
</tr>
<tr>
<td>f.</td>
<td>Average life expectancy</td>
</tr>
</tbody>
</table>

| 2 | Access by walkshed (1/2 mile), bikeshed (2-mile) and driveshed (5-mile) to each local center, local corridor, community corridor and regional center from the future places map. |

| 3 | Access to quality transit: households within ½ mile of high-capacity transit or ¼ mile from the frequent transit network |

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Access to Opportunity
creating more equitable access to quality-of-life amenities, health and education.
1.3.1 IMPROVING ACCESS TO OPPORTUNITY

Access to opportunity reflects the Blueprint Denver goal for all neighborhoods to be complete with equitable access to a high quality of life. It is evaluated based on the measures listed on the previous page, which reveal some of the highest inequities in the city. This measure includes the Neighborhood Equity Index, which is a measure of barriers to opportunity. Although the entire study area has relatively high access to transit as well as community corridors and centers, North Capitol Hill is ranked 60 out of 78 statistical neighborhoods, according to the composite Neighborhood Equity Index. City Park West is also below the citywide average, ranking 50 out of 78, according to barriers to opportunity. Poverty, access to healthcare, and morbidity were key drivers of the lower scores in these two neighborhoods. These specific measures are discussed more fully in the Quality-of-Life Infrastructure and Economy and Housing sections of the Areawide Recommendations chapter. However, when considered alongside measures of access to transit and other amenities, they highlight the need for a focus on these neighborhoods to meet city equity goals.

There are several policies and strategies in this plan that can improve access to opportunity with a focus on North Capitol Hill and City Park West:

- Policy M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.
- Policy M1 Recommendation F: Park Avenue between Colfax and 20th Avenues
  - Short-Term
    - Improve pedestrian and bike safety and comfort with reduced crossing distances and operational improvements. Priority location is 16th Ave.
    - Study the feasibility of closing turn lanes and re-appropriating the space for pedestrians. Partner with Public Works’ Adaptive Streets initiative.
- Policy M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs.
- Policy Q1: Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.
- Policy Q4, Strategy A: Create new community open space, parks, and recreation facilities… [Consider the] District 6 Police Station redevelopment [as a potential location].
- Policy Q16: Increase access to low-cost healthcare in East Central.

![Composite Neighborhood Equity Index]

Greatest barriers to opportunity

Least barriers to opportunity
Partner with Colfax Ave BID.

I think it's important to consider parking here. The proposed transit improvements will not help many people, especially those who work and have children (= doing 2+ stops in the morning and afternoon/evening, and with commute times that would double/triple on public transit). Please make sure that access to free, convenient parking is part of the calculation in terms of barriers to opportunity.

With the current street closures to auto traffic, except for immediate street and alley access, this might change the parking solution for the future. Parking doesn't have to be eliminated to increase pedestrian, bicycle, etc. increased safety. Also, it is a great traffic calming measure to slow the speed of traffic through the 2 ways streets in the neighborhood. It keeps commuter and traffic flows on the one way streets.

There are lots of people in this neighborhood who want to avoid cars (whether for cost reasons, or the environment, or concern for their neighbors' lungs). If you give them better options, such as better biking and transit and more walkability, they'll stop taking up your parking spaces.
Couldn't disagree more strongly. The transit improvements could help many people if done correctly, and done correctly likely means eliminating parking for reliably-fast dedicated lanes (for buses AND bikes). If we build the transit correctly, then it can be used in place of many of the car trips that everyone currently relies on (low-income or high-income). From there it is one's choice to choose to pay for a car and its associated parking costs (whether street or the expense of a garage), and it is one's choice to determine how far to go/how many stops to make in a morning - and what mode of transit to use to get there.

#046

Posted by Frank Locantore on 06/28/2020 at 12:13pm [Comment ID: 3903] - Link
Type: Suggestion
Agree: 2, Disagree: 0
And partner with the Colfax Ave BID.

#047

Posted by ROBERT ALLEN GREER on 06/30/2020 at 5:10pm [Comment ID: 4106] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Please consider adding vegetation, whether potted or in-ground, in these areas to invite pedestrians back.
VULNERABILITY TO DISPLACEMENT

Where are populations most vulnerable to displacement?

1. Median household income
2. Percent of renters
3. Percent of population with less than college degree
1.3.2 REDUCING VULNERABILITY TO DISPLACEMENT

Denver residents value diversity, inclusiveness and opportunity for all. These values are threatened by involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents. This can also include displacement caused by a loss of culture, family, and other factors. Vulnerability to Displacement is measured by several factors shown on the previous page that have been linked to involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents. According to the percent of renters, portions of every neighborhood in East Central are vulnerable. According to median household income, portions of every neighborhood except City Park are vulnerable. Considering the spread of Vulnerability to Displacement across the entire East Central area, it is important to focus on this issue to meet citywide equity goals.

Several policies and strategies in this plan, which are explained in greater detail in their respective chapters, can reduce vulnerability to displacement:

- Policy L3, Strategy A: Consistent with citywide policies in Blueprint Denver, develop a robust incentive system near major transit corridors through a community process that provides additional height in exchange for significant community benefits. Affordable (income-restricted) housing should be the primary community benefit achieved.
- Policy E3: Partner with Denver Public Schools, the Downtown Denver Partnership, and other major area employers/projects in connecting East Central residents to job opportunities.
- Policy E7: Support and develop new community-minded ownership models that have a goal of maintaining East Central’s variety of small, local businesses.
- Policy E8: Stabilize residents at risk of involuntary displacement
- Policy E9: Preserve existing affordability and housing quality
- Policy E10: Create new affordable housing with access to transit and amenities
- Policy E11: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes in all neighborhoods.
#048

Posted by ROBERT ALLEN GREER on 06/30/2020 at 5:18pm [Comment ID: 4114] - Link
Type: Suggestion
Agree: 1, Disagree: 0

I'm a homeowner in City Park, but I'm not going to pretend my neighborhood isn't also driving displacement. If we can't build affordable housing in City Park, that drives up rents (and therefore displacement) all around the city. We need to legalize well-designed 4-story complexes everywhere in East Central.

#049

Posted by Frank Locantore on 06/28/2020 at 12:18pm [Comment ID: 3906] - Link
Type: Answer
Agree: 1, Disagree: 0

Partner with the Colfax Ave BID.

#050

Posted by Jonathan on 06/30/2020 at 11:17pm [Comment ID: 4245] - Link
Type: Suggestion
Agree: 0, Disagree: 0

If the Group Living amendment passes, it should override ANY of the restrictions in this plan on historic/single-family zones to allow those in need or desire of group living situations can accomplish those goals with proximate access to services and amenities.

#051

Posted by Jo Untiedt on 07/01/2020 at 12:17am [Comment ID: 4254] - Link
Type: Suggestion
Agree: 0, Disagree: 0

City is required to have AntiDisplacement and a Relocation Plan that should be mentioned in this document.
And partner with the Colfax Ave BID.

#053

As a renter in City Park, I have a hard time understanding why we aren't as vulnerable to displacement. The only new buildings in our neighborhood are luxury condos, apartments, or modern houses. Rents are easily outpacing my income. I am resigned to the fact that eventually, I will get displaced even making over 50k a year and living in an old building.
HOUSING DIVERSITY

1. Housing Diversity
   1. Percent of middle-density housing (housing with 2-19 units)
   2. Home size diversity
   3. Ownership vs. rental
   4. Housing costs
   5. Amount of affordable (income-restricted) housing units

2. Jobs Diversity
   1. Jobs density
   2. Jobs diversity
1.3.3 EXPANDING HOUSING AND JOBS DIVERSITY

Diversity of housing and jobs captures the city’s vision for complete neighborhoods with equitable access to quality employment options and housing choices that accommodate households of different ages, sizes, and incomes. It is evaluated based on the measures listed on the previous page. 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.

While East Central neighborhoods generally have a lot of jobs, many are overly concentrated in one sector – often the retail sector. This indicates a need to expand the types of jobs available to improve access to quality employment and achieve the equity goals described in Blueprint Denver.

Several policies and strategies in this plan can expand housing and jobs diversity:

- **Policy E1**: Bolster the healthcare and wellness sector as the foundation for economic growth in the East Central Area.
- **Policy E2**: Strengthen the professional services market by promoting the development of small office space.
- **Policy E9, Strategy C**: Preserve naturally occurring affordable housing, particularly in areas vulnerable to displacement and close to transit through new tools such as:
  1. An incentive program for small landlords that provides for rehabilitation of small multi-unit properties in exchange for affordability commitments.
  2. Partnering with existing cooperatives and other organizations to assist tenants with acquiring and transforming housing into cooperative housing (Encouraging cooperatives also require reducing barriers to shared living. See Policy E11).
- **Policy E10**: Create new affordable housing with access to transit and amenities.
  - **Policy E10, Strategy B**: Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.
  - **Policy E10, Strategy C**: Encourage more family-friendly development, including larger unit sizes and family-supportive amenities
  - **Policy E10, Strategy E**: Integrate missing-middle housing types into low and low medium residential areas, with a focus on discouraging demolition and encouraging affordability

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**TENURE DIVERSITY**

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<tr>
<th>Tenure Diversity</th>
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<th>Diverse</th>
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<tbody>
<tr>
<td>North Capitol Hill</td>
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<tr>
<td>City Park West</td>
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<td>Cheesman Park</td>
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<td>Congress Park</td>
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**HOME SIZE DIVERSITY**

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<tr>
<th>Home Size Diversity</th>
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<td>Congress Park</td>
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I was once a property owner in the area and now am a renter in a building owned by a small landlord. They're commitment to preserving the beauty of the historic residential buildings they own would make them an ideal candidate for this kind of programing. My neighbors are lovely and I live with classic musicians, graduate students, artists and teachers. This kind of incentive would make it possible for these same kind of people to live and work in the same area.
Areas with a mix of jobs similar to the city's overall mix of job types

- Less jobs per acre
- More jobs per acre

Census block group with less than 100 jobs. Not included in analysis of types of jobs

Areas with a predominate type of job

- Less jobs per acre
- More jobs per acre

Retail

Plan area boundary

Innovation
2.1 AREA WIDE RECOMMENDATIONS: LAND USE AND BUILT FORM

IN THIS SECTION:

2.1.1 INTRODUCTION (P. 22)
2.1.2 NEIGHBORHOOD CONTEXTS (P. 25)
2.1.3 PLACES (P. 27)
2.1.4 GROWTH STRATEGY (P. 37)
2.1.5 ZONING AND OTHER REGULATIONS (P. 38)
2.1.1 Introduction

The Land Use and Built Form topic covers the basic elements necessary for creating equitable and complete neighborhoods as the East Central area grows and changes over the next 20 years. Land use recommendations describe appropriate locations and intensities for housing, shopping, employment, and entertainment. Built form recommendations describe how new buildings and renovations can promote the desired neighborhood character. These elements set the foundation upon which the other topics in this plan – Mobility, Quality-of-Life Infrastructure, Economy and Housing – build. The appropriate mix of uses and character-enhancing buildings help residents have access to the goods, services, and amenities necessary to thrive.

Future land use and built form guidance is proposed using two organizational systems: Neighborhood Contexts and Future Places. Neighborhood Contexts describe the desired general characteristics of an area, including street and block patterns and intensity of development. Future Places describe more specifically what new uses and building scales are appropriate. Together, these systems articulate how the area is envisioned to look and feel in 2040. East Central currently has a rich mix of places: mixed-use centers and corridors, diverse residential areas, and special-purpose districts, like hospital campuses. However, not all of these places fulfill the community’s aspirations. There are underutilized properties and others with unappealing designs. Some buildings and uses that community members value are being replaced by those that may not contribute to desired neighborhood character. With significant changes expected from increased population and employment growth, to the re-imagining of Colfax Avenue as a bus rapid transit corridor, the recommendations of this section are vital for guiding changes to advance the community’s vision.

Community input throughout the planning process has highlighted the importance of land use and built form. When asked what they are most concerned about, a top issue from participants was the negative impacts of some development and the resulting loss of neighborhood character. When asked what big ideas they had to improve the area, one of the most common themes was to reinvigorate and beautify Colfax Avenue. The community’s vision for land use and built form in the East Central area reflects these concerns and desires.

Long Term Vision for Land Use & Built Form

In 2040, East Central is one of the most walkable places in the city. New buildings have pedestrian-friendly designs, such as front porches and balconies, ground floor windows, and have incorporated quality, durable materials that help maintain the area’s distinctive character. Historic streetcar stops are still within a short walk of most homes, providing shops, restaurants, and plazas that make it easy for people to meet their neighbors and join the area’s well-connected community. Each neighborhood has a rich diversity of young people, seniors, and families of a variety of ethnicities and income levels. Neighborhood schools are thriving, as dense areas that once contained few children now have many more families due to the construction of more multi-bedroom units. Older residents have been able to stay in the neighborhoods they love through the addition of smaller duplexes and backyard cottage houses. Historic buildings, including several with mid-20th century designs, are well-preserved, with some renovations facilitated by adaptive reuse as popular shops, cafés and co-working offices. Colfax Avenue, Colorado Boulevard, 17th Avenue, and the other commercial areas have a bustling main street feel with eclectic, engaging buildings and benches, lighting, and public art that create a welcoming and exciting environment. During the day, the sidewalks are filled with residents shopping for daily needs while evenings bring restaurant, bar, and concert goers. More multi-story, mixed use buildings have been woven into Colfax, Broadway, Colorado, and other major transit corridors, which has eased vehicle traffic and development pressure on surrounding neighborhoods by allowing more residents to conveniently access quality, reliable transit.

To determine whether the vision is being achieved, the city will track three measures related to walkability, strategic growth, and historic preservation.

Increase the amount of households within walking or rolling distance of jobs, retail, and quality transit to at least 50% in each neighborhood

Direct 75% of new jobs and households that locate in East Central by 2040 to centers and corridors

Avoid full demolition of any historically significant building

3/6 neighborhoods currently meet target

Direct 75% of new jobs and households that locate in East Central by 2040 to centers and corridors

Avoid full demolition of any historically significant building

100%
Does this mean that a single-family home can't be rebuilt into a somewhat taller structure that still fits with the character of the neighborhood, but can house many more families? If so, this works at odds to the paramount goal of making more affordable housing in this neighborhood.

**LU 2.1.1 p22 – Q1**  
Q1 p22 – Please let me know how are you defining “Historically Significant” buildings?

Include building design standards to establish requirements for better quality, long-lasting and durability that bring forward the desirable attributes of great Denver-centric architecture. Establish quality material requirements that will achieve these goals along with façade and massing compositions that are complementary to the existing fabric in both remodeled and new building forms.

same comment as last time- this is not accurate - need to address the fact that property taxes, insurance and lack of parking are causing loss of older residents.
I agree. Older residents with fixed incomes and not a lot of financial resources are just barely making it in older mid - high rise buildings, if they are not renovated. Once a developer or property owner decides to renovate, seniors are displaced. The seniors cannot find comparable living arrangements in the neighborhood and are forced to leave to outlying communities.

Lack of parking isn't an impediment to having older residents if things are walkable. Besides, many older people can't drive, or shouldn't be driving. The cities with the best quality of life for older residents, with longest longevities, are highly walkable.

While it's true that only adding a few cottage houses won't stem displacement of people on fixed incomes, adding a lot more new housing will drive down rents and enable more people to live in neighborhoods they've spent decades establishing themselves in.

Denver should continue to evolve and build its structural fabric to support community identity through ownership as well as rentable space with highly integrated mixed uses of housing, commercial and shops/services and retail. A recent ULI Urban Land article considers resilience key to future adaptability and change, especially now during COVID19 and planning for future city resilience strategies. Vienna represents a good example of mixed-use housing and commercial integration with a diverse social and physical fabric. A former vice-mayor indicates that: "....we have almost no areas that are exclusively office or housing areas. We also have very even socioeconomic distribution....subsidized housing...is very high quality, with plenty of space, balconies...."
Agree: 1, Disagree: 0

Why are we relegating mixed-use buildings to major arterials? Who wants to eat on a restaurant patio that's barraged with car noise and choked in car exhaust?
#061

Posted by EKR on 07/01/2020 at 9:52pm [Comment ID: 4377] - Link
Type: Suggestion
Agree: 1, Disagree: 0

PLEASE preserve this part of our neighborhood. We are quickly becoming overrun with modern duplexes that displace homeowners and WAY outprice people that could have afforded the historic duplexes or single family homes. They also ignore the character of the neighborhood.

#062

Posted by myles-cpn on 07/01/2020 at 11:16pm [Comment ID: 4410] - Link
Type: Question
Agree: 0, Disagree: 0

LU 2.1.1 p23 – Q2 (map)
Q2 p23 – Has there been consideration to add churches or schools to the #6 Character Building Preservation, that contribute to the character of the neighborhoods?

#063

Posted by ROBERT ALLEN GREER on 06/30/2020 at 5:36pm [Comment ID: 4125] - Link
Type: Suggestion
Agree: 0, Disagree: 0

If we're going to put a bunch of pedestrians and street-level commerce on Colfax, we need to get rid of as much car traffic as possible. Without BRT or something even better, Colfax will never have a walkable "main street" atmosphere.

#064

Posted by KHahn on 07/01/2020 at 4:21pm [Comment ID: 4328] - Link
Type: Typo
Agree: 0, Disagree: 0

Areas of Historic Significance
Enhanced Residential Design Quality Area
Standards to preserve traditional neighborhood character by adjusting design standards to be more consistent with the existing architecture in the neighborhood, and encouraging context-sensitive additions instead of demolition. See Policies L4 & L7. (Photo: Home in Congress Park)

Area of Historic Interest
An Area of Historic Interest is a defined area that has been identified through the neighborhood planning process as needing additional surveying. These areas include unique characteristics that may be worthy of some level of character preservation. See Policy L9. (Photo: Madison Street “Denver Squares”, City Park)

Commercial Character Building Preservation
A concept to preserve buildings that are not protected by a landmark designation, but contribute to the character of mixed use areas and are desired to be preserved. See Policies L3, L6, & L8. (Photo: The Fillmore, North Capitol Hill)

Active Ground Floor Use Area
An area where uses that bring activity to the sidewalk should be required on the ground floor. Areas include existing pedestrian-friendly neighborhood destinations, such as historic streetcar stops, or areas directly adjacent to a transit station. Activity can include retail, patio seating, plazas where people can sit, play or gather, or other activity that enlivens the sidewalk. See Policy L8. (Photo: 12th & Madison, Congress Park)

Enhanced Mixed-Use Design Quality Area
An area where additional standards are recommended in order to better align new construction with community goals. Requirements can include guidelines for bulk, massing, building materials, signage, streetscape, open space, landscaping, improved transitions between commercial and residential, or other elements specific to the vision for an area. See Policies L6 & L8. (Photo: Row houses in City Park)

Enhanced Residential Design Quality Area
Enhanced Residential Design Quality Area
Standards to preserve traditional neighborhood character by adjusting design standards to be more consistent with the existing architecture in the neighborhood, and encouraging context-sensitive additions instead of demolition. See Policies L4 & L7. (Photo: Home in Congress Park)

Area of Historic Interest
Area of Historic Interest
An Area of Historic Interest is a defined area that has been identified through the neighborhood planning process as needing additional surveying. These areas include unique characteristics that may be worthy of some level of character preservation. See Policy L9. (Photo: Madison Street “Denver Squares”, City Park)

Commercial Character Building Preservation
Commercial Character Building Preservation
A concept to preserve buildings that are not protected by a landmark designation, but contribute to the character of mixed use areas and are desired to be preserved. See Policies L3, L6, & L8. (Photo: The Fillmore, North Capitol Hill)

Active Ground Floor Use Area
Active Ground Floor Use Area
An area where uses that bring activity to the sidewalk should be required on the ground floor. Areas include existing pedestrian-friendly neighborhood destinations, such as historic streetcar stops, or areas directly adjacent to a transit station. Activity can include retail, patio seating, plazas where people can sit, play or gather, or other activity that enlivens the sidewalk. See Policy L8. (Photo: 12th & Madison, Congress Park)

Enhanced Mixed-Use Design Quality Area
Enhanced Mixed-Use Design Quality Area
An area where additional standards are recommended in order to better align new construction with community goals. Requirements can include guidelines for bulk, massing, building materials, signage, streetscape, open space, landscaping, improved transitions between commercial and residential, or other elements specific to the vision for an area. See Policies L6 & L8. (Photo: Row houses in City Park)
#065

Posted by myles-cpn on 07/01/2020 at 11:21pm [Comment ID: 4414] - Link
Type: Question
Agree: 0, Disagree: 0
LU 2.1.1 p24 – Q4 (in section 6)
Q4 p24 – Has there been consideration to add churches or schools to the #6 Character Building Preservation, that contribute to the character of the neighborhoods?

#066

Posted by myles-cpn on 07/01/2020 at 11:17pm [Comment ID: 4411] - Link
Type: Question
Agree: 0, Disagree: 0
LU 2.1.1 p24 – Q2 (in section 6)
Q2 p24 – Has there been consideration to add churches or schools to the #6 Character Building Preservation, that contribute to the character of the neighborhoods?

#067

Posted by Frank Locantore on 06/28/2020 at 12:37pm [Comment ID: 3907] - Link
Type: Suggestion
Agree: 0, Disagree: 0
I like how this will protect the historic structure as is while also providing for an additional unit of housing. That way, those that have retired and are aging in place could potentially stay in their homes while also renting out a "granny flat" in order to augment their income and allow them to stay in the community.

#068

Posted by KHahn on 07/01/2020 at 2:39pm [Comment ID: 4313] - Link
Type: Suggestion
Agree: 1, Disagree: 0
It is important to note that a property may eligible to be a Denver Landmark, even if it not called out on the map. A property should not be excluded from consideration, if it not highlighted on the map.
#069

Posted by **Andrea** on **06/07/2020** at **6:38pm** [Comment ID: 3711] - [Link](#)

*Type: Question*

*Agree: 1, Disagree: -2*

Why is this labeled differently on the map? This description suggests that people living in historic preservation areas will now find it easier to make changes to their homes, which jeopardizes the historic nature of the building.

Reply by **ROBERT ALLEN GREER** on **06/30/2020** at **5:39pm** [Comment ID: 4127] - [Link](#)

*Type: Answer*

*Agree: 1, Disagree: 0*

Historic natures of buildings are a relatively unimportant consideration compared to making Denver more affordable and livable. I understand there are a lot of people in this area who want to preserve their privilege in amber, but we can't let that happen if we don't want to pour gasoline on the fire of the homelessness crisis.

#070

Posted by **Barb Frommell** on **06/03/2020** at **11:51pm** [Comment ID: 3683] - [Link](#)

*Type: Typo*

*Agree: 0, Disagree: 0*

The map calls this "Area of Historic Preservation" while the narrative calls it "Area of Historic Significance"

Reply by **Barb Frommell** on **06/03/2020** at **11:53pm** [Comment ID: 3684] - [Link](#)

*Type: Typo*

*Agree: 0, Disagree: 0*

Looking at it further, there are several instances where these descriptions don't match the map...

#071

Posted by **myles-cpn** on **07/01/2020** at **11:20pm** [Comment ID: 4413] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

LU 2.1.1 p24 – Q3 (in section 3)

Q3 p24 – The areas identified in area #3 are existing Historic Landmark/Districts – Can these protected structures be demolished? Is this incentive to add one additional dwelling unit the only way to protect them?
2.1.2 NEIGHBORHOOD CONTEXTS

Neighborhood Contexts reflect established land patterns such as lot and block sizes, era of construction, and existing building heights and density. Neighborhood contexts also reflect future expectations for how new development is expected to occur and how it should respond to existing patterns. The assigned contexts are reflected in the Denver Zoning Code as well. For complete context descriptions, please refer to Blueprint Denver, Chapters 4 and 5.

- **Downtown** – These areas feature tall buildings close to the street, high pedestrian activity and active uses along the ground floor with a mix of uses on upper floors and excellent transit access and mobility options. This context has the tallest buildings and most dense form (i.e. large footprints, buildings take up majority of blocks).

- **Urban Center** – A transition to the urban neighborhoods from the Downtown context. It includes a high mix of uses with buildings close to the street, but the scale of buildings transition down in height from the Downtown context. It also has excellent transit access and mobility options.

- **General Urban** – A mix of residential and office uses and commercial areas, but with higher densities than the Urban contexts. Buildings are generally multi-unit residential or office, although some single and two unit buildings may be mixed in. There is also a high concentration of historic buildings in this context in the East Central area.

- **Urban** – Primarily single and two-unit residential areas and mixed-use nodes, although there are many small, multi-unit buildings, especially closer to Colfax Avenue. Vehicle access is provided by alleys, so streets are lined with front porches and yards.

- **Districts** – Large schools, hospitals, large parks and civic spaces. They may require special rules for building form and height and contrast with the surrounding character. In the East Central area, examples include: the State Capitol grounds, City Park, Cheesman Park, East High School, Morey Middle School, St. John’s Cathedral, Carla Madison Recreation Center and the Uptown Medical District.

- **Changed context for area between 13th, 14th, Harrison, & Garfield to General Urban to match existing zoning and development**
There is a larger hospital here that seems like it should be listed as a "district"

Out of all of this input and study there is no recommendation to adjust the 2010 zoning designations for this neighborhood? It seems like something could be adjusted. Maybe more density on 17th Ave? or around 12th & Madison? or less Density near 7th Ave?
Re-publishing the 10 year old zoning code is not helpful for change.

The 3-4 year effort to establish the 2010 Zoning Code update is not an easy process to change rapidly. There is a substantial community effort to unravel the long term effects of rezoning changes in an established neighborhood, especially at trolley stops. That process is totally different from a "vision" document. We should not take changes lightly as it is very complex. Neighborhood character is a very divisive topic and a basic property right that needs to be vetted first.

It's absolutely not true that neighborhood character is a "basic property right." Just because you buy a house in a neighborhood doesn't mean you get to dictate what happens in the rest of the neighborhood.

I'm agreeing here that we should consider zoning changes with care, and this is a vision document, not a
rezoning request. But there is no such thing as an "established" neighborhood, and neighborhood character is not a property right - my deed to my home does not give me more control over my neighbors than the control any other citizen of Denver has.
As Denver continues to evolve as an inclusive city, we must strive to create complete neighborhoods for everyone. Access to vital community amenities should not be limited to only certain neighborhoods in our city. Although Denver aspires to be a city of complete neighborhoods, this does not mean all neighborhoods should be the same or remain static. Even complete neighborhoods continue to evolve. The completeness of each neighborhood is defined by its distinct and authentic history, culture and character, as well as its access to a variety of housing types, services, green spaces and employment opportunities. The context-appropriate integration of utility infrastructure is also part of a complete neighborhood.

Blueprint Denver establishes a framework to plan and implement complete neighborhoods. Three interrelated elements form the foundation of a complete neighborhood: land use and built form, mobility and quality-of-life infrastructure. How the complete neighborhood elements vary and come together result in the different places and streets found in our city’s many neighborhoods. How places and streets interact in turn results in the various neighborhood contexts found across the city.

The ability to calibrate the different elements of a complete neighborhood by neighborhood context, place and street type provides a considerable amount of nuance when mapping our unique and evolving neighborhoods. The East Central Area Plan refines and updates the context, place, and street type designations of Blueprint Denver. This plan also advances the land use and built form, mobility, and quality-of-life infrastructure recommendations of Blueprint Denver and adds a new element of economy and housing. Together, these tools can be used to create the complete neighborhoods necessary to achieve the vision of Blueprint Denver for an equitable and inclusive city.

Source: Blueprint Denver 2019
It would be helpful to see how these goals are being carried out in Cherry Creek, Country Club, Hilltop, etc.

I think my comment supports Andrea in that if age, ability, or income level is prevented anywhere (ie: single-unit zoning), it increases the pressure where it is allowed (multi-unit zoning) and contributes to gentrification and displacement for those that often have less financial means.

You're right that those neighborhoods need to step up, and I'm happy to help in that regard, but "These other people are exclusionary too!" is a pretty weak defense of selfishness.
2.1.3 PLACES

Places are an organizational system that describes the desired character of an area. Places work together to promote complete neighborhoods for the residents living within or near each of them. Each place expresses itself differently depending on the neighborhood context where it is located. The East Central Area Plan refines place descriptions, provides more specific building height guidance, and, in some cases, updates the Blueprint Denver place designations.

PLACES IN EAST CENTRAL

East Central’s mix of places is one of the most diverse in the city. Each of the six neighborhoods has a center or corridor, a mix of residential areas, and districts. Below are brief descriptions of each context and place combination found in East Central. For complete place descriptions, please refer to Chapters 4 and 5 of Blueprint Denver. For details of place subcategories not defined in Blueprint Denver, see sidebar on Page 28.

**DOWNTOWN**

**Regional Center**
- Office, retail, eating and drinking establishments, commercial services and multi-unit residential uses are found mixed throughout
- High degree of urbanism paired with a strong pedestrian realm

**Community Corridor**
- Provides a mix of office, commercial and residential uses
- Buildings have a distinctly linear orientation along the street
- Building footprints are typically larger and exhibit a significant degree of street activation that provides an active public-private interface

**High Residential**
- A high mix of uses throughout, including high density multi-unit residential, commercial, civic and institutional uses
- The downtown residential areas are distinguished from the downtown regional center by their land use mix being slightly more multi-unit residential in nature

**URBAN CENTER**

**Community Center**
- Provides a mix of office, commercial and residential uses
- Strong degree of urbanism with mostly continuous building frontages and distinct streetscape elements that define the public realm

**Community Corridor**
- Typically provides a mix of office, commercial and residential uses
- Buildings have a distinctly linear orientation along the street

**High Residential**
- A high mix of uses throughout, including many large scale multi-unit residential uses
- Commercial uses are prevalent

**High-Medium Residential**
- A mix of uses, including multi-unit residential, but at a slightly lower intensity compared to the high residential areas

See Blueprint Denver for full place descriptions
please speak to how the pre-established plans have been incorporated into this plan  (example - hospital district)
The East Central Area Plan refines *Blueprint Denver*’s guidance on future places and updates the *Blueprint Denver* future places map. For a few residential places, the East Central Area Plan provides more detailed guidance by applying subcategories as summarized below.

**Residential Low** - these areas are predominantly single- and two-unit uses. Accessory dwelling units are appropriate and should be thoughtfully integrated throughout.

- **Residential Low: Single-Unit**: This subcategory is recommended in areas that have single-unit homes, but where two-unit homes would not be appropriate except in locations identified where an additional unit is allowed if the house is preserved (see Policy L5).
- **Residential Low: Two-Unit**: This subcategory is recommended in areas where both single- and two-unit homes area appropriate.
- Some civic and institutional uses, such as schools and churches, are compatible integrated throughout Residential Low areas. When these uses relocate or close, these sites may be appropriate locations to introduce additional residential intensity and neighborhood-serving commercial uses if buildings are preserved and reused.

- Limited mixed-use is appropriate where commercial uses have already been established and along arterial and collector streets, ideally on corners at intersections with streets that are transit-served, or connect to other destinations such as parks and commercial areas.

**Residential Low-Medium** – these places include a mix of low- to mid-scale multi-unit residential options and some single- and two-unit homes.

- **Residential Low-Medium: Row House**: includes single-unit and two-unit residential in a limited capacity as well as denser housing types such as row houses and small multi-unit buildings. The East Central Area Plan applies the “residential low-medium: row house” subcategory in areas where single-unit, two-unit, row house buildings and accessory dwelling units would be appropriate but where small multi-unit buildings would not.
- Limited neighborhood serving commercial can be found, particularly at intersections.

- In the General Urban context, office uses may be mixed throughout Residential Low-Medium areas.

In addition to the above, the East Central Area Plan also provides building height guidance. This height guidance may be greater or less than the ranges identified by Blueprint’s place descriptions. Building heights are also further restricted by existing view planes in some locations.

For more detailed information on these places, and on the future place descriptions not modified by this plan, please refer to *Blueprint Denver*, Chapters 4 and 5.
"...compatibility integrated..." sounds awkward - jargon?

Please, please! No row houses! They really separate people rather than encourage exclusion.

ADUs are not appropriate in the Residential Low areas of Denver. They will not add to affordable housing and are likely to be used for short term rentals and possibility grandparent residences. They will add to contention and could be very detrimental to neighbors, who will not have a voice in the decision whether to build.

I would agree that adding ADUs won't do nearly enough, but to say we should instead do nothing is really pretty callous.

Don't shut your eyes to the homelessness crisis in Denver. Closing the gate to new neighbors is a highly Trumpian move. Please open your heart and mind.
Are small multi unit buildings old houses that have been converted to 3-4 apartments? When would these be inappropriate? If this is what’s meant by small multi unit buildings then think of the affordability, permeable surfaces, and tree canopy that such properties would contain!

#080

Posted by Frank Locantore on 06/28/2020 at 12:51pm [Comment ID: 3909] - Link

The inclusion of ADUs in all Denver neighborhoods is very exciting to me. I see it as a way for youth entering the workforce to be able to afford a place to live in our neighborhoods where they can eventually put down roots. It will also help a retired couple struggling to age-in-place on a fixed income by renting out their basement or garage loft and stay in the community they have lived in for years.

Reply by Cindy Sestrich on 06/29/2020 at 6:22pm [Comment ID: 4023] - Link

I agree as long as these are the intended goals and not short term rentals. I previously made a general comment on the financial aids to build ADUS to be restricted to long term tenants or uses.

Reply by ROBERT ALLEN GREER on 06/30/2020 at 5:52pm [Comment ID: 4132] - Link

ADUs are pretty paltry compared to what how much housing we actually need. Increasing housing stock by 5% isn’t going to help much when rents have literally doubled over the last decade.

#081

Posted by myles-cpn on 07/01/2020 at 11:24pm [Comment ID: 4417] - Link

LU 2.1.3 p28 – Q7
Q7 p28 – Can you describe what this is recommending? Are these offices with employees or customers? If many employees or customers, how will parking be addressed in this highly parked neighborhood?
Q5 p28 – Would “Limited mixed-use is appropriate,” allow the rezoning of residential properties into mixed-use along corridors like 12th ave? This area has historic trolley car retail buildings adjacent to residential housing. Would a rezone of residential property be “appropriate”? How will this recommendation be determined?

Q6 p28 – In the Low-Medium Residential Row House, would mid-scale multi-unit residential be allowed? This area is primarily historic American Four squares and historic two-story apartment buildings. Past development allowed demolition of these homes, larger assemblies of lots and eight story apartment buildings. Would these recommendations limit this type of demolition and / or development of apartment buildings in this area?
Community Center
• Typically provides some mix of office, commercial and residential uses
• Strong degree of urbanism with mostly continuous building frontages to define the public realm

Local Center
• Primarily provides options for dining, entertainment and shopping
• May also include some residential and employment uses
• Provides a more intimate, pedestrian scale

Community Corridor
• Typically provides some mix of office, commercial and residential uses
• Buildings have a distinctly linear orientation along the street

Local Corridor
• Primarily provides options for dining, entertainment and shopping
• May also include some residential and employment uses
• Buildings have distinctly linear orientation along the street with very shallow setbacks

High Residential
• Predominately multi-unit residential, though compatible commercial uses should be interspersed throughout

High-Medium Residential
• A mix of low- to medium-scale multi-unit residential uses with some neighborhood-serving mixed use distributed throughout

Low-Medium Residential
• Primarily residential, with a mix of unit types
• Single- and two-unit homes are interspersed with lower scale multi-unit buildings
• Limited neighborhood serving commercial can be found, particularly at intersections

Low-Medium Residential – Row House
• Primarily residential, with a mix of unit types
• Single- and two-unit homes are interspersed with row houses
• Limited neighborhood serving commercial can be found, particularly at intersections

See Blueprint Denver for full place descriptions
Labels for these two photos
Local Center
• Primarily provides options for dining, entertainment and shopping
• May also include some residential and employment uses
• Public realm is typically defined by lower-scale buildings with active frontages providing a more intimate, pedestrian scale

Community Corridor
• Typically provides some mix of office, commercial and residential uses
• Have a distinctly linear orientation along the street
• Lot coverage is typically higher, with open spaces that are often accommodated by spaces between buildings rather than along the street

Local Corridor
• Primarily provides options for dining, entertainment and shopping
• May also include some residential and employment uses
• Buildings have a distinctly linear orientation along the street with very shallow setbacks

High-Medium Residential
• A mix of mid-scale multi-unit residential options
• Some neighborhood-serving mixed-use may be appropriate, especially along arterial streets or at non-local street intersections

Low-Medium Residential
• Mix of low- to mid-scale multi-unit residential options
• Small-scale multi-unit buildings are interspersed between single- and two-unit residential
• Limited mixed-use along some arterial and collector streets and at intersections

Low Medium Residential – Row House
• Row houses are interspersed between single- and two-unit homes
• Limited mixed-use along some arterial and collector streets and at intersections

Low Residential
• Predominately two-unit uses on smaller lots
• Some civic and institutional uses are compatibly integrated throughout and limited mixed-use can occur along arterial and collector streets, as well as where commercial uses have been already established

Low Residential – Single Unit
• Predominately single-unit uses on smaller lots, with 2-4 unit missing middle housing integrated
• Some civic and institutional uses are compatibly integrated throughout and limited mixed-use can occur along arterial and collector streets, as well as where commercial uses have been already established

See Blueprint Denver for full place descriptions
These photos connote the exact thing that many renters in my neighborhood are afraid of - all of our little old apartment buildings are going to be torn down and replaced with luxury apartments - pricing us out of our own neighborhoods.
COMMUNITY FEEDBACK

Generally, people love the diverse mix of land uses that these neighborhoods offer. People expressed wanting more local, neighborhood serving businesses and fewer chain establishments.

“The amenities most important to me are…”

<table>
<thead>
<tr>
<th>Activity</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dining</td>
<td>25%</td>
</tr>
<tr>
<td>Grocery Shopping</td>
<td>25%</td>
</tr>
<tr>
<td>Recreational Activities</td>
<td>15%</td>
</tr>
</tbody>
</table>

Percent of responses (2,441)
Source: 2017 East Central Kick-off Survey

“Other types of housing I would like to see in the East Central Area are…”

<table>
<thead>
<tr>
<th>Type of Housing</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live + Work</td>
<td>20%</td>
</tr>
<tr>
<td>Accessory Dwelling Units</td>
<td>20%</td>
</tr>
<tr>
<td>Townhomes/Rowhomes</td>
<td>19%</td>
</tr>
</tbody>
</table>

Percent of responses (200)
Source: February 2019 Workshops

RECOMMENDATIONS

L1

Ensure compatible development on institutional sites within neighborhoods.

Institutional uses, such as schools and places of worship, are typically embedded within residential areas and provide key services to surrounding residents. When these uses leave a neighborhood, it can leave a vacant site that has the potential to provide additional neighborhood services and more diverse housing options without displacing existing residents. In addition, new development on existing large campuses should be designed to complement the surrounding neighborhood.

A. Consider zoning code revisions to ensure compatible redevelopment of former institutional sites embedded in low and low-medium residential areas. These sites are appropriate for low-medium residential and neighborhood-serving uses, such as childcare, cafés, community meeting space, and other low impact uses.
   1. Preserving and reusing vacant institutional buildings should be required unless a community-informed process is conducted to make an exception.

B. When new development occurs on large campuses, require compatible design with adjacent residential areas, pedestrian connections, open space, and activate building frontages on major corridors. (See Policies L7 and E1 for additional detail.)
   1. Building heights should include sensitive transitions to adjacent residential places (see Policy L8 for more detail)

L2

Encourage shared use and activation of institutional and quasi-public buildings and open space during off-peak times.

Some neighborhoods in East Central lack smaller, neighborhood-scaled open space and community facilities. Additionally, children often have limited places to go after school to be active. Allowing shared use of facilities like churches and schools during off-peak hours could provide these community amenities to the neighborhoods without having to build new facilities.

A. Encourage shared use of space at these types of facilities by creating shared use agreements between schools or churches and the city. Some examples could include:
   1. Using playgrounds, gymnasiums, and sports facilities for public use during non-school hours.
   2. Using rooms for community uses, such as book clubs, arts and crafts, presentations, and adult learning (see Policy E3 for additional detail).
   3. Using church parking to accommodate nearby parking needs for adjacent uses.
   4. Using school parking lots for neighborhood events, mobile community gardens or farmer’s markets.
   5. Using dedicated areas on school grounds for community gardens.

• Updated L1.B to include additional compatibility to adjacent residential areas
Maximum Building Heights in East Central

While Blueprint Denver place categories provide general guidance on building heights, this plan provides detailed height guidance for specific areas. The Maximum Building Heights map depicts the recommended building heights within East Central. These heights may or may not be achievable on specific sites subject to a variety of factors including but not limited to: existing zoning, view plane restrictions, and where achieving maximum heights is linked to the provision of community benefits (such as affordable housing) as recommended in this plan. These height recommendations are to be used along with the place designations above to determine appropriate zone districts and development patterns in East Central.

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, with most buildings in Congress Park and City Park being 35 feet or less in height.

Community Feedback

Neighborhood workshops included an exercise that asked which elements of new construction in single- and two-unit areas were most important to address. In order of priority, the results concluded:

1. **Building Height** 15%
2. **Mass and Scale** 13%
3. **Materials** 13%
4. **Articulation** 11%

Percent of responses rating each element very or somewhat important (271)

Source: February 2019 workshops
I am not opposed to maximizing height for benefits, but this also doesn't address affordability other than strictly affordable housing - which leaves many of us in middle class income brackets and who are saving to buy in the neighborhoods or just to continue renting in our neighborhoods out. There needs to be an emphasis on creating the TYPE of apartments and condos that millenials can actually afford.

increasing height for affordable housing is NOT necessary. There are other incentives or requirements that can be placed on developers. Increasing height is a life time. Affordable housing is ONLY 20 years!

Allowing reasonably taller buildings dramatically increases the housing supply in a given area. Given that we're in a historic housing shortage, more housing will mean lower market prices.

I do not want the development of this area to start to look like downtown, high rises all over the place.
COMMUNITY BENEFITS

“Community benefit” is a term used throughout this plan. It is most often associated with Land Use Policy L3 which seeks to attain certain valuable community needs when new development occurs while simultaneously directing growth in a responsible manner. These are elements that intend to benefit the community-at-large but are less likely to be provided by or implemented by the city, mainly because they need to occur on private property. Some examples of community benefits for this purpose are listed below:

- **Affordable Housing** – Comprehensive Plan 2040, Blueprint Denver, and Housing an Inclusive Denver all identify affordable housing as a vital need throughout the city. As described in the Economy and Housing section of this plan, the East Central area is in need of 3,100 affordable units for the lowest income residents. Without additional affordable housing, the East Central area cannot be a complete and inclusive neighborhood. Creating affordable housing through incentives is only one of many tools that will be needed to achieve the city’s housing goals.

- **Preserving a Commercial Character Building** – are those that contribute to the character of a neighborhood or corridor. They may or may not be eligible for historic designation, but they are desired to remain in the community because they contribute to the character and history of an area. They also often times provide affordable commercial or residential space because they are older.

- **Affordable Commercial Space or Community-Serving Use** – new buildings are often more expensive to rent. According to community feedback, offering subsidies to community-based nonprofits, local artists, existing local tenants that might otherwise be displaced or other community-serving commercial enterprises is desired. Other examples of community-serving uses include grocery stores, childcare, health clinics, senior care, and social services. All community-serving uses should include affordability programs for low income residents.

- **Publicly Accessible Open Space and Parks** – incorporating publicly accessible open space (which may be privately-owned and maintained), such as small pocket parks, courtyards, pedestrian passages or plazas – beyond what is required by code – helps achieve plan goals for increasing tree canopy and improving access to parks and open space.
There should be a section talking about the City responsibility to the community. The City should be providing input on the LIHTC Qualified Allocation Plan to CHFA to provide incentives for developers through additional points for credits (serving lower income, additional units, services, etc). The incentives do not always need to come at the expense of the building.

need to also concentrate on PRESERVATION of affordable housing which can be small landlords, existing units. Additionally, home ownership as an affordable housing option in not mentioned throughout this plan. I really wish the City would gather a think tank to come up with more innovative inclusive affordable housing options rather than Low Income Housing Tax Credits.

LIHTC helps a lot of people, but the gold standard for affordability is actual public housing. We need a lot more of that.

LU 2.1.3 p34 L3.A.5. – Q11
Q11 p34 – It was mentioned at a recent meeting that required parking would no longer be tied to lot size or the small lot exemption and the required parking recommendation could not cause an undue burden to the developer. Is this correct? How will this recommendation be evaluated or implemented?
#092

Posted by Tina Davis on 06/18/2020 at 7:45pm [Comment ID: 3806] - Link
Type: Suggestion
Agree: 0, Disagree: -2

Taller buildings will add unwanted density and degrade the neighborhood. Developers may promise benefits to the community and fail to deliver. The community will not have an effective say in whether it believes that there will be "community benefits."

Reply by Robert Allen Greer on 06/30/2020 at 6:03pm [Comment ID: 4139] - Link
Type: Answer
Agree: 1, Disagree: 0

We have to keep developers in check, but outlawing everything but the squattest buildings only ensures that rents remain unaffordable and people remain homeless.

Allow construction of 4-6 stories everywhere, but require that developers to use durable materials and incorporate green space so we don't turn into the Highlands. This is really the only environmentally sustainable way forward.

#093

Posted by myles-cpn on 07/01/2020 at 11:30pm [Comment ID: 4420] - Link
Type: Question
Agree: 0, Disagree: 0

LU 2.1.3 p34 L3.A.5. – Q9
Q9 p34 – Would these recommendations allow the assembly and rezone of adjacent residential properties?

#094

Posted by Jeff Hopfenbeck on 06/18/2020 at 11:15pm [Comment ID: 3812] - Link
Type: Answer
Agree: 4, Disagree: 0

This is a thoughtful program that has the potential to add much needed additional deeded affordable housing in our community. We strongly support it!

#095
Q10 p34 – Currently in Congress Park, there are residential houses on commercially zoned properties? If adjacent properties were assembled and developed together with added height incentives the scale of the project could overshadow adjacent residential homes. Would these recommendations allow for adjacent residential owners to have some impactful input on these new developments?

#096

Q12 p34 – This new topic of required parking on any sized lot, not allowed to cause an undue burden to the developer, was not presented to the steering committee for discussion over the last three years and just recently brought up at the meeting as a plan recommendation. Can you explain why this item was never discussed in the previous three years, especially in these high density, heavily parked neighborhoods adjacent to Colfax? This recommendation was also not approved by the ECAP steering committee.

#097

The spread cannot be income restricted housing at one price and the rest of the units are out of reach for many who currently live in the neighborhoods. There needs to be some consideration for middle class income earners.
The height strategy for East Central takes several factors into account, including heights of existing buildings, maximum heights allowed by existing zoning, and community input on desired development patterns and areas to direct growth. The height incentive areas in the map below show the locations where additional height is allowed if community benefits are provided, in accordance with Policy L3. The map colors and legend indicate maximum heights achievable through incentives. No additional building heights beyond what is currently allowed are recommended without providing a commensurate community benefit. Maximum heights may not be achievable in some locations due to view planes or other restrictions.
please, something needs to be done with that dilapidated Royal Hotel.

Thank you for encouraging redevelopment of the properties at Colorado and Colfax by increasing building heights here. It would be nice to get rid of the gas stations and encourage development like housing or commercial or other community-serving uses.

LU 2.1.3 p35 – Q15 (map)
Q15 p35 – At the recent ECAP steering committee, 3D sketchup models had been created and rendered, were shown of these increased building heights. During earlier meetings about these new heights, possible impacts to adjacent residential homes of scale, shadow and privacy were brought up. The committee requested shadow studies but only diagrammatic concepts were presented that did not relate to any specific location. The 3D models were shown for specific properties and fully developed. Why was this information not shown to the committee or public, during the community workshops, so residents could understand what was being proposed?
Garfield Street between 13th and 14th Ave: there are already 4 and 5 story apartment buildings on this block. This designation of "Up to 3 stories" would result in lower density and fewer housing units than what is currently present. This doesn't make sense so close to Colorado and Colfax. Please consider changing to "Up to 5 stories".

#102

Posted by R. TONY SMITH on 06/13/2020 at 1:51pm [Comment ID: 3766] - Link
Type: Question
Agree: 2, Disagree: -2
I continue to be very concerned about raising the height limit of the Paradise Cleaner property from 5 to 8 stories, and no one has responded to my concern.

Raising the height of that property from the current max of 5 to 8 would be out of character for Colfax, and 5 stories is enough for density needs.

I am also concerned that Buzz Geller is the owner of this property and serves on the East Central Denver Area Plan.

I would like my concern addressed please.

Thank you,

R. Tony Smith
1488 Madison Street #503
Denver, CO 80206
720.276.0417

#103

Posted by Naveed on 06/30/2020 at 10:38pm [Comment ID: 4233] - Link
Type: Suggestion
Agree: 4, Disagree: 0
I am opposed to increasing the already agreed height limit in this area. It would look extremely out of place and dwarf the small businesses and single family homes in the neighborhood.

#104
I do not support increasing the height limit from 5 to 8 stories along Colfax, including the proposed redevelopment at the southeast corner of Colfax and Adams, where Paradise Cleaners used to be. It would not match the historic character of the neighborhood to have a larger building on that corner. I also think that we don't have enough infrastructure to support additional density in the area - new buildings rarely have enough parking and there is no way to add additional capacity to Colfax or Colorado Blvd for additional traffic. Please do not increase the building height restriction for Colfax beyond the current 5 story limit. Thank you!

#105

LU 2.1.3 p35 – Q14 (map)
Q14 p35 – These community benefits will be determined at a future time in another process, at this time are unknown. How can we approve this increased height allowance recommendation if we don’t know the details?

#106

We could be allowing the construction of 100 medium-sized apartment complexes in Congress Park. Instead this plan is doomng it to be a housing desert for decades to come. What gives? Do Denverites who don't care about their fellow citizens really have that much power over this process?

#107

LU 2.1.3 p35 – Q13 (map)
Q13 p35 – This area currently zoned U-RH-3, has been designated as having historic significance. Many areas of
Historic Denver Squares are currently zoned U-RH-2.5. Could this whole zone be height limited to U-RH-2.5, to protect these historically significant homes?

#108

Posted by Anne on 06/30/2020 at 10:27pm [Comment ID: 4230] - Link
Type: Suggestion
Agree: 3, Disagree: 0

I do NOT agree with increasing the height of buildings from 5 stories to 8. I believe it will significantly detract from the character of the neighborhood. I love this neighborhood because it doesn't look like downtown. The charm of single family homes and small businesses is what makes this area special.

#109

Posted by Brian Reilly on 06/30/2020 at 6:20pm [Comment ID: 4149] - Link
Type: Suggestion
Agree: 0, Disagree: 0

There is a missed opportunity for allowances for up to 5 stories (vs 3) all along this south side of Colfax in the Bluebird district since the residences further south are higher up the hill and this land use could further be improved with denser housing / cultural amenities.

#110

Posted by myles-cpn on 07/02/2020 at 12:12am [Comment ID: 4430] - Link
Type: Question
Agree: 0, Disagree: 0

LU 2.1.3 p35 – Q16 (map)

Q16 p35 – At the recent ECAP steering committee, 3D sketchup models had been created and rendered, were shown of these increased building heights. During earlier meetings about these new heights, possible impacts to adjacent residential homes of scale, shadow and privacy were brought up. The committee requested shadow studies but only diagrammatic concepts were presented that did not relate to any specific location. The 3D models were shown for specific properties and fully developed. Why was this information not shown to the committee or public, during the community workshops, so residents could understand what was being proposed?
#111

Posted by ROBERT ALLEN GREER on 06/30/2020 at 6:09pm [Comment ID: 4143] - Link
Agree: 0, Disagree: 0
We need to allow the construction of apartment buildings in places that aren't totally choked in car exhaust. Apartment-dwellers, who are disproportionately minorities, already have much higher rates of asthma and heart conditions in this city. Segregating apartment buildings so they only abut major car arterials only makes this problem worse.

This is a very basic equity issue. If Black Lives really Matter, we need to do much, much better than this.

#112

Posted by Jo Untiedt on 07/01/2020 at 12:23am [Comment ID: 4255] - Link
Type: Question
Agree: 0, Disagree: 0
From 5 stories to now proposed 8 stories is too much and cannot transition to residential neighbors as Plan suggests. How can you go from 8 stories to residential street.
. Also people on steering own property on Colfax and will benefit greatly by pushing for 8 stories. This is conflict of interest

#113

Posted by Cindy Sestrich on 06/30/2020 at 6:56pm [Comment ID: 4165] - Link
Agree: 1, Disagree: 0
This map is incorrect. The area in lavender is zoned currently 2.5 and 3. Do not change this zoning from the current zoning from the 2010 Zoning Code. It is there for the purpose of neighborhood character.

#114

Posted by Cindy Sestrich on 06/30/2020 at 6:57pm [Comment ID: 4166] - Link
Agree: 0, Disagree: 0
See the same comment for notation above. Incorrect zoning designation.
The "Uptown" neighborhood had about twice as many residents and businesses (plus a streetcar) in the 1950s than it does today. Certainly the empty lots and surface parking lots getting developed up to 5 stories will help Uptown and 17th Ave return to its original vibrant, and pedestrian-safe form.

#116

LU 2.1.3 p35 – Q17 (map)
Q17 p35 – At the recent ECAP steering committee, 3D sketchup models had been created and rendered, were shown of these increased building heights. During earlier meetings about these new heights, possible impacts to adjacent residential homes of scale, shadow and privacy were brought up. The committee requested shadow studies but only diagrammatic concepts were presented that did not relate to any specific location. The 3D models were shown for specific properties and fully developed. Why was this information not shown to the committee or public, during the community workshops, so residents could understand what was being proposed?

#117

I don't see a section addressing "how" development occurs. Planning should include minimizing negative community impacts from construction. Residents and businesses with large projects nearby are subjected to 6 days a week of noise, pollution, road closures (with no notice), sidewalk closures, alley closures, and construction vehicles taking up all the parking so guests, customers, and vendors cannot easily access residences and businesses. Uptown has been undergoing massive razing and construction for the last decade and most of the development has been indifferent to current residents and businesses, and focused on luxury properties but not on addressing actual community needs.

#118
Same comment as before - from York to Gilpin, the height for buildings is proposed to be 8 stories. This will eliminate much of the eclectic character of Colfax When I attended meetings in neighborhood, people wanted to keep much of Colfax as is encouraging businesses and urban rehab.

#119

Posted by Nancy Relihan on 06/18/2020 at 12:25pm [Comment ID: 3792] - Link
Type: Suggestion | Tags: East
Agree: 1, Disagree: 0
I made at least 10 comments to this plan when it was first sent out via email and they are not showing up today.

I believe your system is flawed.

#120

Posted by jo untiedt on 06/28/2020 at 9:12pm [Comment ID: 3951] - Link
Type: Suggestion
Agree: 0, Disagree: 0
There is a View Plane for Sherman and Grant. Please stop assuming that will be changed by this plan. The view plane requires 80% super majority of City Council. Several comments were made by people about building height and that along Colfax. What happened to those comments? Who decided which comments are accepted?

#121

Posted by jo untiedt on 06/28/2020 at 9:09pm [Comment ID: 3950] - Link
Type: Suggestion
Agree: 0, Disagree: 0
this density would block Capital View Plane. I too comment and nothing showed up. Who decides what comments get incorporated?

#122

Posted by Cindy Sestrich on 06/30/2020 at 7:18pm [Comment ID: 4169] - Link
Why are you changing the current zoning for this area when it's not all downtown zoning?

#123

Posted by Cindy Sestrich on 06/30/2020 at 7:10pm [Comment ID: 4168] - Link

Modeling needs to be done to correspond to the Cheesman Park view plane. Please consult your existing view plane documents.

#124

Posted by Jason Navarette on 06/19/2020 at 6:55pm [Comment ID: 3818] - Link

Type: Suggestion
Agree: 1, Disagree: -1

Allowing more than 5 stories on 17th Ave in Uptown (east of Pennsylvania) will detract from this neighborhood's ambiance and historical charm. Maximum heights should be kept at the levels of existing zoning.
Affordable Childcare provides an easily accessible Community-Serving Use

Healthcare and wellness job training center connects residents to quality employment opportunities.

Increased tree canopy and integrated stormwater planters

New affordable housing with access to transit and amenities.

Proposed Colfax BRT and center stations.

Mobility Hub provides transit information, bikes, scooters, and lockers

High capacity transit service on Colorado Blvd.

Improved public open space at transit stop

Hospital partnerships create affordable housing for healthcare workers while preserving existing historic hospital.
#125

Posted by **ROBERT ALLEN GREER** on **06/30/2020** at **6:19pm** [Comment ID: 4148] - [Link](#)

*Agree: 1, Disagree: 0*

Every transit stop would be improved with more trees/vegetation, which are amazing at moderating temperatures and cleaning the immediately surrounding air.

#126

Posted by **ROBERT ALLEN GREER** on **06/30/2020** at **6:18pm** [Comment ID: 4147] - [Link](#)

*Agree: 0, Disagree: -1*

Why no protected bike lanes on Colfax? There are few things that have been shown to increase traffic to local businesses. Bike corridors and commercial corridors should be largely the same thing.

As a biker, I would rather give up 13th/14th to cars and keep Colfax open for bikers, walkers, and transit-takers.

#127

Posted by **myles-cpn** on **07/02/2020** at **12:20am** [Comment ID: 4432] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

LU 2.1.3 p35 – Q18 (3D)

Q18 p36 – At the recent ECAP steering committee, 3D sketchup models had been created and rendered, were shown of these increased building heights. During earlier meetings about these new heights, possible impacts to adjacent residential homes of scale, shadow and privacy were brought up. The committee requested shadow studies, but only diagrammatic concepts were presented that did not relate to any specific location. The 3D models were shown for specific properties and fully developed. Why was this information not shown to the committee or public, during the community workshops, so residents could understand what was being proposed?

Show these new heights in context to the adjacent single-family homes behind these buildings. What are the projected summer and winter shadows?
2.1.4 GROWTH STRATEGY

*Blueprint Denver* provides a growth strategy where the majority of new jobs and housing is directed to centers, corridors and districts. A growth strategy helps manage the physical evolution of neighborhoods by informing goals for affordable housing, character preservation, and infrastructure improvements while helping make changes more predictable for residents.

**PROJECTED GROWTH IN EAST CENTRAL**

As of 2018, there were 34,400 households and 54,400 jobs in the East Central area. The area is expected to grow by 7,500 additional housing units (22% increase) and 12,300 additional jobs (23% increase) over the next 20 years. This translates to approximately 7.23 million square feet of new development.

For East Central, the goal is to direct 75% of housing and jobs to centers, corridors and districts.
#128

Posted by David Lewis on 07/01/2020 at 8:46am [Comment ID: 4293] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Colfax and Adams should not have an 8 story building added. It would ruin the charm of Colfax and the historical nature of the neighborhood. Also concerning is that the owner of that corner (former Paradise Cleaners) is also on this board and will financially benefit from this increase of height restrictions. The current height limitations are more than enough.

#129

Posted by Frank Locantore on 06/28/2020 at 1:16pm [Comment ID: 3912] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This is some of the info that should be included in the Executive summary as it provides a lot of the context/basis of the need for a 15 - 20 year long-range plan.

#130

Posted by myles-cpn on 07/02/2020 at 12:42am [Comment ID: 4435] - Link
Type: Question
Agree: 0, Disagree: 0
LU 2.1.4 p37 – Q19 Community Feedback
Q19 p37 – The Missing Middle housing details will be determined in a future process. If the neighborhood does not know what is being proposed, how can this recommendation be supported? At the community workshops generalized wording for these ideas with no discussion on what will be demolished to build this new houses.

#131

Posted by ROBERT ALLEN GREER on 06/30/2020 at 6:22pm [Comment ID: 4150] - Link
Agree: 0, Disagree: 0
Again, unless we’re going to shut down Colfax to most car traffic, this principle is just planning to shunt apartment-dwellers into more polluted areas. We need to lift building maximums in places that are within walking distance of Colfax, not just on Colfax.
2.1.5 ZONING AND OTHER REGULATIONS

The Denver Zoning Code (DZC), adopted in 2010, sets regulations for development of private property, including uses, building placement, height, design, and parking, by neighborhood context. These regulations do not always result in development that contributes positively to the neighborhood. To implement the East Central Area Plan vision, some modifications to the existing zoning are necessary.

CURRENT ZONING IN EAST CENTRAL

Through the East Central planning process, several issues with current zoning and regulations have been identified. These include:

Bulk Plane - In Single Unit and Two Unit areas, the bulk plane standard allows three-story, flat-roofed “wedding cake” buildings, which can be out of character with the rest of the neighborhood. The bulk plane also restricts some traditional roof forms. For example, cross gables and dormers would penetrate the bulk plane, so they cannot be replicated.

Character-Specific Standards - Some neighborhoods have unique character-defining features that are not being reflected in new development. Examples include: asymmetrical side setbacks, raised front porches, and pitched roofs. Where these features are consistent, new development that does not include these features can look out of character.

Residential Renovations and Additions - Some regulations, such as rear yard setbacks, building coverage, and bulk plane make it difficult to renovate and add on to existing buildings, unintentionally encouraging demolition.

Commercial Adaptive Reuse - When converting an existing building to a new use, e.g. retail to a restaurant, regulations require coming into full compliance with existing standards, which may be expensive or physically difficult to accomplish. The adaptive reuse of existing buildings are often desired over new construction as they can simultaneously add vitality to neighborhoods and maintain character.

Residential / Commercial Transitions - In mixed use areas, particularly along the Colfax corridor, current zoning permits mid-rise structures adjacent to lower scale residential homes. Additional zoning standards are needed to achieve better solutions for character-sensitive transitions to historic or lower scale contexts. (See Chapter 4: Colfax Corridor for more.)

EXISTING OVERLAYS AND HISTORIC DISTRICTS

Use Overlay 3 (UO-3) - is the predominant overlay in East Central. It exists primarily in multi-unit and row house districts as well as some two-unit areas. It expands allowable uses within designated historic structures as an incentive to save and designate those structures as landmarks. Other use overlays include UO-1 (Adult Use) and UO-2 (Billboard).

Design Overlays - The Uptown Design Overlay (DO-1) and the Capitol Hill/Uptown – R-4/OD-1 and Uptown – R-4-X Design Standards and Guidelines apply to parts of Capitol Hill, North Capitol Hill, and City Park West. These standards apply additional design consideration to new construction and modifications to existing buildings.

Historic Districts - Several parkways are designated historic landmarks, including Park Avenue and its adjacent triangle parks, E. 7th Avenue and City Park Esplanade. Other historic districts include: Civic Center, Sherman – Grant, Pennsylvania Street, Quality Hill, East 7th Avenue, Humboldt Street, Humboldt Street-Park Avenue, Wyman, Swallow Hill, and Frank S. Snell Subdivision historic districts.

Design Quality Tools

Conservation Overlay - A conservation overlay is a zoning code tool that is intended to perpetuate existing elements of neighborhood character as change occurs. In particular, the conservation overlay district tool has been used to modify bulk planes (such as lowering the height), adjust lot coverage, and allow exceptions/encroachments in the bulk plane for accessory structures and for cross-gables. Currently, no conservation overlays exist in East Central.

Design Overlay - A design overlay is a zoning code tool that is intended to establish a common design character for future development and could be used where various underlying zone districts exist or in multiple different locations. They can modify most zoning standards and add new ones.

Incentive Overlay - Incentive overlays are intended to establish the provision of a community benefit in exchange for flexibility in certain zoning standards, such as allowing additional height. Currently, no incentive overlays exist in East Central.

Design review is qualitative, case-by-case review of proposed development guided by design standards and guidelines. Design review can be used to build upon existing zoning tools to address things such as human-scaled elements, ground-floor activation, mass, scale, and architectural articulation in more detail than would be possible through zoning alone. Design review may be either administered by city staff or administered by a stakeholder board.

Historic Districts - City codes also provide rules for establishing historic districts. This adds a design review process, using design guidelines. Some other special district overlays, such as conservation overlays, can be combined with historic district designation. Applications for work in a historic district are administered by city Landmark staff, with some projects requiring review by the Landmark Preservation Commission.
The statement is misleading. This suggests that overshadowing adjacent properties and filling entire backyards is a solution to desirability of housing. It is not. Set backs are in place for the ability for growing food in a garden. Also, the open backyard is a desirable neighborhood character for adjacent neighborhood contact and backyard entertaining. There is very little open space for the density of people, so open spaces are at a premium and therefore should remain.

Reply by Cindy Sestrich on 06/29/2020 at 7:15pm [Comment ID: 4027] - Link
Agree: 0, Disagree: 0
The comment didn't post at the right topic - It should be under Residential Renovations and additions.

Reply by ROBERT ALLEN GREER on 06/30/2020 at 6:27pm [Comment ID: 4153] - Link
Agree: 0, Disagree: 0
Many Denverites are spending upwards of 70% of their income on housing. Many others have already been pushed out. Backyard entertaining is more important than people's right to shelter.

Would you be okay with allowing denser development if it was necessarily paired with green space improvements to public and semi-public areas? Why/why not?
RECOMMENDATIONS

Encourage renovations and additions instead of demolition in residential areas.

- Renovations and additions help preserve neighborhood character by keeping most of the building intact and retaining character-defining features such as brick facades, raised front porches, and other period architectural features. Avoiding demolition can also help preserve mature trees and landscaping and results in less waste.

Background Policy Strategies

A. Update regulations in residential zone districts to remove barriers to additions and renovations. The following should be considered:
   1. Clarify regulations to ensure that the existing house is substantially preserved in exchange for greater flexibility (see Policy L5.B.2).
   2. Allow penetrations to the bulk plane standard for dormers and cross gables.
   3. Reduce the required separation between a garage and the main house to better enable rear additions.
   4. Reduce rear building setbacks to allow flexibility for rear additions.
   5. Allow building coverage exemptions for the full footprint of an accessory dwelling unit.
   6. Encourage energy efficient upgrades, such as better insulation techniques, energy-efficient appliances, and higher-performing mechanical systems.
   7. Encourage green stormwater management techniques, such as green roofs, increasing pervious surfaces, bioswales, and rain barrels.

B. Consider fees and new regulations that require the salvaging or reuse of building materials when homes of certain age are demolished.

Encourage preserving buildings in Low Residential Places and expand missing middle housing options in neighborhoods.

Residents are concerned about losing the great neighborhood character that could change due to new construction. Many existing homes are large enough to accommodate multiple units or contain elements that facilitate multiple units. With affordability and neighborhood preservation concerns, allowing additional units in existing homes can help preserve neighborhood character while expanding housing options.

A. Consistent with adopted citywide policies in Blueprint Denver, implement missing middle housing (see following page for definition) in Low Residential Places with rules to preserve valued neighborhood characteristics and address unique issues in the East Central area as follows:
   1. Design requirements to ensure that new construction is compatible with unique setback, height and massing characteristics of East Central neighborhoods (see Policy L7).
   2. Discouraging replacement of smaller homes with larger homes that may be less affordable.
   4. Stormwater management, particularly in flood prone areas.
   5. Home ownership of units should be encouraged to help build equity and investment in the neighborhood.
   6. Tools, such as financial and technical assistance, that help existing East Central area residents remain and invest in their properties
   7. Impacts to streets, parking should be addressed.
   8. Long term affordability for low income residents.

B. In Low Residential Single Unit Places, create an incentive for preserving historically significant homes by allowing an additional primary dwelling unit if the existing home is preserved, as follows:
   1. Prepare criteria for eligibility for an additional unit, considering the age of the home, architecture, and how much of the structure must be preserved.
   2. Engage Historic Denver and the Denver Landmark Preservation Commission in creating preservation criteria, rules for restricting demolitions, and appropriate modifications to structures.

C. Implement adopted citywide policies in Blueprint Denver to diversify housing choice through expansion of accessory dwelling units (ADUs) throughout all residential areas while also addressing context-sensitive ADU design and removing barriers to ADU construction.
   1. Until a citywide ADU approach is complete, consider neighborhood-wide rezonings to allow ADUs.

Clarified definition of missing middle housing
- Additional East Central issues to address
- Clarified how policy applies to single unit places
- Support to rezone neighborhoods to allow ADUs prior to citywide implementation.
#133

Posted by KHahn on 07/01/2020 at 3:49pm [Comment ID: 4323] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Sentence seems awkward, consider rephrasing. "Residents are concerned about losing the great neighborhood character due to incompatible new construction."

#134

Posted by Patrick Donovan on 06/07/2020 at 10:58am [Comment ID: 3706] - Link
Agree: 2, Disagree: 0
As an owner of a historical house (777 Monroe) I support the ADU recommendations and plan to develop an ADU while maintaining the historical character/design of our home.

#135

Posted by Frank Locantore on 06/28/2020 at 1:23pm [Comment ID: 3913] - Link
Type: Suggestion
Agree: 0, Disagree: 0
It depends what "addressed" means. The impacts should be considered and evaluated against the larger goals of safe streets/Vision Zero goals, affordability, climate goals, etc. "Free" automobile storage on public streets is not a de facto public benefit, in fact, it is often the opposite.

#136

Posted by jo untiedt on 06/28/2020 at 9:16pm [Comment ID: 3952] - Link
Type: Suggestion
Agree: 0, Disagree: 0
the City should have a commitment to working with CHFA and the LIHTC allocation points, setting priorities for HOME and CDBG funds that preserve existing affordable AND develop new by non-profits who make much better long-term affordable housing developers and managers.
when the market takes a downturn, the City should have a land/property purchase program in place to buy homes and resell as affordable and to land bank if possible or help the Colorado Community Land Trust to land bank.

#138

Posted by Andy Baldyga on 06/28/2020 at 11:43pm [Comment ID: 3980] - Link
Type: Suggestion
Agree: 0, Disagree: 0
One way each low density residential unit could address parking is by utilizing some space from the backyard for parking. This would allow residents a guaranteed place to park anytime of the day while freeing up street parking for offices, visitors or retail customers to visit the local shops the neighbors can walk to.

These backyard spaces could even be rented to other neighbors for income, further stabilizing the neighborhood

#139

Posted by jo untiedt on 06/28/2020 at 9:19pm [Comment ID: 3954] - Link
Type: Suggestion
Agree: 0, Disagree: 0
there is no incentive for small apartment owners that choose to keep units affordable - these are often more socially conscious and in need of low % money or loans to keep properties in good repair.

#140

Posted by Tina Davis on 06/18/2020 at 7:48pm [Comment ID: 3808] - Link
Type: Suggestion
Agree: 0, Disagree: -3
Middle housing should not be permitted on blocks with primarily single family homes because that housing will change the character of the block and negatively impact neighbors who once had a single-family home next door and now have multi-unit housing that will likely add to noise, pollution and parking issues.

Reply by Cindy Sestrich on 06/29/2020 at 7:34pm [Comment ID: 4030] - Link
Agree: 0, Disagree: 0
As long as parking is provided, it is a good integration in a neighborhood. We have it on our block, which has been long standing. But I do agree that it has to be limited, according to the infrastructure limitations of the existing neighborhood.

Reply by ROBERT ALLEN GREER on 06/30/2020 at 6:29pm [Comment ID: 4155] - Link
Agree: 0, Disagree: 0
If you're worried about parking, you should be encouraging more mixed-use buildings, bike infrastructure, and transit.

#141

Posted by Andy Baldyga on 06/28/2020 at 11:35pm [Comment ID: 3979] - Link
Type: Suggestion
Agree: 0, Disagree: 0
These are great steps in the right direction. Any way to provide for expansion of this list in the future as new concepts arise would be appreciated.

#142

Posted by Cindy Sestrich on 06/29/2020 at 7:31pm [Comment ID: 4029] - Link
Agree: 0, Disagree: 0
I do not see a provision for the runoff drainage problem from the addition of impervious surfaces, with all of these suggestions. The wastewater management of this dense area creates runoff problems in other areas or could increase flooding in our area. There hasn't been a problem in some areas of Capitol Hill where now it could be created. There needs to be a study to evaluate where the increase in building coverage creates flooding and fast moving water endangering adjacent properties.

#143

Posted by Cindy Sestrich on 06/29/2020 at 7:23pm [Comment ID: 4028] - Link
Agree: 0, Disagree: 0
The statement is misleading for backyard setbacks from the garage. This suggests that overshadowing adjacent properties and filling entire backyards is a solution to desirability of housing. It is not. Set backs are in place for the ability for growing food in a garden Also, the open backyard is a desirable neighborhood character for adjacent neighborhood
contact and backyard entertaining. There is very little open space for the density of people, so open spaces are at a premium and therefore should remain.
WHAT IS MISSING MIDDLE HOUSING?

Missing middle refers to 2 to 4 unit homes such as duplexes, triplexes, row houses and similar neighborhood housing options that fall “in the middle” between single unit and small apartment buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide more affordable options for middle income households and homeownership opportunities for residents who rent.

Missing middle is an important strategy to help ease Denver’s housing shortage and make neighborhoods more inclusive. In particular, missing middle options have helped seniors remain in neighborhoods they love when family sizes are reduced from children moving out or when incomes become fixed from retirement (often referred to as “aging in place”).

Missing middle homes can also make neighborhoods more family-friendly, as households with children often desire yards and locations within residential areas as opposed to apartments on commercial streets like Colfax Avenue. Missing middle housing can provide these options to families at more affordable prices compared to single unit homes.

- Added sidebar illustrating examples of missing middle housing.
And who are the renters of these tri-plexes and multiunits? Families? Probably not. There’s not enough space. So there are three structures that could have remained available for families, now only suitable for groups of 2 or 3. (That multi-unit home is huge, I agree, but how many of those are there, really, in Denver? Converting that into a duplex would have been totally acceptable in this idea of a "missing middle." I’m not completely opposed to the idea - only opposed to pushing out families who are otherwise going to move to the suburbs/Stapleton/Lowry. We need families to stay in the East Central Area.)

Reply by Carol Becht on 06/25/2020 at 4:39pm [Comment ID: 3861] - Link
Type: Suggestion
Agree: 0, Disagree: 0
I agree this needs to be studied further. East Central is majority 1 bedroom and studio. It appears this change would reduce the diversity of housing in East Central which is one of the unique qualities of this area.

Reply by Andy Baldyga on 06/28/2020 at 11:57pm [Comment ID: 3981] - Link
Type: Answer
Agree: 1, Disagree: 0
This doesn’t seem like a change but rather the recognition that this type of housing exists throughout the East Central Neighborhoods. Conversion of existing homes to accommodate more units has occurred for decades. Why not allow some new construction to occur as well.
Some of these buildings have footprints of 1200sf or more. that allows for 2 and 3 bedroom units and families to live comfortably.
Keeping the housing options diverse will keep the residents diverse which will benefit the whole neighborhood.
These examples really illustrate how we can accommodate new neighbors while maintaining existing structures and character of the neighborhoods. Thank you for these examples and the recommendations to accommodate the "missing middle."

#146

Posted by Barb Frommell on 06/04/2020 at 12:17am [Comment ID: 3687] - Link
Type: Suggestion
Agree: 2, Disagree: 0
I love this concept. Long overdue in Denver. Thank you for including it.

#147

Posted by EKR on 07/01/2020 at 10:12pm [Comment ID: 4390] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This is so crucial to young people and renters in these neighborhoods.
Case Study: Portland’s Residential Infill Project

Portland, Oregon is expected to adopt a number of zoning code amendments to their single-dwelling zoning rules that seek to limit the scale of new homes and increase housing choices. Many of the scale issues they are addressing are similar to Denver’s. Below is a list of amendments they are considering:

- New floor area ratio (FAR) standards for primary and accessory structures to establish a house size by zone that is proportional to the lot size.
- Revising the way height is measured (from lowest point as opposed to highest).
- Allowing exceptions to overall height, such as dormers.
- Increasing setbacks.
- Allowing up to 4 dwelling units per

Case Study: Vancouver’s Character Home Retention Program

In 2018, Vancouver, British Columbia amended rules and added guidelines that incentivize saving a “character house.” A character house is generally defined as a typical one family dwelling constructed prior to January 1, 1940 that has original massing and roof form plus another original feature(s) such as: original porch, cladding, window openings, period details or streetscape content. In exchange for preserving the house, property owners can receive increased floor area and/or additional units on the same lot.
Do the additional units require the preservation of existing building?
Retain the character of High, High-Medium, and Low-Medium Residential Places and facilitate compatible infill development.

Large portions of the East Central area are zoned for multi-unit and mixed-use development. These areas have unique neighborhood character, consisting of single-unit residential, multi-unit residential, and commercial buildings forms, that is valued by the community. But they also have many undeveloped or underdeveloped properties that could provide housing near jobs, services, transit, and other amenities. The existing design standards and overlays that are intended to ensure changes in the area are consistent with the valued character are out of date.

A. Promote preservation of historic and character-defining single-unit, multi-unit, and mixed-use buildings. Consider individual landmarks, historic districts, or other tools as appropriate.
   1. Facilitate adaptive reuse of historic structures by allowing a broader range of uses, including compatible commercial uses, and appropriate additions.
   2. Facilitate the preservation of large single-unit structures by ensuring regulations do not prevent creating multiple units within the structure.

B. Update the Capitol Hill/Uptown – R-4/OD-1 and Uptown – R-4-X Design Standards and Guidelines for new construction and modification to existing buildings. Updated design standards should address the following:
   1. Materials: Improve the durability, craftsmanship, and sustainability of construction materials.
   2. Setbacks: Calibrate setback requirements by street type and context.
   3. Residential ground floor design: Address the location and design of individual unit entries, stoops, weather protection, landscaping, and the size of and access to internal common spaces.
   4. Commercial ground floor design: Address transparency requirements, glazing treatments, corner entries, and activation and outdoor seating.
   5. Transitions: Refine transitions from more intense districts to single-unit, two-unit, and historic properties.
   6. Massing: Provide variation by requiring material and scale transitions on larger developments to create the appearance of a series of smaller, urban buildings.
   7. Streetscape/public realm: Improve landscaping requirements to create more useable open space, provide more tree canopy coverage, improve stormwater treatment, and appropriately address surrounding streets and public spaces.

C. Apply the revised design standards to all multi-unit and mixed-use zoning outside centers and corridors.

D. Encourage more larger units (2+ bedrooms) in multi-unit and mixed-use developments to accommodate a variety of household types and sizes.

E. Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes in all neighborhoods. (See E11 for more detail.)

Added sub-strategy L6.A.1 regarding adaptive reuse of historic structures.
Added sub-strategy L6.A.2 regarding preserving large old houses.
the picture on this page is an example of an unsightly rental building of the type that have popped up all over the city and are expensive to rent, despite poor design. This type of building does not preserve neighborhood character. There need to be controls on design that will prevent the building of more of these unsightly and poorly built multi-family buildings
L7

Work with neighborhoods to modify zoning standards for new construction to be more consistent with neighborhood character in Low Residential Places.

New construction in single-unit and two-unit areas is sometimes out of context due to the mass and scale of new buildings in contrast to older buildings. Modifying zoning requirements such as setbacks and building coverage standards can help ensure new buildings and additions make good neighbors that fit in with the established character of the surrounding neighborhood.

A. Update zoning regulations to create more contextual standards for massing, scale, and height, such as:

1. Reduce building coverage standards, including exemptions for garages if inconsistent with the established pattern in the neighborhood.
2. Increase side setbacks to reduce looming effects and encourage side yards. Consider a combined minimum for both sides and a one side minimum to allow greater flexibility.
3. Reduce the length of two-story side walls. Consider a maximum dimension for two-story walls before a change in plane is required or limit the percentage of wall plane that can be at the minimum side setback.

4. Reduce the appearance of building scale and promote compatible roof forms by considering the following:
   a. Set a maximum dimension for a flat or low-sloping roof to discourage out of character 3-story houses.
   b. Evaluate height, bulk plane, and other standards necessary to discourage “wedding cake” house forms.
   c. Modify bulk plane standards to encourage pitched roofs in neighborhoods where it is the traditional roof form.
   d. Modify bulk plane standards to provide exceptions for cross gables and dormers. This would provide an alternative to flat roofs and accommodate more floor area in a sloped roof form.
   e. Ensure building height is measured so that the final finished grade is taken into account to help preserve the “Denver Hill” in new construction.
   f. Modify the bulk plane standard to maintain a 1-1.5 story height in the front portion of lots in areas where these heights are prevalent. 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.
#150

Posted by Andy Baldyga on 06/29/2020 at 12:06am [Comment ID: 3982] - Link

Type: Suggestion
Agree: 0, Disagree: 0

Allow flexibility in height, bulk and design on block by block basis. 2 stories west of York is much taller than 2 stories east of York.
Curtis Park has some great regulations to allow buildings to exceed height regulations by administrative approval if neighboring buildings are of similar height.
Making it easier to build something nice that fits in the neighborhood makes a lot of sense. The use of ratios could achieve more flexibility than set maximums.

#151

Posted by myles-cpn on 07/01/2020 at 11:26pm [Comment ID: 4418] - Link

Type: Question
Agree: 0, Disagree: 0

LU 2.1.5 p43 – Q8
Q8 p43 – These areas are currently zoned U-RH-2.5 and U-RH-3, and have been designated as having historic significance. Many areas of historic Denver Squares are currently zoned U-RH-2.5. Could this whole zone be height limited to U-RH-2.5, to protect these historically significant homes?

#152

Posted by Cindy Sestrich on 06/29/2020 at 7:40pm [Comment ID: 4031] - Link

Agree: 0, Disagree: 0

This is vitally important section to the front facing block and should be considered in all design review processes to keep the neighborhood character.
L8

Encourage high-quality design and character preservation in Centers and Corridors

With most of the growth directed to Centers and Corridors, new development should help advance the vision for quality design, a diversity of small, locally owned businesses, compatibility with adjacent residential neighborhoods, and preservation of unique existing commercial buildings that contribute to East Central’s character.

A. Modify regulations to improve design quality in Centers and Corridors. Primary elements to consider include:
   1. Ground floor design treatment and activation standards
   2. Parking locations and design
   3. Building materials
   4. Transitions to lower scale residential and historic districts
   5. Streetscape and open space design
   6. Creative design solutions and flexibility

B. Strengthen standards for active ground floor use areas. Primary elements to consider include:
   1. Limiting residential units on the ground floor.
   2. Discouraging visible parking garages on upper levels of buildings fronting primary streets.
   3. Encouraging publicly-accessible open space, such as plazas and pocket parks.
   4. Incorporating enhanced streetscape amenities such as café seating, benches, trees, lighting, bike/scooter parking, curbside management, etc.
   5. Evaluating build-to alternative standards for barriers to providing open space, patios, and streetscape improvements and update standards as needed.

C. Prepare guidelines for sensitive transitions to residential districts and historic buildings. Primary elements to consider include:
   1. Increasing side setbacks to be more compatible with front setbacks of buildings on side streets.
   2. Increasing upper story stepbacks.
   3. Four-sided façade treatments and contextual building materials.
   4. Parking and loading location and design.
   5. Ventilation and refuse container location.
   7. Enhanced landscape buffers, including an option to create agreements with adjacent property owners to install enhanced landscaping on their property.
   8. Access to sunlight and solar energy.
   9. Balcony and window design to enhance privacy.
   10. Landscaped facades, such as climbing vines, ‘green screens’, and balcony planters.

Case Study:
Colfax & Franklin Transitions

Well-designed transitions between commercial corridors and residential areas are vital to ensure compatibility and the continued success of both areas. As new transition standards are implemented, one precedent to consider is the proposed Pando Holdings development at the southeast corner of Franklin Street and Colfax Avenue, designed by Shears Adkins + Rockmore. The design, which incorporated significant input from the community, fits the context by relating its massing and location to those of surrounding buildings. Articulation and stepbacks create the feel of a smaller building adjacent to the homes while allowing an intensity of development that facilitates the adaptive reuse of the buildings along the Colfax corridor.
#153

Posted by KHahn on 07/01/2020 at 4:17pm [Comment ID: 4327] - Link
Type: Question
Agree: 0, Disagree: 0
Part 1: Mass, Form, and Context has been approved by LPC for this site. But Part 2 is still needed, plus permitting. Do we want to use an example that may or may not be actually built?

#154

Posted by Andy Baldyga on 06/29/2020 at 12:09am [Comment ID: 3983] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Being sensitive to the residential and historic buildings adjacent to new development is a good goal. It seems okay to then allow taller more commercial or creative solutions on the Colfax or commercial side of the building to offset development challenges.

#155

Posted by Andrea on 06/07/2020 at 6:47pm [Comment ID: 3713] - Link
Type: Question
Agree: 0, Disagree: 0
Each letter uses a different word: regulations, standards, guidelines. What is the difference, and how will they be enforced?

#156

Posted by Tina Davis on 06/18/2020 at 7:54pm [Comment ID: 3811] - Link
Type: Suggestion
Agree: 1, Disagree: 0
I agree that there needs to be better regulations to assure design quality. Currently it seems that developers can throw up any design they wish, whether or not the building enhances or degrade the area

#157
"While most growth is directed to ..."
RECOMMENDATIONS

Mobilize next steps for preserving historic buildings and neighborhood character.

Discover Denver is a program that surveys neighborhoods to identify buildings that are historically, architecturally or culturally significant to Denver’s history. Much of the East Central study area has been surveyed by Discover Denver and some areas have already been identified as “Areas of Historic Significance” which could warrant additional protection by creating a historic district. Some other areas have unique architecture and patterns that may not warrant a historic district, but could benefit from additional character protection, such as a Conservation Overlay district.

A. For areas identified as an “Area of Historic Significance,” partner with Historic Denver to engage residents on the creation of a historic district. Identify additional incentives to encourage property owners to designate, such as:
   1. Technical assistance writing designation applications.
   2. Additional financial incentives, such as fee reductions.
   3. Alternative preservation tools, such as conservation easements or private covenants.
   4. Assistance with community engagement.

B. For areas identified as “Areas of Historic Interest,” encourage Discover Denver to prioritize these areas for future survey phases.

ZONING AND REGULATIONS

L9

Continue Improving Out of Date Zoning Regulations

Properties that have retained Former Chapter 59 zoning (Denver’s old zoning, prior to the 2010 code update) or the Billboard Use Overlay allow development that is no longer consistent with the vision for East Central.

A. Rezone Former Chapter 59 properties into the Denver Zoning Code (DZC).
   1. Ensure that fees are structured as to promote rezoning out of Former Chapter 59 zone districts and into the DZC and reflect the true cost of administration.

B. Review use and applicability of UO-2 (Billboard Overlay). When a rezoning occurs, recommend eliminating this overlay.
2.2 AREA WIDE RECOMMENDATIONS: ECONOMY AND HOUSING

IN THIS SECTION:

2.2.1 ECONOMY AND HOUSING INTRODUCTION (P. 47)
2.2.2 JOBS AND EDUCATION (P. 52)
2.2.3 COMMUNITY-SERVING RETAIL (P. 56)
2.2.4 AFFORDABLE HOUSING (P. 60)
2.2.5 SOCIAL SERVICES (P. 68)
2.2.1 ECONOMY AND HOUSING INTRODUCTION

A strong local economy and affordable housing are vital parts of a complete neighborhood, and the built environment both shapes and is shaped by local economic activity. The residents, workers, and visitors in an area benefit when they have convenient access to jobs, education and training to succeed in those jobs, goods and services to satisfy their daily needs, and arts and culture to enrich their lives. A diverse range of housing options—including different prices, sizes, types and a mix of rental and for-sale—also encourages complete neighborhoods where families and households of all types and incomes can choose to live. Housing diversity includes the single-unit homes that are already found in many Denver neighborhoods, as well as units of different types and sizes that can complement the existing pattern of an area. The vision laid out in Blueprint Denver and Housing an Inclusive Denver is for every neighborhood in Denver to offer affordable housing options and have financially secure residents who are not vulnerable to displacement and have equitable access to jobs, housing, and opportunity.

East Central has many assets that will help the economy thrive over the next 20 years: proximity to Downtown Denver, the presence of three major hospitals, unique mixed-use areas including Colfax Avenue, 17th Avenue, and the small neighborhood nodes like 9th and Corona and 12th and Madison, and world-class cultural amenities like the Denver Zoo, Denver Museum of Nature and Science, and Denver Botanic Gardens. At the same time, the area faces challenges: neighborhoods with higher poverty and unemployment rates than the city average, rising commercial rents displacing local businesses, an over-concentration of retail jobs, and schools with enrollment projected to decline. The policies and recommendations in this section will help the neighborhoods of the East Central area capitalize on their assets and overcome the challenges to achieve the community’s vision for an economically diverse and vibrant East Central.

Housing access and security are also key to supporting an active, diverse and inclusive community. East Central’s neighborhoods have historically provided a broad range of housing options with easy access to amenities such as jobs, open space, retail and services. The area’s appealing central location and large number of renters means many residents continue to be at risk of being displaced as costs rise. The strategies outlined in this plan are aimed at ensuring that neighborhoods in East Central continue to support a diverse, opportunity-rich community, with a range of housing types and affordability levels.
The affordable housing is often income restricted and the kinds of development that often includes affordable housing displaces median income earners. How can we ensure that the variety of options includes all income brackets? This includes income-restricted, but also needs to include people who make 100k a year or less - MOST millennials in denver.

There is nothing in this plan that incentivizes affordable housing. Allowing for more units just allows more expensive duplexes and triplexes to replace stable single family housing that is more affordable than the multi unit buildings: case in point, 1640 Cook street sold for $400K the duplex replacing it sold EACH side for close to $1 million. And what about the hundred year old infrastructure, ie sewers, water mains etc. Who pays to upgrade those? Not the developers who walked away with $2 million!
LONG TERM VISION FOR THE LOCAL ECONOMY

ECONOMICALLY DIVERSE AND VIBRANT

In 2040, East Central has a strong economy and successful businesses that have helped residents achieve financial security. Colfax Avenue and the other mixed-use centers and corridors are welcoming to all and thriving with diverse, locally-owned retail and service businesses that complement the surrounding residential neighborhoods and where residents conveniently fulfill their day-to-day shopping needs. Residents have access to quality jobs within East Central, the adjacent Downtown, and elsewhere in the city and region, resulting in low rates of unemployment, poverty, and homelessness, and innovative businesses have resources and flexibility to start and grow in the area. Everyone can receive an excellent education, from daycare and early childhood education to adult education and job training through strong partnerships with local businesses, hospitals, and schools. The major cultural institutions in East Central, from the Botanic Gardens to the Colfax theaters, support a vibrant local arts community with galleries and local and regional events that make the area a great place to spend time, enhancing the quality of life for residents and strengthening local businesses.

MEASURABLE GOALS

REDUCE THE UNEMPLOYMENT RATE IN EACH NEIGHBORHOOD TO BELOW THE CITYWIDE AVERAGE

MAINTAIN 75% OF BUSINESSES AS LOCALLY OWNED

INCREASE THE NUMBER OF JOBS IN THE HEALTH, PROFESSIONAL, AND MANAGEMENT SECTORS BY 12%
The older commercial buildings are more affordable for start up businesses than expensive high rises. The neighborhood benefits from small local business. Small local business benefits from affordable premises.
LONG TERM VISION FOR HOUSING
EQUITABLE, AFFORDABLE AND INCLUSIVE

In 2040, East Central is home to an active, diverse, and inclusive community in the heart of the City. Households of all incomes and sizes can comfortably afford safe and desirable housing without straining their monthly budget or worrying about displacement. Many residents live along Colfax Avenue and the area’s major corridors, enlivening the sidewalks and offering residents access to transit and everyday amenities. East Central is home to innovative affordable housing models and a comprehensive and well-designed network of supportive services, fostering a strong sense of community, reducing homelessness, and providing the most vulnerable with equitable access to opportunity and the support they need to succeed. The area’s diverse mix of housing types blends seamlessly into its historic neighborhoods, making it easy to find a home that fits a household’s needs, whether it’s an apartment in a reused mansion, a duplex for empty-nesters looking to downsize, a bungalow for a young family, or transitional housing for vulnerable populations. The variety of home sizes, rental and ownership opportunities, and access to services makes East Central a place where all residents truly have the opportunity to put down their roots and stay long-term.

MEASURABLE GOALS

EXPAND EAST CENTRAL’S HOUSING DIVERSITY

Blueprint Denver measures housing diversity in 5 categories. Overall, East Central is currently diverse in 3 categories. Diversity varies by neighborhood (see Chapter 3):

- Middle-Density Housing (2-19 units/building)
- Home Sizes (number of bedrooms)
- Housing Tenure (owner/renter)
- Housing Cost
- Affordable (income-restricted) housing units

MAINTAIN AND INCREASE HOUSING & TRANSPORTATION AFFORDABILITY

The Center for Neighborhood Technology’s Housing + Transportation index factors in transportation costs when considering affordability. The index rates the affordability of an area based on how much a typical regional household would spend on both housing and transportation costs. 85% of census tracts in East Central are currently rated as affordable.
**ECONOMY CONCEPTS**

**Community-serving retail**
Retail and services that serve the day-to-day needs of nearby residents and workers, including everything from grocery stores and restaurants, to personal care businesses such as salons, and professional services such as banks. The community has prioritized preserving and enhancing community-serving, locally-owned retail throughout the planning process. See Policy E6. *(Photo: Sprouts, City Park, Denver)*

**Small business incubator/support center**
Organizations that offer small businesses and entrepreneurs shared work space, mentoring, business development training, funding support, and shared equipment. These centers often focus on a specific type of industry or people with similar cultural backgrounds. Mi Casa Resource Center is a successful example in West Denver that primarily serves people of color, low-income, and females. In 2018, over $60 million in revenue was generated by businesses served by the Center. See Policy E7. *(Photo: Mi Casa Resource Center, Denver)*

**Co-working**
The use of an office or other working environment by people who are self-employed or working for different employers, typically so as to share equipment, ideas, and knowledge. The community has established a vision where innovative businesses have resources and flexibility to start and grow in East Central. More and more, co-working spaces provide an important jumping off point for new businesses and entrepreneurs. See Policy E2. *(Photo: co-work space, Denver)*

**Community learning center**
Non-profit organizations that offer free services to help families increase their financial stability and academic success. Services and classes often include literacy classes, parenting workshops, computer skills training, and financial coaching, among others. These centers are directly focused on helping East Central achieve its vision of being an area where “everyone can receive an excellent education, from daycare and early childhood education to adult education and job training.” See Policy E3. *(Photo: Denver Public Schools, Family and Community Engagement Center)*

**Flex/innovation space**
Manufacturing places that serve the purpose of craft/maker space, technology, design and manufacturing. Flex and innovation spaces have multiple benefits — they support creative industries, provide opportunities for economic development, and take the burden off retail by providing other ways to activate streets and spaces. See Policy E2. *(Photo: Art Gym, Montclair, Denver)*

**Community resource center**
A diverse range of service centers for people experiencing homelessness, ranging from hygiene centers that provide a place to use the restroom, shower, or do laundry, to navigation centers that offer case management, housing navigation, health services, and more. Nationally, these types of centers have been proven to help their guests end their experience of homelessness. See Policy E13. *(Photo: Division Circle Navigation Center, San Francisco)*
I'm glad this is an area of emphasis. There are many people experiencing or on the edge of homelessness in our neighborhoods. Hopefully this plan will help to address some of the systemic causes, but also I appreciate it's emphasis on helping those already experiencing these hardships.
2.2.2 JOBS AND EDUCATION

Access to jobs and education is key to achieving Blueprint Denver’s vision for a more inclusive city where all residents have equitable access to a quality education, jobs and services, are not vulnerable to displacement, and have a greater number and more types of job opportunities.

Education and training are critical to ensure East Central can accommodate forecast jobs growth and residents have access to higher-wage jobs. Educating the future workforce supporting neighborhood Denver Public Schools and providing job training for growing sectors in partnership with DPS, the local medical establishments, and others will help ensure that area residents benefit from future jobs.

COMMUNITY FEEDBACK

Participants in workshops and surveys supported the jobs and education recommendations:

- 72% of participants support partnering with the healthcare sector to drive economic development in the area.
- 75% of participants support improving the environment for small professional offices in the area.
- 73% of participants support utilizing the area’s adjacency to downtown to spur economic development in the area.

Employment in East Central

East Central benefits from proximity to downtown and the State Capitol as employment continues to expand in the North Capitol Hill and Capitol Hill neighborhoods. Other areas of job concentration include the hospitals in Uptown and National Jewish Health.

- Total Jobs: 55,000
- Small Professional Services Businesses: 2,700

Projected Growth in Top 3 Employment Sectors

<table>
<thead>
<tr>
<th>Sector</th>
<th>2018 (Number)</th>
<th>2023 (Number)</th>
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<tbody>
<tr>
<td>Healthcare</td>
<td>12,000</td>
<td>13,000</td>
</tr>
<tr>
<td>Professional Services</td>
<td>12,000</td>
<td>13,000</td>
</tr>
<tr>
<td>Government</td>
<td>10,000</td>
<td>11,000</td>
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</tbody>
</table>

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.

Source: May/June 2019 community workshop and online survey
same comment as before - many business have left the neighborhood because they could not survive the big
development/construction and the disruption to their businesses. A developer should be required to pay an impact fee to
these businesses for street closures, etc. Additionally, REQUIRE the developers to have on site parking or arranged
off-site (pay a church, etc for parking) for their workers. Several businesses have left the area due to construction:
Denver Skin Clinic on 17th, Denver Bicycle Cafe, Pharmacy on 17th and Vine
**RECOMMENDATIONS**

**E1**

Bolster the healthcare and wellness sector as the foundation for economic growth in East Central.

The Uptown Medical District is an important employment hub that is slated for growth. The major medical facilities within the District have a variety of concerns related to future development, the availability of nearby services, the need for training, and affordable housing for their workforce. While the location of the medical facilities in an existing mixed-use urban neighborhood is an asset, managing the relationship between the neighborhoods and the Medical District should be an ongoing effort.

A. Convene a working group of the Uptown district facilities, National Jewish Health, Rose Medical Center, Denver Health, and appropriate City staff.

1. Explore a new staff position, potentially co-funded with the hospitals, to convene and lead the working group, with the goal of addressing issues identified in Strategy C below.

2. The working group should evaluate the need to formalize the Uptown District hospitals into a legal nonprofit entity. Through a non-profit, geographically concentrated hospitals can work to directly address challenges such as workforce and affordable housing, workforce development, security, District marketing, and neighborhood engagement.

B. Through the working group, address common issues, such as:

1. Future growth and facility needs and potential locations for medical offices and service providers.

2. Partnering with nonprofit housing providers and others in order to develop workforce housing for medical staff (see Policy E10). (See sidebar for examples of how hospitals can invest in housing.)

3. Access to an appropriate labor force and workforce training programs at Denver Public Schools, local universities, the City of Denver, and other resources.

4. Access to and provision of area commercial services.

5. Connectivity to area amenities including transit, parks, and services.

6. Creation of gateways for the district.

7. Measures that can be undertaken in order to promote healthy eating and active living among employees and surrounding residents.

C. Work with National Jewish Health on their long-term plans for their remaining undeveloped properties in and adjacent to East Central (on both sides of Colorado Boulevard) to ensure development integrates well with the community and advances the vision for the area.

**HOSPITALS AND AFFORDABLE HOUSING**

Hospitals have many assets such as financial resources, land, and expertise, that make them valuable in community development efforts. Nationally, hospitals are gradually getting more involved in a range of community development strategies, including efforts to advance healthy and affordable housing options. Efforts include locating health clinics in public housing, building and operating supportive housing, designing programs that provide in-home care and treatment, among others. However, a majority of efforts to date have focused on financing affordable and workforce housing development.

According to research conducted by the Urban Institute, the top five investment strategies used by hospitals that have invested in affordable housing development are:

1. Utilize real estate holdings to support creation of affordable housing.

2. Allocate funds to financial intermediaries, including Community Development Financial Institutions (CDFIs) and other investment managers, that aggregate and deploy funds to multiple affordable housing projects.

3. Make direct equity investments in affordable housing development projects.

4. Designate a portion of investable reserves for affordable housing development.

5. Provide secured or unsecured direct loans to affordable housing developers.

Sources: Research to Action Lab, Urban Institute; Center for Community Investment; Change Lab Solutions.
#163

Posted by *jo untiedt* on *06/28/2020* at *9:27pm* [Comment ID: 3955] - [Link](#)

*Agree: 0, Disagree: 0*

same comment as before - there is a committee that includes PSL, Saint Joseph and Kaiser head person is Marty Jones and this has been in existence for years. Please use this existing structure and history. The hospitals ARE NOT IN THE HOUSING BUSINESS!

#164

Posted by *Ted Halsey* on *06/18/2020* at *2:01pm* [Comment ID: 3797] - [Link](#)

*Type: Suggestion
Agree: 0, Disagree: 0*

Identify example built projects successfully executed and currently operating with intended medical staff tenants fully occupying the workforce housing.
RECOMMENDATIONS

E2

Strengthen the professional services market by promoting the development of small office space.

Future development on Colfax and other mixed use corridors will likely not be able to support retail on the street level on every parcel, but accommodating small professional offices at the ground floor levels (as well in the more common upper levels) can help activate the street. These businesses bring in new employees that help keep the corridor active during the workday and support neighborhood retail and restaurants. There has been little recent office development in East Central and most existing small offices are embedded within neighborhoods. As office space in neighborhoods like RiNo and Cherry Creek is built out, and as BRT and other high capacity transit improvements help move residents and employees more easily through the area, office space development accommodating a range of professional services (such as law firms or architectural offices) becomes a growing opportunity.

A.

- Coordinate with Business Improvement Districts (BIDs) on work plans to provide services that help property owners to better utilize existing real estate along Colfax Avenue for small professional services.
  1. Provide matchmaking services between displaced or growing small businesses and landlords.
  2. With area developers and landlords, identify and market appropriate buildings as locations for small professional services.
    a. Inventory available office spaces and identify missing space types.
    b. Inventory upper floors in existing buildings for small office opportunities.
  3. Reach out to co-working space managers/developers to identify and develop co-working spaces to help incubate small businesses and provide a gathering space for entrepreneurs.

B.

- Where retail or restaurants might be difficult to accommodate and/or in areas outside of anticipated retail nodes near BRT stations, encourage and allow ground floor activation (beyond retail and restaurant uses) with office uses, services, or flex/innovation spaces.

C.

- Continue to support small office uses where they are currently allowed in mixed-use areas off of Colfax and in Residential Office (RO) zone districts while ensuring they are compatible with existing neighborhood character.
**RECOMMENDATIONS**

**E3**

**Partner with Denver Public Schools, the Downtown Denver Partnership, and other major area employers/projects in connecting East Central residents to job opportunities.**

There are pockets of poverty in East Central such as City Park West, which has a poverty rate of 34%. At the same time, Denver’s growth has resulted in a low unemployment rate (less than 5% in 2019) and a general labor shortage, illustrating the disconnect between area residents and high-quality jobs nearby. The Uptown Medical District facilities have identified the need for job training to meet growing medical demand. Furthermore, East Central is adjacent to Downtown Denver – the largest concentration of jobs in Colorado.

**A.** Through the medical facilities working group (see Policy E1), identify training needs and potential partnerships with DPS and other higher education institutions to help provide the training.
   1. Identify potential facilities to house the training, including any underused DPS facilities in the area.
   2. Develop public-private partnerships for training with local non-profits.

**B.** Work with DPS in identifying opportunities, such as US Department of Education and foundation grants to further support students and their families from cradle to career.

**C.** Connect area job seekers to BRT construction job opportunities (see Policy C-E3).

**D.** Work with the Downtown Denver Partnership to develop a program to identify workforce training needs among downtown businesses, and ultimately connect the businesses to job trainees and seekers in the area.
And partner with the Colfax Ave BID.

Again, when developing plans such as this, there should be written policy about inclusion of DPS, Arts, Parks and Rec, Public Works. Because DPS has a 65 million dollar short fall and cannot build out more schools or rehab the existing for more students. Increased density will bring increase children. When creating family housing, it is crucial the City have DPS at the table.

And partner with the Colfax Ave BID.

is there funds for BRT?
2.2.3 COMMUNITY-SERVING RETAIL

A strong retail environment is diverse and unique and an essential component of a complete neighborhood. It will serve a variety of people, provide neighborhood residents with convenient access to daily goods and services, and attract people from near and far who are seeking unique shopping, dining, or entertaining experiences. As used below, the term “retail” includes not just stores, but also restaurants and bars, personal care businesses such as salons and tattoo shops, and professional services such as banks and copy shops.

While retail nationally is being disrupted and challenged by e-commerce, the majority of retail sales still occur in a physical store and retailers are adapting with success, especially in urban environments such as East Central. Small, independently owned retail that offers a unique experience and an emotional connection with the consumer has proven successful. However, as demand for urban environments increases, real estate prices threaten to displace some small independent businesses that have made these neighborhoods attractive to so many.

RETAIL IN EAST CENTRAL

East Central’s retail environment is predominately locally owned and offers a wide variety of goods and services. The centerpiece of East Central’s retail environment is the Colfax Corridor. Colfax is buoyed by regional destinations for live music (Fillmore Auditorium, Ogden Theater, and the Bluebird Theater) and other businesses that pull from beyond East Central (Tattered Cover Book Store, Twist & Shout, Sie Film Center, Natural Grocers, Sprouts Farmers Market, Argonaut Wine & Liquor). Other retail corridors in East Central include 17th/18th Avenues, Broadway/Lincoln, and Colorado Boulevard. Finally, there are a variety of small, neighborhood retail nodes – concentrated south of Colfax – such as those at 9th & Corona, 12th & Madison, or 22nd & Lafayette.

523 STOREFRONTS
SMALL INDEPENDENT BUSINESSES
FOOD AND BEVERAGE RELATED
LOCATED ON COLFAX

60% OF COMMUNITY MEMBERS THOUGHT THAT BUSINESSES IN EAST CENTRAL “MEET MOST OF THEIR DAILY NEEDS”

Source: 2017 East Central Kick-off survey

Source: P.U.M.A
#169

Posted by jo untiedt on 06/28/2020 at 9:39pm [Comment ID: 3959] - Link
Type: Suggestion
Agree: 0, Disagree: 0
If you are going to "keep" these businesses in the neighborhood yet allow 5-12 stories on East Colfax, guaranteed, they are going to pushed out due to rental increases. This is now occurring in Santa Fe Arts District - Now that this is a desirable neighborhood, rents are up and many galleries cannot afford to stay.

#170

Posted by Pete Stidman on 06/01/2020 at 8:35pm [Comment ID: 3659] - Link
Type: Suggestion
Agree: 3, Disagree: 0
If you are going to include Twist and Shout, you must include Wax Trax, which has been in East Central since 1978. Our store is often ignored in city documents, and we are an anchor on the 13th Avenue that has helped to create a great deal of foot traffic for other businesses.

#171

Posted by Andrea on 06/10/2020 at 8:38pm [Comment ID: 3742] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This looks like its pretty important to people as well.

#172

Posted by EKR on 07/01/2020 at 10:29pm [Comment ID: 4393] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Many employees of two of our city's largest non-profits and a big part of this category - the Denver Zoo and the DMNS - live and work in these neighborhoods - let's keep this neighborhood affordable for them too.
RECOMMENDATIONS

**E4**

Improve the regulatory process to provide additional support for existing and new small businesses in the area.

Small business and commercial property owners in East Central identified challenges they face when trying to open and grow their business or improve their property. The time it takes to work through code and permitting processes is lengthy and can quickly become costly. Some of these processes, such as change-of-use, are complicated. Other processes and requirements, such as sign regulations, can be overly restrictive.

A. Identify opportunities to provide flexibility in change-of-use requirements for small businesses and analyze the costs of public realm improvements to be more proportional to private investment (see Policy C-L1).

B. Revise signage requirements along Colfax to ensure businesses have the ability to advertise to a variety of passing customers, including pedestrians and transit riders. Areas of focus should be allowing certain forms of blade signage, neon signage, and energy efficient options while maintaining character (see Policy C-L4).

C. Continually improve the online Toolkit for Startups and Small Businesses based on user feedback from small businesses.

D. Continue to expand the number of applications available for submittal and review online to reduce trips to the city permitting counter and further expedite the process.

E. Assess the feasibility of application fee waivers or deferrals to support new and existing small businesses.

F. Develop a handbook for adaptive reuse projects to promote predictability and reduce variations in case-by-case decisions.

G. Improve design quality in mixed-use areas to attract and retain visitors (see Policy L8).

**E5**

Work in tandem with Business Improvement Districts to provide technical assistance to existing small independent businesses to help them succeed and prevent involuntary displacement.

In East Central, retail vacancy rates have been dropping and lease rates rising since 2009. At last measure, just 2% of the area’s retail space sat empty and asking rents were higher than citywide averages. While this creates a vibrant retail environment for customers and property owners, it also creates a larger risk of displacement for independent businesses.

A. Work with each BID to develop a marketing package for small independent businesses in the Colfax Avenue and Bluebird BIDs to help attract customers to individual businesses, and to help locally-owned businesses locate and remain in the districts and provide living wages and benefits to staff such as transit passes.

B. Ensure all small business technical assistance is available to English-as-a-second-language business owners.

C. Offer matchmaking services to connect small independent businesses with landlords. Provide relocation assistance to displaced small businesses to help them remain as close to their prior location as possible.

D. Develop and maintain lists of pre-qualified tenant leads that can be provided to property owners and leasing professionals as alternatives to large national brands, while also making a case to developers and landlords for a broader and more strategic approach to retail tenanting.

E. Encourage BIDs and other appropriate organizations to provide technical assistance with succession or transition planning, lease negotiations, and other highly technical challenges faced by small business owners.

**BACKGROUND POLICY STRATEGIES**

A. Added maintaining character as a factor for sign requirements in Strategy E4.B.

B. Clarified fee waivers or deferrals should be available to new and existing small businesses in Strategy E4.E.

C. Clarified small business technical assistance is to be made available to English as a second language businesses in Strategy E5.B.
#173

Posted by Frank Locantore on 06/28/2020 at 1:54pm [Comment ID: 3917] - Link
Type: Suggestion
Agree: 0, Disagree: 0

I would like this to specifically state that DEDO should be working in tandem with the BIDs to strategize and develop policies and programs that support and prioritize and help nurture locally-grown small businesses over efforts to attract large corps.

#174

Posted by Pete Stidman on 06/01/2020 at 8:40pm [Comment ID: 3660] - Link
Type: Suggestion
Agree: 1, Disagree: 0

On 13th Avenue, there is very little parking management, and as a result very little parking for our business (Wax Trax). We would love to see a recommendation that looks to improve parking access for businesses on 13th. There is a lack of enforcement that could be fixed with parking meters on 13th where businesses are prevalent.
RECOMMENDATIONS

E6

Broaden the range of financial incentives for small independent businesses and landlords to strengthen the area’s tenant mix and help prevent displacement.

East Central’s local independent retailers are highly valued by neighborhood residents, and financial stability is key to helping small businesses thrive. With rapidly changing real estate conditions, technical and regulatory assistance is sometimes not enough to prevent displacement. Financial incentives can help strengthen businesses and the ability of property owners to accommodate them.

A. Assist small businesses in buying their building or condo space, by utilizing programs such as the Small Business Administration’s 504 Loan Program and mobilizing community development organizations, such as Community Development Corporations (CDCs), to acquire commercial property.

B. Offer new forms of financial support for upgrading or expanding retail space, storefront improvements, business signage upgrades, and unexpected repairs and building rehab. Support can come in varied forms including fee waivers or deferral, low-interest loans, or small grants.

C. Offer financial incentives to landlords that are willing to sign long-term leases with small businesses. (See profile of San Francisco’s Legacy Business Historic Preservation Fund.)

D. Incentivize new projects that offer smaller retail spaces and/or provide below-market commercial space with incentives such as height bonuses, low-interest financing, and direct subsidies.

BACKGROUND

In San Francisco, where intense development pressures threaten the livelihoods of longtime small businesses and “community touchstones” across the fabric of the city, residents in 2015 approved Proposition J authorizing the creation of a “Legacy Business Historic Preservation Fund” which, established by the city in 2016, includes rent subsidies of $4.50 per sq. ft. (capped at $22,500 per year) as an incentive to landlords willing to sign leases of ten years or more with tenants already on its Legacy Business Registry. To qualify for the Registry, a business must have been in operation for at least 30 years (20 years if in immediate danger of displacement), contribute to the history or identity of its neighborhood and commit to maintaining the physical features or traditions which define it. In the first year, the Fund awarded $34,000 in such Rent Stabilization Grants to property owners for this purpose.

Case Study:
San Francisco’s Legacy Business Historic Preservation Fund

In San Francisco, where intense development pressures threaten the livelihoods of longtime small businesses and “community touchstones” across the fabric of the city, residents in 2015 approved Proposition J authorizing the creation of a “Legacy Business Historic Preservation Fund” which, established by the city in 2016, includes rent subsidies of $4.50 per sq. ft. (capped at $22,500 per year) as an incentive to landlords willing to sign leases of ten years or more with tenants already on its Legacy Business Registry. To qualify for the Registry, a business must have been in operation for at least 30 years (20 years if in immediate danger of displacement), contribute to the history or identity of its neighborhood and commit to maintaining the physical features or traditions which define it. In the first year, the Fund awarded $34,000 in such Rent Stabilization Grants to property owners for this purpose.

Photo Source: Roxie Theater

COMMUNITY-SERVING RETAIL

Example of community-serving retail at 12th and Madison in Congress Park
I don't disagree with the philosophy of "ownership" as a tool for wealth creation and potential stability from market fluctuations. However, purchasing a building can not only be financially challenging, it may not be the best business decision. Therefore, I think there should be some language or strategy that is "ownership agnostic."

Strongly agree. Large apartment developments without any mixed use retail (e.g., the York at 17th and York) are a major missed opportunity.
Support and develop new community-minded ownership models that have a goal of maintaining East Central’s variety of small, local businesses.

Community-minded ownership models, such as cooperatives and community land trusts, offer multiple benefits. They can help preserve and retain small independent businesses by insulating these businesses from rising rents and other market forces that may create displacement. They build upon the sense of ownership that East Central residents feel for their neighboring local businesses. Community-minded ownership could also help in the Colfax corridor’s evolution from an old highway to a neighborhood-serving main street.

A. Help local community groups to assume ownership of small businesses through a variety of ownership models that could include cooperatives, CDCs, and innovative crowdsourcing models (see profile of United Kingdom’s More Than A Pub program).

B. Provide support for existing and/or new BIDs, CDCs, Community Land Trusts, and/or commercial real estate investment cooperatives purchasing buildings or master-leasing ground floors as below-market space for small businesses.

C. Work with property owners and BIDs to develop small business incubators and/or accelerators to test market new neighborhood serving retail and services. Successful incubator tenants should then be encouraged to move to permanent storefront locations within East Central with matchmaking assistance from BIDs.

Case Study:
United Kingdom’s “More Than A Pub” Program

In the United Kingdom, the traditional pub has long served as the “Third Place” for small rural towns, large inner-city neighborhoods and everywhere in between. For a variety of reasons, however, their numbers have been dwindling in recent decades. With the “More Than A Pub” program that it launched in 2016, the central government, under the auspices of its “Community Pubs Minister,” offers various forms of financial and technical assistance – grants and loans as well as workshops, peer site-visits and advice phone-lines – to community organizations that want to assume ownership of these important local institutions and keep them in business. In just its first year, the initiative played a role in the preservation of fifty pubs.

Photo Source: Plunkett Foundation
“Yes” to partnering with the BIDs. "Matching funds" from the Colfax BIDs is a pretty challenging budget ask. They do not have the financial resources that DDP has. Perhaps there should be another recommendation: "D. Establishes a DEDO-BID working group to strategize how BIDs can provide assistance to move into a brick and mortar.”
The most common measure of housing affordability assesses the "burden" housing costs put on a household. If a household pays more than 30% of their gross income in rent or mortgage payment, taxes, and basic utilities, they are considered to be "cost-burdened" and have a housing need. The higher the cost burden, the greater the need. Stretching income on housing leaves residents with less to spend on other needs, such as health care, child care, transportation and groceries. Affordable housing often refers to income-restricted housing that is required by covenant to keep costs affordable, but there are a number of strategies that can help to ensure a household’s costs are reasonable and do not put them at risk for displacement. In addition to those outlined in this section, improving access to multimodal transportation can also help reduce a household’s costs (See Mobility recommendations in Section 2.3). 

Affordability does not just refer to subsidized housing and options for people at extremely low income levels; it also affects an increasingly wide spectrum of working people in the city. East Central and Denver’s workforce includes critically important occupations that struggle to find affordable housing given their annual incomes which are all below current medians.

**MANY OCCUPATIONS PAY WAGES LESS THAN DENVER’S MEDIAN INCOME**

<table>
<thead>
<tr>
<th>Occupations</th>
<th>2019 Denver Area Median Income (for Single-Person Household)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kindergarten teachers</td>
<td>$54,370</td>
</tr>
<tr>
<td>Emergency &amp; medical techs &amp; paramedics</td>
<td>$46,090</td>
</tr>
<tr>
<td>Bus drivers</td>
<td>$39,210</td>
</tr>
<tr>
<td>Home health aides</td>
<td>$27,200</td>
</tr>
<tr>
<td></td>
<td>$65,000</td>
</tr>
</tbody>
</table>

Source: City and County of Denver 2019; Bureau of Labor Statistics 2018 wage estimates
#178

Posted by Andrea on 06/10/2020 at 8:40pm [Comment ID: 3743] - Link
Type: Suggestion
Agree: 1, Disagree: 0

this is an important point, and makes me think that this section should be more about livable wages than housing.

#179

Posted by Laura on 06/18/2020 at 7:18pm [Comment ID: 3803] - Link
Type: Suggestion
Agree: 2, Disagree: 0

I would agree with the comment about raising wages, except that rents have doubled in the last 5 years, and 5 years ago a person making $65K could reasonably afford to pay rent in Cap Hill. When the building boom of massively large apartment complexes was allowed to happen, conditions for a range of affordable housing should have been made then, but they weren't. If you want diversity in a neighborhood, you're going to have to provide a variety of options for mid-range incomers.

Reply by EKR on 07/01/2020 at 10:33pm [Comment ID: 4395] - Link
Type: Suggestion
Agree: 0, Disagree: 0

THIS. There is a huge problem with affordability. We want to see options for low income individuals and families, but we also need to prioritize the people in the middle. Often millenials and young families who work in these neighborhoods and are being displaced.

#180

Posted by Will McClain on 06/29/2020 at 10:35am [Comment ID: 3987] - Link
Type: Suggestion
Agree: 0, Disagree: 0

Honestly, I wish there were programs that provided affordable housing to people with student loans and/or people could deduct student loan payments from income for Section 8 purposes, although that would have to be done at the federal level.
#181

Posted by **EKR** on **07/01/2020** at **10:31pm** [Comment ID: 4394] - [Link](#)

Type: **Suggestion**  
Agree: 0, Disagree: 0

I appreciate this sentiment. We are not the "young professionals" mentioned in this survey. As non-profit worker and hospital workers, we cannot afford to live where we work and that shouldn't be the case.

#182

Posted by **Andrea** on **06/10/2020** at **8:40pm** [Comment ID: 3744] - [Link](#)

Type: **Suggestion**  
Agree: 1, Disagree: 0

2 and 3 also need to include a focus on sufficient parking.
**Housing in East Central**

**Significant Housing Need**

- **11,314** cost-burdened households
- **3,100** affordable housing units needed

36% of East Central’s households pay more than 30% of their income towards housing costs.

East Central currently is short 3,100 units renting at less than $625 per month for low-income households in the area.

**Affordability Covenants at Risk of Expiring Within Next 20 Years**

- **46%** of covenant-restricted units in East Central have covenants that may expire in the next 20 years.

East Central has approximately 3,000 existing income-restricted units, nearly half of which have covenants that may expire in the next 20 years.

**Percent of Households Living in Areas Vulnerable to Displacement**

- **65%** of East Central households, including 72% of renter households, live in areas that are considered vulnerable to displacement (See Vulnerability to Displacement map in Section 1.3).

65% of East Central households, located in vulnerable census tracts, are considered vulnerable to displacement.

**Most East Central Residents Rent Their Homes**

- **East Central**: 70.8%
- **City of Denver**: 51%

Percent of units that are renter-occupied; Source: 2013-2017 American Community Survey 5-Year Estimates

**Most Homes Are Studios & 1-Bedrooms**

- **East Central**: 59%
- **City of Denver**: 28%

Percent of units that are studios or one-bedrooms; Source: 2013-2017 American Community Survey 5-Year Estimates


Source: 2013-2017 American Community Survey 5-Year Estimates

Source: 2013-2017 American Community Survey 5-Year Estimates

Source: City and County of Denver, 2018

Source: City and County of Denver; 2011-2015 American Community Survey 5-Year Estimates
And we are quickly being displaced by rents that are outpacing wage increases because our neighborhoods are losing affordable housing options for people who make less than the median household income, but don't qualify for low income housing.
**HOUSING CONCEPTS**

**Income-restricted housing**
Income-restricted housing is housing that has a covenant that requires rents to be affordable for residents. The requirements are typically tied to specific Area Median Income levels, and many income-restricted units involve a subsidy to help maintain lower rents. See Policy E9 & E10. (Photo: Income-Restricted Housing, North Capitol Hill, Denver)

**Co-housing**
Co-housing is an intentional community of private homes clustered around shared space. Shared spaces and amenities may include community kitchens, dining areas, laundry, and courtyards. Co-housing provides opportunities for community-focused living environments that increase connection, for gently boosting density in neighborhoods since amenities such as yard space are often shared, and for giving seniors a viable option to age in their community. See Policy E11. (Photo: Aria Cohousing, Denver)

**Cooperative housing**
Housing that is owned or rented by members who intentionally and equitably share resources, governance, rights, and responsibilities. Cooperative housing can help expand access to housing for all, and increases opportunities for home ownership and wealth building for middle-income earners living in increasingly expensive areas. See Policy E9. (Photo: Chrysalis Cooperative, Boulder)

**Accessory Dwelling Units (ADUs)**
An ADU is a second unit located on the same zone lot as a primary single unit. An ADU may be “attached” (e.g. a basement unit) or “detached” (e.g. a unit over the garage or a smaller house in the backyard). ADUs provide sensitive ways to integrate attainable living into neighborhoods; they allow empty-nesters to age in place by moving into a smaller unit and renting their home; or they accommodate residents that want to live in the neighborhood but cannot afford a larger home. See Policy E11. (Photo: ADU, Denver)

**Missing middle housing**
Missing middle refers to duplexes, rowhouses and similar housing options that fall between large single unit homes and apartment or condo buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide more attainable options for middle-income households and homeownership opportunities for households that currently rent. See Policy E11. (Photo: Left: City Park, Denver, Right: Highlands Garden Village, Denver)

**Preservation of Naturally Occurring Affordable Housing (NOAH)**
NOAH refers to affordable housing that operates without subsidy or covenant requirements. A majority of affordable housing falls into this category, and NOAH is an important housing option for low-income families or individuals who do not qualify for subsidized housing. See Policy E9. (Photo: NOAH, Denver)

**Supportive housing**
Housing that combines apartments where residents pay rent based on what is affordable for their income, along with on-site and community-based services to help individuals and families transition out of long-term homelessness, back to having a safe place to call home. Research shows that this form of housing is an effective way to end homelessness because it provides safe, stable homes with access to support from professionals who coordinate individualized services such as mental and physical health services, addiction treatment, job training and more. See Policy E11. (Photo: Sanderson Apartments, Denver)

**Campus employee/student housing**
Multi-unit buildings dedicated to housing employees and/or students of large institutions. The housing is often owned or subsidized by the institution, and is located either on or adjacent to campus. Saint Joseph Hospital in City Park West is currently converting the historic Tammen Hall on its campus to income-restricted senior housing, an example of how large institutions can utilize their capital and property holdings to help address housing affordability challenges. See Policy E10. (Photo: Tammen Hall, St. Joseph Hospital, Five Points, Denver)

**Family-friendly housing**
Housing designed to serve households of more than one generation, usually including children. This includes housing units with more than one bedroom and amenities, such as daycares and playgrounds that serve a variety of ages. See Policy E11. (Photo: Mariposa, Denver)

**Senior housing**
Senior housing serves an aging population, ranging from independent living to 24/7 assisted care. There is a stronger emphasis on safety, accessibility, adaptability, and longevity that many conventional housing choices lack. See Policy E11. (Photo: City Park West, Denver)

**Live-work**
Live-work provides a combination of a primary residential and commercial uses located within the same unit. Live-work units reduce commuting, often provide more affordable office space than stand-alone office space, and can play an important role in the incubation cycle for small businesses. Live-work units can help to reduce housing costs for small businesses owners who can combine office space and living costs. See Policy E11. (Photo: live-work units, Denver)
#184

Posted by Andy Baldyga on 06/27/2020 at 10:01pm [Comment ID: 3878] - Link
Type: Suggestion
Agree: 2, Disagree: 0
This is why it is important to keep finding ways to add more units to the neighborhoods. The more units that are on the market, the more the market will shift to increase "naturally occurring affordable housing" solutions. Thus, don't be shy with recommendations for additional density or height.

#185

Posted by EKR on 07/01/2020 at 10:37pm [Comment ID: 4397] - Link
Type: Question
Agree: 0, Disagree: 0
These homes that you have a photo of here cost 600k. How is this an example of something attainable to middle-income households?

#186

Posted by Andy Baldyga on 06/27/2020 at 10:05pm [Comment ID: 3879] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Why do we care the type of neighborhood ADUs are added to? We don't care when a single family home is built in an downtown area that could support multiple units. Why worry about how an ADU fits into a certain density of neighborhood? Just allow them and leave the design details to a more specific design review process.

#187

Posted by Andy Baldyga on 06/27/2020 at 10:08pm [Comment ID: 3880] - Link
Type: Suggestion
Agree: 2, Disagree: 0
This sector of housing is probably the most important, yet, rarely receives attention. This can be financed by banks, is desirable to neighbors, and helps solve the overall affordability problem. Do all you can to encourage this type of development!
and home ownership for people with very low-income and people with disabilities. There is an existing program in Colorado where people with disabilities can use their Section 8 to PURCHASE A HOME!

Need to add home ownership on this page.
RECOMMENDATIONS

Stabilize residents at risk of involuntary displacement.

East Central’s strong housing market is becoming increasingly costly for residents. The area is currently short 3,100 units for the area’s lowest income households. These renters are often extremely cost-burdened by their rents and don’t have any affordable options to buy a home in East Central. Consistent with the goals of Comprehensive Plan 2040, this plan recommends targeting resources to serve residents, both renters and homeowners, who are at risk of involuntary displacement. (Source: City and County of Denver, U.S. Census, and Root Policy Research)

A. Connect residents with programs to help them stay in their homes, including temporary rental and utility assistance, property tax rebates, homeowner preservation initiatives, ownership programs, eviction legal defense, tenant rights counseling, financial empowerment training, home rehabilitation assistance, energy and accessibility assistance, and emergency relief funds.

1. In areas vulnerable to displacement, use door-to-door engagement and promotion through neighborhood organizations and providers to reach residents.

B. Conduct outreach to understand the needs of older adults and explore additional assistance options to mitigate their involuntary displacement.

C. Support citywide efforts to explore a preference policy that would give preference in income-restricted units to existing residents that have been or are at risk of being displaced.

D. Integrate resources and strategies to mitigate involuntary displacement of residents with the implementation of major City investments and projects, including regulatory changes, legislative rezonings, and transportation infrastructure improvements. Strategies include incentives or requirements for affordable housing and targeted engagement to connect vulnerable residents with resources.

E. Work with partners to increase access to programs that help residents stay in their homes, increase utilization of public housing programs (including City, State and nonprofit programs), increase home-ownership and explore housing land trust programs.

Added home rehabilitation assistance to Strategy E8.A.

Added Strategy E8.E.


Preserve existing affordability and housing quality.

Nearly half of East Central’s existing income-restricted units could be at jeopardy of expiring over the next 20 years. Additionally, there are many aging multi-unit buildings in the area that are at risk of losing their natural affordability as rents and sale prices continue to quickly rise. In targeted outreach, participants also expressed a need for more accessible housing for people with disabilities. (Source: City and County of Denver)

A. Preserve the affordability of existing income-restricted properties by:

1. Extending expiring affordability covenants through strategies such as extending notice requirements, working with potential purchasers to extend affordability commitments, and enhancing support for tenants.

2. Exploring partnerships with non-profits and foundations to work with owners of existing income-restricted properties to inform them about their covenant requirements and, where needed, to encourage resale to qualified buyers.

3. Working with nonprofit housing providers to address challenges, such as rising property taxes.

4. Exploring a no net loss policy with strategies to ensure that existing income-restricted housing is maintained through preservation and/or replacement.

B. Preserve the affordability of naturally occurring affordable housing, particularly in areas vulnerable to displacement and close to transit, through existing tools and new tools such as:

1. An incentive program for landlords that provides rehabilitation of small multi-unit properties and homes in exchange for affordability commitments.

2. Partnering with existing cooperatives and other organizations to assist tenants with acquiring and transforming housing into cooperative housing (Encouraging cooperatives also requires reducing barriers to shared living. See Policy E11).

C. Retain and improve the quality of older housing through programs that help with upgrades to improve accessibility, energy efficiency, and rehabilitation.

D. Connect landlords to programs that offer tenant assistance and help with rehabilitation.
#190

Posted by EKR on 07/01/2020 at 10:39pm [Comment ID: 4399] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This is such a crucial part of the plan. Many young people in our neighborhoods are at risk of displacement, but don't qualify for income-restricted housing.

#191

Posted by EKR on 07/01/2020 at 10:38pm [Comment ID: 4398] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This section has an emphasis on keeping homeowners in their homes, but not renters in their apartments. Some long term renters have been in this neighborhood for 3 years, 5 years, decades and should be an equal priority.

#192

Posted by jo untiedt on 06/28/2020 at 9:45pm [Comment ID: 3962] - Link
Type: Suggestion
Agree: 0, Disagree: -1
Perhaps allow an older person to have a designated parking area in front of their home - not necessarily handicap
RECOMMENDATIONS

E10

Create new affordable housing with access to transit and amenities.

While the prior two policies focus on stabilizing residents and preserving affordability, there is also a need to create new affordable housing in the area, as demonstrated by significant shortages in units available for low-income households. In accordance with Blueprint Denver and Housing an Inclusive Denver, a majority of new affordable housing should be located near transit corridors to give residents convenient access to jobs, education, services, and amenities (See Blueprint Denver Policy LU-H 06). Improving access to multimodal options, as outlined in the Mobility recommendations (Section 2.3), can also help reduce a household’s transportation costs.

A. Ensure affordable housing is provided when large city-owned property, particularly the District 6 police station, is redeveloped.

B. Ensure that the value of increased development potential is shared with the community through the provision of affordable housing or other community benefits (see Policy L3). Appropriate tools include:
   1. Zoning and other incentives that require the construction of income-restricted housing as part of new development.
   2. Development agreements, affordable housing plans, or other agreements that provide affordable housing as part of a rezoning or Large Development Review. These tools should be considered prior to the implementation of an incentive tool or other citywide affordable housing regulations for large development sites.

C. 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 and in Corridors, Centers, and High, High-Medium, and Low-Medium Residential Places.

D. Promote the use and expansion of tools, such as Low Income Housing Tax Credits, Tax Increment Financing, and the Affordable Housing Fund, to help fund development of affordable housing.

E. Partner with area hospitals, Denver Public Schools, and other major employers to create and/or fund affordable workforce housing (see Policy E1).

F. Ensure new affordable housing is
   1. Affordable to households earning very low, low, and moderate incomes, consistent with adopted city policy.
   2. Helping to address the shortage of units affordable to very low-income households in the plan area.
   3. Designed to accommodate a range of households, including families, multi-generational living, aging in place, residents with disabilities, and residents needing supportive services.
   4. Dedicated as affordable for a period of time consistent with or greater than adopted city policy.
   5. Of similar types to market-rate housing built within the plan area.

G. Work with affordable housing developers and managers on transportation demand strategies that help ensure residents have access to multimodal transportation options (see Policy M12).

H. Enhance park and recreation access in proximity to affordable housing to help improve health outcomes for low-income households (see Policies Q3 and Q4).

I. Partner with area hospitals, Denver Public Schools, and other major employers to create and/or fund affordable workforce housing (See Policy E3).

Added Strategy E10.F.2.

Expanded Strategy E10.F.3 to include multi-generational living, aging in place, residents with disabilities, and residents needing supportive services.

add a City responsibility to work legislatively to allow deed restrictions in perpetuity.

#194

If a developer buys out of affordability - this should be a nice chunk of change and THEN, the City should be required to lead an Affordable Housing Committee with local non-profits to assure units are being retained and new are being created for all income levels AND home ownership
RECOMMENDATIONS

E11

Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

Consistent with Blueprint Denver, this plan aims to provide housing choice throughout East Central by diversifying housing options across the spectrum of housing needs. The area’s housing types should reflect the diverse population that lives here currently and those that seek to live in East Central, and should include quality options for vulnerable populations, aging in place, non-traditional living arrangements, and families. When community members were asked about housing options in the area, a majority felt that the East Central neighborhoods do not have good options for seniors, low-income residents, and residents with disabilities, illustrating the need to expand diversity of housing types. When asked about “missing middle” housing types – a variety of multi-unit or clustered housing types that are compatible in scale with detached, single-unit homes – the most desired types were live-work units, detached ADUs, and townhouses. Existing housing diversity varies between East Central’s neighborhoods; see Chapter 3 for neighborhood priorities.

Strategies

A. Develop more permanent and supportive housing, combining low-barrier affordable housing, health care, and other supportive services to help create stability for vulnerable residents.

B. Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.

1. Encourage the creation of ownership options that are affordable to moderate-income residents among the diverse range of housing types being promoted in strategies C-G below.

2. Encourage community land trusts and cooperatives.

3. Support existing and explore new programs intended to help make homeownership more attainable for residents of income-restricted rental housing.

4. Help residents prepare to become homeowners by offering targeted homebuyer counseling courses that integrate financial coaching and education with down payment assistance.

5. Explore the creation of a homeownership catalyst pilot program that provides technical assistance and financial incentives.

C. Encourage more family-friendly development, including larger unit sizes and family-supportive amenities (see Blueprint Denver Policy LU-H 07).

D. Expand housing options for non-traditional households, aging-in-place, co-housing, cooperatives, and group living.

1. Support citywide efforts to revise city regulations to respond to the demands of Denver’s unique and modern housing needs (see Blueprint Denver Policy LU-H 01).

2. Make it easier for households to age within their neighborhoods by encouraging senior/assisted living, home-sharing, and co-housing (See Sunshine Home Care case study).

3. Encourage subletting of extra rooms in large homes by communicating opportunities through neighborhood organizations.

4. In addition to removing zoning barriers, explore financial and technical assistance to encourage more cooperative living where residents can reduce costs through shared living or ownership.

Case Study:

Sunshine Home Share Colorado

Sunshine Home Care Colorado is a non-profit organization that was established in 2015 with the mission of promoting aging in place through a safe, care-managed, home-sharing model. It offers the dual benefit of generating income, assistance, and companionship for older adults (55 and over), while accessing untapped affordable housing for home seekers. Sunshine, staffed by geriatric care managers, provides an in-depth screen and matching program that includes an application, reference check, interview, trial period, and formalized Match Agreement.


Photo Source: Sunshine Home Share
Have a plan for when market dips to acquire land for land bank and acquire units for resale to home owners. The last market dip Real Estate Investment Groups purchased the majority of homes and apartments. This creates rental increases, lack of care for the property, and constant management changes. During COVID this has been a huge issue.

I appreciate the inclusion of moderate-income (at other times referred to middle-income) earners. We are trying to make the jump to home ownership, but it feels impossible as all of the lower priced properties are bought up by developers to tear down and resell for 1 million dollars.
RECOMMENDATIONS

E11 continued from prior page

Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes in all neighborhoods. (continued from prior page)

E. Integrate accessory dwelling units (ADUs) and missing middle housing in appropriate locations (See Policy L5) with strategies for affordability and wealth-building for low- and moderate-income residents, such as:

1. Providing technical assistance and reducing barriers in permitting and construction for existing homeowners.

2. Exploring an adaptation of the WDSF+ ADU pilot program (see sidebar) that provides technical assistance and financial incentives to help existing homeowners build ADUs. An East Central pilot program should offer forgivable loans or grants in exchange for a long-term affordability commitment, pre-approved prototype designs (with universal design features), and streamlined access to lenders and builders.

3. Partnering with local organizations to create and administer programs to advance this policy.

F. Conduct an evaluation of city regulations and standards in comparison to best practice accessibility standards, including Universal Design research, to encourage more housing that meets the needs of residents with disabilities.

G. Expand live-work opportunities in a manner that is compatible with surrounding neighborhood character to reduce housing costs for small business owners and entrepreneurs.

Modified Strategy E11.E. See Policy L5 for more additional policy guidance.

Added Strategy E11.F.
What about partnering with construction firms/contractors to help connect homeowners with home builders capable of completing ADU conversions or new constructions?

ADUs will not provide affordable housing in a way that would have an appreciable positive impact. Most will be used as AirBnBs. In addition, the increased density will be adverse to surrounding single family homes by adding to noise, exacerbating parking issues and detracting from the aesthetics of neighboring yards. This proposal does not allow for the affected neighbors to have input or for any design controls. The neighbor is too dense for ADUs and they should not be permitted.

Add language about adopting language so that there is not an abundance of AirBnB or high income rentals.

It is very frustrating to see this tall building which fits well in the neighborhood, provides affordable residences, and is a model for the future. However, the density recommendations surrounding this already great example do not support additional height or density.
If this works well, then all of the blocks fronting Colfax and Park Ave should be 12 stories minimum.
In late 2018, the West Denver Renaissance Collaborative, in partnership with the City of Denver, launched a forgivable loan pilot program to finance ADUs in nine west Denver neighborhoods. The program provides moderate- and low-income qualified homeowners (those earning up to 120% of the area median income) with development, financing, and construction resources to develop a detached ADU. Additionally, some homeowners may be eligible for a forgivable loan of up to $25,000 to cover costs of building an ADU. ADUs created through the program are designated as affordable housing for 25 years, to be occupied or rented at a rate no higher than the 80% area median income maximum rent. As part of the program, Denver Community Planning and Development is working to streamline permitting for prototype ADU designs offered by WDRC. Habitat for Humanity has also been brought on board to build an estimated 40 homes during the two-year pilot period.
2.2.5 SOCIAL SERVICES

To support thriving communities, vulnerable individuals must be connected to social services that directly support their physical, economic, and mental well-being. This is particularly important for those persons who may be susceptible to housing insecurity or who are experiencing homelessness. By providing a robust social service network with programs such as eviction prevention, legal services, mental health, substance abuse treatment, domestic violence programs, and financial literacy, an environment that is inclusive and accessible to all residents of East Central can be created.

COMMUNITY FEEDBACK

When asked about their top concerns, homelessness was the sixth most common concern raised by East Central community members.

“What are you most concerned about?”

<table>
<thead>
<tr>
<th>Issues of homelessness &amp; perceived related issues</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Capitol Hill</td>
<td>26%</td>
</tr>
<tr>
<td>Capital Hill</td>
<td>22%</td>
</tr>
<tr>
<td>Cheesman Park</td>
<td>21%</td>
</tr>
<tr>
<td>City Park West</td>
<td>16%</td>
</tr>
<tr>
<td>Congress Park</td>
<td>16%</td>
</tr>
</tbody>
</table>

Percentages of respondents
Source: 2017 East Central Kickoff Survey

SOCIAL SERVICES IN EAST CENTRAL

In targeted engagement with persons experiencing homelessness and service providers, they noted the following as key issues:

- New models need to be explored to create opportunity and stability in overnight shelters (ensuring persons have a secured bed).
- The sense of community within persons experiencing homelessness is vibrant and must be respected and preserved.
- Explore alternate housing models: open space concepts, communal spaces, shared cooking, etc.
- Hygiene centers are needed and are a matter of basic dignity.
- Transportation costs are an obstacle for physical mobility and access to services (especially for families).

Homelessness in the City and County — Everyone Counts - 2019 Point in Time Survey by Metro Denver Homeless Initiative (Citywide Numbers)

<table>
<thead>
<tr>
<th>Persons Staying in Emergency Shelters</th>
<th>Household without Children</th>
<th>Household with at Least 1 Adult and 1 Child</th>
<th>Households with Only Children under 18</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL OF 2,119 PERSONS, OR 53.7% OF THE TOTAL HOMELESS POPULATION</td>
<td>1,966</td>
<td>92.8%</td>
<td>149</td>
</tr>
<tr>
<td>Persons Staying in Transitional Housing</td>
<td>589</td>
<td>47.7%</td>
<td>643</td>
</tr>
<tr>
<td>TOTAL OF 1,235 PERSONS, OR 31.3% OF TOTAL HOMELESS POPULATION</td>
<td>35</td>
<td>100%</td>
<td>0</td>
</tr>
<tr>
<td>Persons Staying in Safe Haven</td>
<td>547</td>
<td>98%</td>
<td>6</td>
</tr>
<tr>
<td>TOTAL OF 554 PERSONS, OR 14.1% OF TOTAL HOMELESS POPULATION</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In the City and County of Denver, there are approximately 4,000 individuals who are experiencing homelessness. Some of these individuals frequent Colfax Avenue and East Central because of the existing resources and services that are provided, including several shelters and residential care facilities (six day, overnight, and domestic violent shelters and 15 residential care facilities that include special care homes and transitional housing). Moreover, with increasing cost of living and stagnating incomes, some vulnerable Denverites are becoming at risk of homelessness. In the East Central area alone, 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, both factors which may place many of these East Central residents at-risk of homelessness as defined by U.S. Department of Housing and Urban Development. Source: 2011-2015 American Community Survey 5-year estimates.
This is an important issue and concern for the vulnerable members of our community is critical. Can you include the list of the other top concerns - or a page reference? I missed it.
**RECOMMENDATIONS**

**E12**

**Improve the existing social service system through collaboration, co-location and coordination between providers, and between providers and city agencies.**

There are currently hundreds of providers and volunteers working across Denver to address the issue of homelessness. Ensuring the strength and resiliency of the system means building stronger partnerships between existing services providers across the board, and doing so can help reduce duplication, inefficiency, and increase accountability to meet shared goals.

A. Identify existing homelessness prevention and rapid-rehousing resources in the community and bring in additional partners for more local collaboration.

B. Identify existing drug and alcohol rehabilitation resources and promote collaboration between providers, and between providers and city agencies.

C. Support workforce training and education programs that connect workers to employers (see Policy E3).

D. Explore models that promote co-location of services (e.g. Dahlia campus for mental health and well-being and the Rose Andom Center).

**Background Policies and Strategies**

**E13**

**Promote innovative service delivery models, and expand pool of service provider partners—to address gaps in existing social service system.**

Homelessness is a multi-faceted issue requiring many-sided solutions. Coordinated, efficient, and creative work across system care will be required to effectively meet the needs of those at risk of and experiencing homelessness. The strategies below aim to encourage innovative solutions and models that integrate homeless service provisions into other mainstream services to address existing gaps in the system.

A. Conduct gap analysis with homeless service partners, school and early childhood partners, and human services partners.

B. Create models to address gaps of services, such as resource navigation, hygiene, and rest centers (referred to in this plan as community resource centers).

C. Increase funding for substance treatment services, including training and implementation of cross-sector teams to address needs of people experiencing homelessness, school children, immigrants or refugees, or other special populations.

D. Increase funding for homelessness prevention and rapid re-housing resources in the community.

E. Invest in new partnerships for service provision, including mini-grants to fund innovative work from local community partners.

F. Explore partnerships to expand innovative delivery models to address homelessness, such as tiny home villages, bridge housing, rapid resolution, and residential shelter locations.

**Case Study:**

**Rose Andom Center**

The Rose Andom Center is a place for domestic violence victims to find the safety, support, and services needed to rebuild their lives by facilitating access to services and staff of community organizations and city agencies in a single, safe location.

**Case Study:**

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**E14**

**Build access to, awareness of, and support for social services for residents in East Central.**

Successfully addressing the issue of homelessness requires the commitment and sustained advocacy of all partners involved, from city agencies to service providers and especially local communities. The strategies below aim to strengthen the social service system by proactively engaging residents around the issues related to homelessness to increase knowledge of available resources.

A. Encourage stronger relationships between service providers and their neighbors through strategies such as:

1. Assisting service providers with the creation of good neighbor agreements.

   a. Explore the development of a tool-kit to engage and build support within the community.

2. Encouraging collaboration on events and volunteer opportunities between service providers and neighborhood organizations.

B. Integrate supportive services with housing and connect private landlords to existing social services in their neighborhood.

**Case Study:**

**Rose Andom Center**

The Rose Andom Center is a place for domestic violence victims to find the safety, support, and services needed to rebuild their lives by facilitating access to services and staff of community organizations and city agencies in a single, safe location.

**Added Strategy E13.F**
2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

IN THIS SECTION:

2.3.1 INTRODUCTION (P. 68)
2.3.2 RECOMMENDATIONS OVERVIEW (P. 73)
2.3.3 TRANSFORMATIVE STREETS (P. 77)
2.3.4 HIGH COMFORT BIKEWAYS (P. 91)
2.3.5 INTERSECTION SAFETY & NEW CROSSINGS (P. 99)
2.3.6 TRANSIT AND MOBILITY HUBS (P. 107)
2.3.7 NEIGHBORHOOD TRAFFIC CALMING (P. 111)
2.3.8 PARKING AND CURBSIDE MANAGEMENT STRATEGIES (P. 116)
2.3.9 TDM STRATEGIES (P. 120)
Please answer - how does one see all the comments that have been made on the plan? Who decides what is going to be incorporated into the next draft? How do you sift through the comments?
2.3.1 INTRODUCTION

East Central residents rely on mobility infrastructure to reach their destinations and demand a transportation network that prioritizes pedestrians in alignment with the community vision. Everyone uses the transportation network to get around the city on nearly a daily basis, whether they are walking, biking, taking the bus, driving, or using a mobility device. East Central neighborhoods exhibit transportation, density, and land use conditions that support a car-optional lifestyle (see Land Use & Built Form Section 2.1). East Central’s transportation and mobility networks will continue to improve with projects such as the Bus Rapid Transit (BRT) on Colfax Avenue and will serve a central role in accomplishing the city’s Mobility Action Plan goals.

Mobility is closely tied to Land Use & Built Form, Economy & Housing, and Quality-of-Life Infrastructure. Transportation options influence neighborhood affordability and health outcomes, and prioritized future networks with increased connectivity, safety, and accessibility. 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. Targeted improvements to the HIN streets will improve local and citywide safety.

HOW EAST CENTRAL RESIDENTS COMMUTE (BY NEIGHBORHOOD)

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Drive alone</th>
<th>Carpool</th>
<th>Transit</th>
<th>Bike</th>
<th>Walk</th>
<th>Work at Home</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Central</td>
<td>20</td>
<td>6</td>
<td>42</td>
<td>6</td>
<td>21</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Congress Park</td>
<td>18</td>
<td>7</td>
<td>40</td>
<td>10</td>
<td>25</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>City Park</td>
<td>17</td>
<td>6</td>
<td>40</td>
<td>10</td>
<td>25</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Cheesman Park</td>
<td>15</td>
<td>5</td>
<td>40</td>
<td>10</td>
<td>25</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Capitol Hill</td>
<td>14</td>
<td>4</td>
<td>40</td>
<td>10</td>
<td>25</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>North Capitol Hill</td>
<td>13</td>
<td>4</td>
<td>40</td>
<td>10</td>
<td>25</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>City Park West</td>
<td>12</td>
<td>3</td>
<td>40</td>
<td>10</td>
<td>25</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

Source: 2017 ACS 5-Year Estimates (Census)

CITYWIDE PLANS

The vision and recommendations outlined in this plan are consistent with other recent citywide planning efforts, including:

**Comprehensive Plan 2040 & Blueprint Denver** – The 20-year vision for Denver and its people reflects the voices of thousands of Denverites who have shared their hopes, concerns, and dreams about the city’s future. The plans aim to:

- Maximize the public right of way to create great places.
- Deliver a multimodal network.
- Strengthen multimodal connections and focus growth near transit.

**Mobility Action Plan (MAP)** – Denver’s plan to reinvent its transportation system with a focus on mobility, safety, equity, sustainability and smart technology to improve connectivity, economic opportunity and quality of life for everyone.

**Vision Zero** – Denver’s action plan to eliminate traffic deaths and serious injuries by 2030 and focus safety improvements along the city’s High Injury Network (HIN).

**Denver Moves** – Mobility Plans by transportation mode or neighborhood that develop near and long-term strategies for moving more people through the city.

**Game Plan** – Citywide Parks Plan with recommendations to improve parkways and trails, including:

- Ensuring all Denver residents are within a 10 minute walk of a park.
- Encouraging the creation of new “Contemporary Parkways” and providing guidance for updating existing and future parkways to reflect today’s needs.

**Transportation Demand Management (TDM) Plan** – Citywide planning effort to integrate strategies that improve transportation options in Denver’s new and existing buildings. (*currently underway at writing*)
#203

Posted by Frank Locantore on 06/28/2020 at 2:22pm [Comment ID: 3921] - Link

Type: Suggestion
Agree: 1, Disagree: 0

With East Central being adjacent to downtown, there is a great opportunity to reduce SOV mode share. Increasing mode share for transit, bike, walk, roll is imperative from an affordability perspective. It is also an indispensable strategy when faced with the climate crisis that allows us zero wiggle room to avoid the worst impacts the imminent catastrophe.

#204

Posted by Frank Locantore on 06/28/2020 at 2:14pm [Comment ID: 3920] - Link

Type: Question
Agree: 1, Disagree: 0

What does, "...prioritized pedestrians in *alignment* with the community vision..." mean?

#205

Posted by Nancy Relihan on 06/18/2020 at 12:38pm [Comment ID: 3794] - Link

Type: Suggestion | Tags: East
Agree: 2, Disagree: -2

The impact of COVID on how builders/developers will change their designs to accommodate more work from home households is yet to be seen and may greatly impact RTD ridership in the future. With RTD forming an accountability committee the week of June 15, 2020 to examine route-planning, financial stability, etc. - wouldn’t it make sense for the city to slow down the EAP planning process in regards to eliminating lanes on Colfax?

#206

Posted by Mardi on 06/30/2020 at 7:37pm [Comment ID: 4172] - Link

Type: Suggestion
Agree: 0, Disagree: 0

BRT is sooo 20th century! If we are talking 20 years for our future vision, then let’s do it right! Light rail or better yet overhead monorail with dedicated entrances from the sidewalk, safer and less car interference. BRT isn’t even funded yet, Aurora is opting for improved 15L.
LONG TERM VISION FOR MOBILITY IN EAST CENTRAL

The East Central Area NPI planning process began with Blueprint Denver’s Vision Statements and crafted area-specific vision statements with significant neighborhood and steering committee input. The following 2040 East Central Community Vision Statements will guide future efforts and trade-off discussions:

WELL CONNECTED, SAFE, AND ACCESSIBLE PLACES

In 2040, streets in East Central are bustling with those who walk, bike, and use transit and most residents can meet their daily needs without needing to rely on a car. For those who drive, parking is limited, but technology and efficient management has minimized traffic and spill-over issues in residential areas. A well-connected pedestrian network that includes wide, accessible, and well-maintained sidewalks and street crossings allows pedestrians of all ages and abilities to safely and comfortably move around the area on foot or using an assistive device year-round. East Central’s highly visible protected bicycle lanes allow everyone to safely ride throughout the area, including young children, who love riding to school and exploring other neighborhood destinations. During rush hour, there is a steady flow of bicycles and the numerous bike parking areas along Colfax and within neighborhood destinations are always well used. Transit in East Central is reliable, frequent, and affordable with quality, well-maintained shelters at all stops. Residents and businesses love the high-capacity transit along Colfax Avenue, Colorado Boulevard, and Broadway, which, combined with new and innovative mobility technologies, make it fast and easy to reach destinations throughout East Central.

MEASURABLE GOALS

The following metrics evaluate current conditions and set future targets to accomplish the walkable, bikeable, and transit-friendly vision for the East Central Area, while supporting citywide mobility and safety goals.

MODE SHARE

Mode share, measured by the US Census, is the percentage of travelers using a particular transportation type (e.g. walking, biking, taking transit, driving, etc.) to get to a destination. US cities aim to reduce drive-alone rates in single occupancy vehicles (SOVs) to balance their transportation systems.

In 2017, Denver’s Mobility Action Plan (MAP) set citywide mode share goals for 2030. This plan’s 2040 transportation mode targets will improve upon the MAP 2030 goals, with East Central neighborhoods significantly exceeding the 2030 MAP targets in 2040. The East Central Area Plan will rely on a citywide effort to define mode share goals by neighborhood in order to include important regional context and analysis. Denver’s Department of Transportation and Infrastructure (DOTI) is currently in the process of updating the Strategic Transportation Plan (STP) for specific mode share targets at the neighborhood level. These targets will be more aggressive than the goals outlined in MAP.
#207

Posted by Mardi on 06/30/2020 at 7:39pm [Comment ID: 4173] - Link

Type: Suggestion
Agree: 0, Disagree: 0

More elevated crosswalks, please.
Denver’s Vision Zero Program aims to eliminate all traffic deaths and serious injuries on Denver’s roads by 2030 and tracks statistics on those killed and seriously injured (KSI) in roadway crashes annually. The program focuses on reducing serious crash types on Denver’s roadways and educating about other issues like speeding, distracted, or intoxicated driving. Vision Zero tracks 3-year KSI averages. The 3-year KSI average for all East Central Area neighborhoods combined is 59 people who die or are seriously injured within the area (see graph below for 3 year averages by neighborhood). The 2040 target for all Denver neighborhoods is to have a KSI 3-yr average trending towards zero.

KILLED AND SERIOUS INJURIES (KSI)

Denver’s Vision Zero Program aims to eliminate all traffic-related deaths and serious injuries on Denver’s roads by 2030 and tracks statistics on those killed and seriously injured (KSI) in roadway crashes annually. The program focuses on reducing serious crash types on Denver’s roadways and educating about other issues like speeding, distracted, or intoxicated driving. Vision Zero tracks 3-year KSI averages. The 3-year KSI average for all East Central Area neighborhoods combined is 59 people who die or are seriously injured within the area (see graph below for 3 year averages by neighborhood). The 2040 target for all Denver neighborhoods is to have a KSI 3-yr average trending towards zero.

3-YEAR AVERAGE FOR KILLED AND SERIOUS INJURIES (KSI) BY NEIGHBORHOOD

VISION ZERO ACTION PLAN

Created in 2017, the Vision Zero Action Plan outlines a path towards eliminating all traffic-related deaths and serious injuries on Denver’s roads. The Action Plan identifies that 50% of Denver’s traffic fatalities occur on just 5% of the city’s streets - these 5% of streets are called the High Injury Network (HIN). Creating safer streets through design is an essential part of Vision Zero, as well as reducing speeds. Higher speeds not only increase the risk of a crash, but also increase the risk for serious injury or death, regardless of mode.

The East Central area contains 11 out of 27 High Injury Network corridors, and recommendations in this plan directly support the following Vision Zero goals:

- Implement safety treatments along the HIN
- Reconfigure streets and intersections to improve safety and operations
- Reduce vehicle speeds along the HIN
- Create slow zones in priority areas

HIGHER SPEEDS INCREASE RISK OF SERIOUS INJURY OR DEATH

Source: Tefft, B.C. Impact speed and a pedestrian’s risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.
#208

Posted by Carol Becht on 06/25/2020 at 5:18pm [Comment ID: 3862] - [Link]
Type: Suggestion
Agree: 1, Disagree: 0

Totally unacceptable, we desperately need traffic calming measures! I continue to be stunned by how fast cars drive down residential streets.

#209

Posted by Frank Locantore on 06/28/2020 at 2:30pm [Comment ID: 3922] - [Link]
Type: Answer
Agree: 0, Disagree: 0

Glad DOTI is doing a Strategic Transportation Plan, but the ECAP should outline the goals for the area. We are downtown adjacent and (relative to other parts of the city) we have a good and improving sidewalk and bike network. Therefore, our non-SOV mode share goal should be 75% so that the City can reach its 50% goal when balanced by the further afield areas of the city that won't be able to attain a <50% mode share for SOVs.
## STREET TYPES

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Arterial</td>
<td>Red</td>
</tr>
<tr>
<td>Downtown Collector</td>
<td>Orange</td>
</tr>
<tr>
<td>Mixed Use Arterial</td>
<td>Blue</td>
</tr>
<tr>
<td>Mixed Use Collector</td>
<td>Light blue</td>
</tr>
<tr>
<td>Main Street Arterial</td>
<td>Orange</td>
</tr>
<tr>
<td>Main Street Collector</td>
<td>Light orange</td>
</tr>
<tr>
<td>Residential Arterial</td>
<td>Purple</td>
</tr>
<tr>
<td>Residential Collector</td>
<td>Magenta</td>
</tr>
</tbody>
</table>

### Map

The map shows various street types and plan area boundaries, including Downtown Arterial, Downtown Collector, Mixed Use Arterial, Mixed Use Collector, Main Street Arterial, Main Street Collector, Residential Arterial, and Residential Collector. The map also highlights different parks and open spaces within the area.
#210

Posted by BJWilson10 on 06/30/2020 at 6:33pm [Comment ID: 4158] - Link
Type: Suggestion
Agree: 0, Disagree: 0

(Street Type) --- Shared Street

Post COVID-19, would be nice to include the Shared Streets if any become permanent.

#211

Posted by Cindy Sestrich on 06/29/2020 at 9:47pm [Comment ID: 4032] - Link
Agree: 0, Disagree: 0

I question the bicycle plan options being discussed in meetings now for 13th and 14th. As the density of traffic will increase on these arterials after the BRT plan is in place on Colfax, does an arterial exclude or include other modes of transportation in the street lanes - bicycles, electric scooters, etc? The Mobility Opportunities map doesn't show bicycles there. Would this plan take precedence, showing designated bicycle routes on quieter streets?

#212

Posted by Judith Metz on 07/01/2020 at 11:52pm [Comment ID: 4426] - Link
Type: Question
Agree: 0, Disagree: 0

How will the area be affected by 12 stories mega apartment built on 200 block of East Seventh?
STREET TYPES

Denver uses a system for classifying different types of streets, called the “functional classification system.” Blueprint Denver updated this system to include how surrounding character and context might affect the street’s design or operation.

The East Central Area Plan does not propose to change any future street types as identified in Blueprint but includes bold strategies to prioritize multimodal transportation along key corridors to make it easier and safer for people to walk, roll, bike, or take transit.

STREET CLASSIFICATIONS

LOCAL

Streets designed for highest amount of property access and lowest amount of through movement.

COLLECTOR

Streets that are in between local and arterial streets whose main function is to collect movement from local streets and convey it to arterial streets.

ARTERIAL

Streets designed for the highest amount of through movement and lowest amount of property access.

DOWNTOWN

- LAND USE: Surrounded by the most intense land uses, including hotels, retail, office, and residential and mixed-use towers.
- FUNCTION: High focus on pedestrian and bicycle connectivity.
- BUFFER: Street trees and other placemaking infrastructure make for a vibrant place.

MAIN STREET

- LAND USE: Characterized by a mix of uses, such as retail, services and restaurants, and residential.
- FUNCTION: Wide sidewalks with fewer driveways to prioritize people walking and rolling.
- BUFFER: Consistent trees and/or amenity zones provide a buffer between people walking or rolling and traffic.

MIXED USE

- LAND USE: Varied mix of uses including retail, office, residential, and restaurants.
- FUNCTION: Driveways are more frequent than main streets, but still limited to provide a friendly environment for people walking, rolling, or riding bicycles.
- BUFFER: Fairly consistent buffer between people walking or rolling and traffic.

RESIDENTIAL

- LAND USE: Characterized by primarily residential uses, but may also include parks, schools, civic uses, or small retail nodes.
- FUNCTION: Traffic calming encourages slower speeds and promotes safety for all users. Signalized cross walks with high visibility markings provide ample crossing opportunities.
- BUFFER: Street trees or a lawn provide a buffer between people walking or rolling and traffic.
2.3.2 RECOMMENDATIONS OVERVIEW

This chapter summarizes key strategies and recommendations for the East Central Area Plan developed through stakeholder and public feedback, a multimodal existing conditions analysis, and a review of Denver’s plans, reports and current projects.

The multimodal existing conditions analysis included a detailed study of crashes by mode to determine areas of highest need. As shown in the maps to the right, most crashes are concentrated along segments of the High Injury Network identified in Denver’s Vision Zero Action Plan. The East Central Area has a disproportionately high crash rate on its HIN streets versus the citywide crash rate on HIN streets (see graph below). Targeted improvements for pedestrians, cyclists, and drivers alike on the HIN streets will improve local and citywide safety.

A detailed origin/destination analysis was completed to better understand travel patterns and inform recommendations. Most trips 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.

Recommendations in this plan will require additional analysis, including traffic studies, before significant improvements are installed.

Unlike other sections within this report which involve public-private-partnerships and may require more innovative implementation strategies, transportation infrastructure is primarily owned by Denver’s DOTI which has the authority to improve conditions that meet standards as funding and resources allow.

Key exceptions include funding for sidewalk improvements as those are often the responsibility of the adjacent property owner. Denver’s Neighborhood Sidewalk Repair Program is addressing sidewalks citywide, and to help with the repairs, the City and County of Denver will offer extended repayment assistance and affordability discounts for property owners who qualify. The City is also authorizing less expensive repair methods not previously allowed, such as grinding and crack filling.

Additional opportunities include engaging partners who can add additional funding, such as Regional Transportation District (RTD), Colorado Department of Transportation (CDOT) and local business districts.

### EAST CENTRAL VS. CITYWIDE CRASH RATES BY TRANSPORTATION MODE

![Graph showing crash rates by transportation mode for East Central vs. Citywide neighborhoods.](source: 2013 - 2019 City Crash Data)
In many cases being open to a tactical approach to street changes, and then studying temporary changes, is far more cost and time efficient.

(particularly during what is happening now, we have a massive opportunity for positive change, and it seems the city is not open to making changes--e.g. the complete lack of widened sidewalks for COVID (shared streets near parks is good, but, there are many places where there is a real need that isn't being met).
CRASHES INVOLVING SERIOUS INJURY OR DEATH

Verified dataset and updated legend for clarity. Map shows all crashes involving a serious injury or death, not total crashes.

VISION ZERO HIGH INJURY NETWORK

Source: 2013 - 2019 City Crash Data

RELATED RECOMMENDATIONS IN THIS PLAN

Mobility is closely tied to other topic areas and recommendations in this plan. As the City anticipates significant growth in the next 20 years, our transportation system must accommodate all modes to effectively, reliably, and safely move more people through the limited space in our right of ways.

This chapter focuses on transportation improvements and calls out opportunities within those improvements to coordinate across disciplines. Related recommendations in other topic areas of this plan include:

- Allow taller buildings close to Downtown and along major transit corridors when significant community benefits are provided.
- Encourage high-quality design and character preservation in Centers and Corridors.
- Create new affordable housing with access to transit and amenities.
- Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.
- Develop new Contemporary Parkways that serve multiple community functions, including connecting the community to open space, parks and recreational assets.
- Increase the pervious surface coverage through the design and implementation of green infrastructure systems.
- Create a system of green streets and alleys to complement the network of existing Historic Parkways and new Contemporary Parkways and encourage sustainable water management.
- Improve the physical connections to grocery stores and other locations with healthy food options.
#214

Posted by Bryan McCutcheon on 06/18/2020 at 12:09pm [Comment ID: 3787] - Link
Type: Suggestion
Agree: 1, Disagree: 0

As noted above, there are daycares and retail businesses at 17th and Race/Vine that draw pedestrians, including young children, to what is clearly a dangerous section of a very car-focused 17th. This should be addressed.

#215

Posted by Pete Stidman on 06/01/2020 at 8:47pm [Comment ID: 3663] - Link
Type: Suggestion
Agree: 0, Disagree: 0

Living in the neighborhood, and it seems to me that the high crash incidence here on Penn might indicate that it is highly used by bicycles (only the rate would reveal its relative safety). I think this could be the best candidate for bike boulevard for N-S connection if it were less trafficked and intersections protected for bikes.
Added intersection improvement priority at 23rd/Grant, Park/Downing, 17th/Downing, 16th/Downing, 11th/Grant, 11th/Clarkson, 11th/Washington, 10th/Sherman, 10th/Downing, 10th/Corona, 8th/Sherman, 7th/Sherman, & Montview/Colorado based on feedback. Added N/S transformative street on Downing/Corona based on feedback.
#216

Posted by **BJWilson10** on **06/22/2020** at **9:26pm** [Comment ID: 3843] - [Link](#)

Type: Question  
Agree: 0, Disagree: 0

Post COVID-19, can 11th be a Bikeway?  
In Congress Park, simply adjust all intersections to either keep their existing 4-way stop, or rotate the 2-way stop so that the north/south traffic has a stop-sign. 11th already has a lot of drainage dips at intersections to naturally slow the east/west traffic.

#217

Posted by **BJWilson10** on **06/22/2020** at **9:23pm** [Comment ID: 3841] - [Link](#)

Type: Question  
Agree: 0, Disagree: 0

Is Garfield not a Neighborhood Bikeway like Steele?  
https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/bicycles/neighborhood/garfield-street.html

#218

Posted by **Barb Frommell** on **06/04/2020** at **12:25am** [Comment ID: 3688] - [Link](#)

Type: Suggestion  
Agree: 2, Disagree: 0

Why don't any of the "High Comfort Bike Ways" lead to Teller Elementary? It seems like Garfield would be a good option, since it has stop lights at 13th, 14th and Colfax and it also leads to Sprouts. Many people bike on this street. Crossing 17th Avenue here to get to/from City Park is extremely dangerous, because there is no stop control.

Reply by **BJWilson10** on **06/22/2020** at **9:24pm** [Comment ID: 3842] - [Link](#)

Agree Barb!  
I thought it was on the plan.  
Also, see:
https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/bicycles/neighbo rhood/garfield-street.html

Reply by Carol Becht on 06/25/2020 at 5:31pm [Comment ID: 3864] - Link
Type: Answer
Agree: 0, Disagree: 0
Yes, I was told at one of the meetings that Garfield bike lane is already going to happen, so there was no need to reflect it here

#219

Posted by Carol Becht on 06/25/2020 at 5:42pm [Comment ID: 3866] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Can we get some arrows painted in the bike lanes? On the 7th Avenue bike lane, it is surprising how often I encounter runners, scooters, etc. going the wrong way.

Reply by BJWilson10 on 06/30/2020 at 6:35pm [Comment ID: 4159] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Yes, great idea!
Runners really should be running against the traffic. Allows them to see the cyclists & vehicles coming from in front of them.

#220

Posted by jo untiedt on 06/28/2020 at 10:00pm [Comment ID: 3967] - Link
Type: Question
Agree: 0, Disagree: 0
Isn't this 23rd and York?

#221

Posted by BJWilson10 on 06/22/2020 at 9:35pm [Comment ID: 3849] - Link
Type: Question
Will this connect to 16th to get downtown?
If not, would it be reasonable to consider moving to Elizabeth & Clayton?
- Esplanade to Elizabeth
- Elizabeth to 11th (Make 11th a Bikeway)
- 11th to Clayton
- Clayton to Clayton/Detroit Alley via Bike/Ped Connection
- CONGRESS PARK POOL as a Destination
- Congress Park to Clayton
- Clayton to Cherry Creek Trail

#222

Posted by BjWilson10 on 06/22/2020 at 9:39pm [Comment ID: 3850] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Bike/Ped Ramp at Dead-end of Clayton to get to Congress Park Pool via Clayton/Detroit Alley?

#223

Posted by Andy Baldyga on 06/27/2020 at 10:17pm [Comment ID: 3882] - Link
Type: Suggestion
Agree: 0, Disagree: 0
I dont understand why Gaylord is proposed for a high comfort bikeway. The ability to cross Colfax at Gaylord is difficult.
And by casual observation, few bikes use Gaylord.
Race street seems to have more bike traffic.
Adjust the north south connections so folks can get to a destination. rather than travel 5 blocks.

#224

Posted by BjWilson10 on 06/22/2020 at 9:27pm [Comment ID: 3844] - Link
Type: Question
Agree: 0, Disagree: 0
There is already a sidewalk through the middle of Cheesman Park. Would adding a single bike lane along that sidewalk be reasonable for Cyclist to pass through along 11th?
Reply by Carol Becht on 06/25/2020 at 5:28pm [Comment ID: 3863] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This is a good idea, I ride through Cheesman quite often on 12th, the bus route goes this way as well and sometimes there is barely enough room for the both of us and it does not feel safe.

#225

Posted by BJWilson10 on 06/22/2020 at 9:33pm [Comment ID: 3848] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Close Cheesman Park to Through-traffic. Allow a way in, maybe park, but then have to go the same way out, or force a certain direction. Replicate the feel of Wash Park.

#226

Posted by Bryan McCutcheon on 06/18/2020 at 12:12pm [Comment ID: 3788] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Can't help but notice the lack of access to high capacity transit for City Park West, which is described earlier in his plan as being a pocket of “poverty.” Shouldn’t better access to transit for CPW be one of the methods to provide improved opportunity to lower income residents?

#227

Posted by BJWilson10 on 06/22/2020 at 9:29pm [Comment ID: 3845] - Link
Type: Question
Agree: 0, Disagree: 0
There are already ramps leading onto a Dead end street of 11th from Cheesman Park. Would it be feasible to add a route to get from those ramps to the road around Cheesman?

#228

Posted by BJWilson10 on 06/22/2020 at 9:31pm [Comment ID: 3846] - Link
Move mobility hubs to 13th with a Speed Limit of 30mph.
Reduce Speed Limit on 12th to 25mph taking buses off of 12th.
Will allow Cheesman Park to be closed to Through-Traffic.

#229

Posted by SEM on 06/19/2020 at 1:04pm [Comment ID: 3814] - Link
I am in favor of adding dedicated bike lanes on either Clarkson or Washington Streets as currently there is no safe way to travel by bicycle in this part of Capitol Hill. My household uses bicycles as a primary means of transit and adding these will provide safer travel for us.

#230

Posted by Doug Goldman on 07/01/2020 at 2:46pm [Comment ID: 4314] - Link
It appears this bike lane option is being promoted by the City, not because it's the best solution, but because it's the most cost-effective for the City.
The impact on the residents of the surrounding neighborhood will be significant through the loss of hundreds of street parking spaces. This is not acceptable or equitable, as it will most significantly impact residents who don’t have affordable off-street parking alternatives.
In addition, years ago the City already impacted the quality of life for residents in this neighborhood by converting Washington and Clarkson to One-Way thoroughfares. Now the City wants to take away even more, without giving anything back in return.
There are other options that could work better for all. If we dare to get creative, we might even find options that actually improve the quality of life for all.

#231

Posted by JDF on 06/19/2020 at 2:04pm [Comment ID: 3817] - Link
I'm really glad to see the addition of bike lanes on Washington and Clarkson. I and others I know in the area use our bikes daily getting to work, the gym, etc. Right now, it's fairly dangerous to use your bike in the single narrow traffic lane on each of these streets so the creation of these bike lanes would make travel much safer.

#232

Posted by Frank Locantore on 06/28/2020 at 2:46pm [Comment ID: 3923] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Clarkson is a great idea for a protected bike lane. Not only does it provide a sorely needed north-south bike route, but it also heads to a wonderful iconic destination: The Fillmore. How charismatic that bike ride would be to go see a show! And, that doesn't even take into account for the climate crisis we need to address by reducing the SOV mode share. With greater safety with a protected bike lane, it would make those lower-income residents who might be afraid to bike now feel more comfortable with biking options to the point where they could save car expenses (insurance, gas, parking, lease payments, etc.) and have more money in their pockets for their family and bills.

#233

Posted by CMG on 06/19/2020 at 12:45pm [Comment ID: 3813] - Link
Type: Suggestion
Agree: 2, Disagree: 0
It doesn't make sense that Clarkson/Washington be high comfort bikeways. This may be a short term solution that seems appealing because it would cost less than other alternatives, but it is not a good long-term solution. The removal of parking would significantly impact low-income individuals living in apartments north of 8th avenue. In addition, it does not make sense to have a bikeway that requires people to ride down the two way portion of 7th Avenue instead of having a bikeway to the east which would connect to the area of 7th that is a parkway. People riding their bikes along the two-way traffic portion of 7th Avenue are subject to high car volume on streets that do not allow for cars to pass bicycles at a safe distance, if at all, and there are numerous blind alleys where cars enter the street and have a difficult time seeing bike riders. Bike lanes on Clarkson and Washington do not make sense and should be reconsidered to better serve the neighborhood, and Denver cyclists.

#234

Posted by Caroline Schomp on 06/09/2020 at 4:57pm [Comment ID: 3730] - Link
Type: Suggestion
It would make more sense to move the proposed bike lanes on Clarkson-Washington to Grant Street, which has three traffic lanes. One of those lanes could easily be transformed into a bike lane that would connect 20th Ave. to Speer Blvd and the Cherry Creek bike trail. Removing a parking lane on Clarkson and Washington would result in the loss of hundreds of street parking places, which are already in short supply throughout Capitol Hill.

#235

Posted by **Pete Stidman** on **06/01/2020 at 8:52pm** [Comment ID: 3664] - Link
Type: Suggestion
Agree: 1, Disagree: 0

At a time when small businesses are struggling everywhere, this plan is proposing to take away the majority of our customer parking and our loading zone, while not addressing an un-used traffic lane in front of our building and a wall that has launched cars into our facade. The city has not contacted us about public health issues with our sidewalk as well. We feel completely excluded from this process (I commented on earlier versions of this plan, and am not seeing changes or considerations for our small business). The city needs to reach out to include us in this process, and to let us know every way in which to engage in strong opposition this plan until we can talk about ways in which our business could be improved--instead of wrecked.

Reply by **Pete Stidman** on **06/01/2020 at 8:55pm** [Comment ID: 3665] - Link
Type: Suggestion
Agree: 0, Disagree: 0

One last comment-- I also live and bike here, Pennsylvania is already safe and quiet for N-S travel. If you created traffic diversions that also allow bicycle free flow (rarely a stop sign for bikes) it would become the most popular bike route as well. And its way cheaper with less opposition.

#236

Posted by **BJWilson10** on **06/22/2020 at 9:31pm** [Comment ID: 3847] - Link
Type: Suggestion
Agree: 1, Disagree: 0

Move mobility hubs to 13th with a Speed Limit of 30mph.
Reduce Speed Limit on 12th to 25mph taking buses off of 12th.
Will allow Cheesman Park to be closed to Through-Traffic.
Reply by Carol Becht on 06/25/2020 at 5:40pm [Comment ID: 3865] - Link
Type: Question
Agree: 0, Disagree: 0
As a cyclist who rides on 12th quite often, I would support this suggestion. Especially in the area where I am riding past parked cars whose door can fling out any second and there is no dedicated bike lane (just the sharrow arrows painted in the middle of the road).

#237

Posted by Judith Metz on 07/01/2020 at 11:56pm [Comment ID: 4427] - Link
Type: Question
Agree: 0, Disagree: 0
How will traffic going into and exiting onto 7th deal with the planned bike friendly corridor at the site of the 12 story apartment building? How will local businesses deal with parking on this corridor?
MOBILITY CONCEPTS

Transformative streets
Streets that improve safety and comfort and prioritize walking, biking, and transit. See Section 2.3.3.
- Improved transit frequency, capacity, and enhanced stops.
- Safe, accessible, and comfortable walking and rolling environment.
- Improved facilities and safety enhancements for people biking or riding.

Intersection safety improvements
Safety improvements at intersections to create a safe, comfortable, and accessible crossing for pedestrians and cyclists. See Section 2.3.5.

High comfort bikeways
Bikeways that improve safety and comfort for cyclists. High comfort bikeways include a spectrum of design options. See Section 2.3.4.

Neighborhood traffic calming
Designs that limit and/or slow traffic in largely residential areas. This can include physical improvements as well as operational improvements. See Section 2.3.7.

Mobility hubs
Transit stops with enhanced amenities that allow for seamless transition between modes. Mobility hubs vary in scale and context. See Section 2.3.6.

Improved sidewalks
Safe, comfortable, and accessible walking environments. See Section 2.3.5.
TREES!!!
Would love Trees planted in the center of these traffic circles.

If you allow it, I'm sure some neighborhoods will plant them on their own.
2.3.3 TRANSFORMATIVE STREETS

Transformative streets are the central priority of this area plan because they represent bold changes to the mobility system improving safe multimodal transportation options. These corridors represent the best opportunity to provide people with more transportation choices, while improving regional and neighborhood connections. Examples of potential improvements include repurposing street space to address safety via road diets (see sidebar to left), flexible bus and parking lanes, additional pedestrian crossings, reduced crossing distances, increased comfort for people riding bikes, wider sidewalks, operational improvements for all users, green stormwater infrastructure and more usable green spaces along streets. Recommendations are context-sensitive and vary by street classification, land use character, place and neighborhood context.

Transformative streets prioritize multimodal transportation along key corridors and make it easier and safer for people to walk, bike, roll and take transit, and represent the best opportunity to increase mobility choice and reduce the use of single occupancy vehicles. Rolling refers to folks using mobility devices such as wheelchairs, mobility scooters, and other forms of transportation to assist their movement, and require considerations beyond ADA standards to protect these vulnerable populations. Denver’s current road network prioritizes the personal automobile, and the transformative street recommendations suggest how to best reallocate space to meet citywide goals. While space will be reallocated for other modes, Denver expects 50% of work trips to be made by personal automobile in 2030 and a representative portion of the road network will remain focused on moving automobiles. Denver’s Vision Zero program found that driver safety greatly improves following the safety treatments recommended in this section.

ROAD DIETS

A road diet refers to when space within the right of way is reallocated for uses other than space for vehicles. This effectively shortens the width of the road and crossing distance.

Federal Highway Administration (FHWA) recommends the use of proven safety countermeasures such as road diets that “can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.” Road diets are proven to reduce crashes up to 47%.

CHANGING A ROAD FROM

4 LANES

TO

3 LANES

LEADS TO

19-47%

REDUCTION IN TOTAL CRASHES

Source: Evaluation of Lane Reduction “Road Diet” Measures on Crashes, FHWA-HRT-10-053.
I love this goal and would like to see the plan for making it happen without doubling or tripling people’s commute times. Adding a graphic or other explanation would be very helpful!
STREETS IN EAST CENTRAL TODAY

The East Central Area represents one of the best opportunities within Denver to make significant progress towards city mobility goals of 30% of people walking, biking, or taking transit and zero traffic fatalities by 2030. East Central neighborhoods exhibit lower drive alone mode shares than Denver’s citywide average and are generally well-served by high-capacity and local transit service with strong ridership. However, there are many challenges within the study area that need to be addressed to reduce the number of single occupancy vehicle trips and eliminate traffic deaths area-wide.

Several major one-way arterial couplets designed to move vehicular traffic in and out of the area create barriers that bisect the neighborhood and make it uncomfortable to walk, bike, or roll and are confusing to navigate for transit riders. These streets also represent key neighborhood destinations and places people want to connect to or travel along. 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 improve safety for all users in these neighborhoods and to focus on increasing the number of high comfort bikeways, dedicated transit lanes, and customer amenities at stops.

One concept created from community feedback for this plan and supported by recommendations in Denver Parks and Recreation Game Plan is the idea of retrofitting parkways and creating new contemporary parkways to better serve today’s community needs.

COMMUNITY FEEDBACK

Community members expressed concerns regarding high-speed one-way arterial couplets and providing better connections to parks, employment centers, schools, retail destinations, and major transit stops. Community members overall also expressed a preference to avoid reducing on street parking compared to reducing vehicular traffic flow when making necessary safety improvements. Providing safe and high-quality mobility options including pedestrian, bicycle, and transit service is a top priority of residents.

Top 6 Mobility Topics

<table>
<thead>
<tr>
<th>Topic</th>
<th>Percent of Responses (1,991)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALKABILITY</td>
<td>32%</td>
</tr>
<tr>
<td>BIKE LINES</td>
<td>28%</td>
</tr>
<tr>
<td>PARKING</td>
<td>20%</td>
</tr>
<tr>
<td>PEDESTRIAN SAFETY</td>
<td>18%</td>
</tr>
<tr>
<td>COLFAX AVENUE</td>
<td>16%</td>
</tr>
<tr>
<td>TRAFFIC</td>
<td>16%</td>
</tr>
</tbody>
</table>

Percent of Responses (1,991)
Source: 2017 East Central Kick-Off Survey
This looks like it would really change 7th Ave and similar parkways. I like their historic feel as they are.

You're right, but this is a design concept. It is critical for other areas that don't have the room that 7th has from Colorado to Williams.
Updated map to show coordination with Quality of Life recommendations; added N/S transformative street on Downing/Corona based on feedback.


#241

Posted by Barb Frommell on 06/04/2020 at 12:30am [Comment ID: 3689] - Link
Type: Question
Agree: 2, Disagree: 0
Why are there no pedestrian priority or bicycle priority streets or intersections leading to Teller Elementary?

Reply by BJWilson10 on 06/30/2020 at 8:14pm [Comment ID: 4188] - Link
Type: Suggestion
Agree: 0, Disagree: 0
@Barb, Garfield will be a Bikeway, and there is a chance of 11th as well after it becoming a shared Street during the Pandemic.

#242

Posted by Steve Pike on 06/29/2020 at 11:02am [Comment ID: 3995] - Link
Type: Suggestion
Agree: 1, Disagree: 0

Yes, yes, yes... please make 16th Ave. a "Green Street" from East High all the way to Broadway. The current experiment is a step in the right direction. However, current signage is confusing. Many cars are traveling way too fast and violating the "Not a Thru Street signage. Some Cyclists seem to think that pedestrians in the bike lanes are in the wrong. Clear guidelines for how different modes of transportation should use the street are needed. I would suggest in increase in the amount of traffic calming structures. The only traffic on the streets should be local drivers navigating to their place of residence. Pedestrians should have top priority. Bikes, wheelchairs, scooters should have second place priority. Cars and other motorized vehicles should have lowest priority. Speed limit should be 15 mph or less. There is no need for a driver navigating to their residence to be traveling any faster than 15 mph.

Reply by BJWilson10 on 06/30/2020 at 6:42pm [Comment ID: 4163] - Link
Type: Question
Agree: 0, Disagree: 0
Along the same lines...
The more ways to get to 16th the better!
How do we filter into the Esplanade from the other side of Colfax?
TRANSFORMATIVE STREET CONCEPTS

Bike priority
Streets designed to provide a safe, convenient, and comfortable experience for people riding bicycles or micromobility devices with intersections that reduce conflicts with vehicles.

(Photo: Bike Priority, Source: Denver.streetsblog.org)

Transit priority
Streets designed to improve transit frequency, transit capacity, and provide enhanced stop amenities. Pedestrian and bicycle connections to and from transit are also included.

(Photo: Transit Priority, Source: Nacto.org)

Pedestrian priority
Streets that provide a safe, accessible, comfortable, and interesting walking and rolling experience through additional pedestrian crossings and reduced crossing distances, wider sidewalks, and safer crossings.

(Photo: Pedestrian Priority, Source: Denverpost.com)

DENVER MOVES: TRANSIT

Denver Moves: Transit is the City’s first transit plan and recommends building out capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. The plan organizes corridor recommendations into the following categories:

- **High-Capacity Transit: Corridors (HCT)** with high levels of passenger capacity, very frequent services, and high-quality design. These include features to make transit more reliable and rapid, such as BRT or rail infrastructure, and additional improvements including dedicated transit lanes and enhanced stops and stations.

- **Medium-Capacity Transit: Corridors (MCT)** with slightly lower levels of passenger capacity, service frequency, and design, than HCT. MCT corridors are served by rapid bus with bus-only lanes and other transit-priority treatments throughout the corridor. Full BRT may be possible on some MCT corridors.

- **Speed and Reliability: Corridors (S+R)** with slightly lower levels of passenger capacity, service frequency, and design than HCT and MCT corridors. S+R corridors benefit from investments such as transit priority signals, improved stop amenities, and can include dedicated transit lanes at key locations to help buses move faster and reliably. All capital investment corridors begin as S+R corridors until funding is identified to build out the full HCT or MCT vision identified in the plan.
RECOMMENDATIONS

M1
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

A disproportionately high number of streets identified as part of Denver’s High Injury Network (HIN) are located within East Central compared to other neighborhood planning areas. Community members expressed concerns regarding safety and comfort, high-speed one-way arterial couplets, and the need for access to high quality-mobility options.

Short-term strategies are generally defined as projects that can be implemented within 0-5 years and costs less than $500,000. Long-term strategies are generally defined as projects that take at least 5 years and cost at least $500,000. Long-term projects are recommended to occur after Colfax BRT implementation, while short-term projects can occur before. All high and medium capacity transit corridors qualify for speed & reliability improvements before funding to implement the full vision of the corridor is identified.

A. Colfax Avenue
   Also see Colfax Corridor Chapter 3
   1. Interim
      a. Improve intersections and crossings at high crash and high community priority intersections along Colfax through the Vision Zero Program to improve pedestrian safety and comfort.
   2. Short-Term
      a. Conduct next phase of study and design to advance the vision of center-running bus rapid transit (BRT) and a high-quality pedestrian environment from Colfax Corridor Connections 10% design project.
      b. Identify funding opportunities to build the full center-running BRT vision for the corridor.
      c. 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 beautified corridor featuring a high-quality pedestrian space and placemaking opportunities.
#243

Posted by David on 06/29/2020 at 10:22am [Comment ID: 3984] - Link
Type: Suggestion
Agree: 2, Disagree: 0
The shared streets on 11th and 16th ave are truly transformative and should be included in the ECAP.

#244

Posted by Andy Baldyga on 06/27/2020 at 10:20pm [Comment ID: 3883] - Link
Type: Answer
Agree: 1, Disagree: 0
Thank you for listing Colfax at the first priority. It is at maximum capacity and the adjacent neighborhoods would benefit from any Colfax improvements.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

B. Broadway
   1. Short-Term
      a. Create a high-quality pedestrian and bike space with reduced crossing distances and operational improvements, such as longer pedestrian signal crossing times. Priority locations include: 17th, 16th, Colfax, 12th, 11th, and 10th Avenues.
      b. Provide transit speed and reliability improvements and rider amenities at stops.
      c. Build out northern segment of protected bike lane between 16th Ave. and 7th Ave. where phase 1 currently stops.
   2. Long-Term
      a. Provide high-capacity transit service, increased frequency and expanded hours of service, and rider amenities at stops.
      b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

C. Colorado Boulevard
   Also see Quality-of-Life Infrastructure Section 2.4
   1. Short-Term
      a. Provide transit speed and reliability improvements and rider amenities at stops.
      b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: 8th, 9th, 12th, 13th, 14th, Colfax, 17th, Montview Blvd, and 23rd Avenues.
      c. Conduct a corridor study to determine the multimodal vision for the corridor, including pedestrian, bicycle, and transit improvements such as BRT.
   2. Long-Term
      a. Implement findings of corridor study.

WHY IS BROADWAY IMPORTANT?
- Transit Capital Investment Corridor with high ridership transit stops
- Planned transit and bikeway improvements
- Supported by Denver Moves: Transit and Denver Moves: Bikes

WHY IS COLORADO IMPORTANT?
- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit, Blueprint Denver, Denver Strategic Transportation Plan and City Park Master Plan

POLICY

STRATEGIES
Yes, please do this.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

b. Provide high-capacity transit service via speed/reliability, increased frequency and expanded hours of service, dedicated travel lanes, and rider amenities at stops.

c. Create a greater separation between the sidewalk and the roadway.

D. Corona Street
   1. Short-Term
      a. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: 10th Ave and Colfax Ave.
      b. Provide transit speed and reliability improvements and rider amenities at stops.
   2. Long-Term
      a. Study permanent safety improvements along the corridor including, but not limited to, road diets and traffic calming measures.

E. Downing Street
   1. Short-Term
      a. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: 247 Ave, 246 Ave, and Colfax Ave.
      b. Provide transit speed and reliability improvements and rider amenities at stops.
   2. Long-Term
      a. Study permanent safety improvements along the corridor including, but not limited to, road diets and traffic calming measures.

WHY IS CORONA IMPORTANT?
- Connection to 38th/Blake rail station
- Connection to hospitals
- Contains multiple High Injury Network intersections, especially north of Colfax

WHY IS DOWNING IMPORTANT?
- Connection to 38th/Blake rail station
- Connection to hospitals
- Contains multiple High Injury Network intersections, especially north of Colfax

Example of a pedestrian and bike crossing at 23rd Street and Broadway.
6th avenue needs more and better pedestrian crossings, too!

Reply by BJWilson10 on 06/30/2020 at 8:17pm [Comment ID: 4190] - Link
Agree: 0, Disagree: 0
Andrea, I think 6th is considered to be in the area to the South, but excellent suggestion!

9th and Downing/Car-on-a boasts the most pedestrian traffic with Dora Moore Elementary and Queen Soopers. Maybe include those intersections for pedestrian safety/comfort improvements including reduced crossing distance?
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

F. Josephine Street
   1. Short-Term
      a. Provide transit speed and reliability improvements and rider amenities at stops.
      b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include 9th, 12th, and 17th Avenues.
      c. Install missing sidewalks between 16th and 17th Avenues near East High School and Carla Madison Recreation Center.

   2. Long-Term
      a. Provide medium-capacity transit service via speed/reliability improvements at key locations, increased frequency and expanded hours of service, rider amenities at stops, and potential bus lanes.
      b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

G. Lincoln Street
   1. Short-Term
      a. Create a high-quality pedestrian and bike space with reduced crossing distances and operational improvements, such as longer pedestrian signal crossing times. Priority locations include 11th, 12th, Colfax, 16th, 17th, and 18th Avenues.
      b. Provide transit speed and reliability improvements and rider amenities at stops.

   2. Long-Term
      a. Provide high-capacity transit service, increased frequency and expanded hours of service, and rider amenities at stops.
      b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

WHY IS JOSEPHINE IMPORTANT?
• Transit Capital Investment Corridor
• Supported by Denver Moves: Transit, Blueprint Denver and City Park Master Plan

WHY IS LINCOLN IMPORTANT?
• Transit Capital Investment Corridor with high ridership transit stops
• Planned transit improvements
• Supported by Denver Moves: Transit
#248

Posted by Caroline Schomp on 06/09/2020 at 5:02pm [Comment ID: 3731] - Link

Type: Suggestion
Agree: 3, Disagree: 0

A crossing signal would be helpful at 11th Ave. and Josephine St. because that is a major pedestrian and bike crossing for people going to the Denver Botanic Gardens.

Reply by Carolyn Wiese on 06/22/2020 at 3:04pm [Comment ID: 3838] - Link
Agree: 3, Disagree: 0

Yes. This is much needed. The cars going north on Josephine come around the curve by the Botanic Gardens very quickly and it is difficult to cross on foot or by bike. A signal is needed to alert the cars to slow down well before they get to 11th.

Reply by BJWilson10 on 07/01/2020 at 8:18am [Comment ID: 4279] - Link
Type: Suggestion
Agree: 0, Disagree: 0

Agree!
It is also a route to Cheesman Park by bike/foot.
I see a lot of people cross at that location and cars just come down that hill so fast.

#249

Posted by BJWilson10 on 07/01/2020 at 8:21am [Comment ID: 4281] - Link

Type: Suggestion
Agree: 0, Disagree: 0

I think it would be smart to intentionally have Bikes & Buses on different streets. If 12th remains a bus route, then 11th should be the Bikeway.
Could also consider shifting the Bus Route off of 12th to allow Cheesman to be closed to through traffic, similar to Wash Park.

#250

Posted by brad on 06/20/2020 at 3:05pm [Comment ID: 3822] - Link
Agree: 3, Disagree: 0
Full support for 9th Ave bike lanes/traffic circles.

Reply by brad on 06/20/2020 at 3:06pm [Comment ID: 3823] - Link
Agree: 2, Disagree: 0
This crossing at Josephine should contribute to the use of the planned 9th ave bikelane from Colorado through downtown.

Reply by BJWilson10 on 07/01/2020 at 8:19am [Comment ID: 4280] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Would be happy using 11th as well or also!
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

**H. Park Avenue between Colfax and 20th Avenues**

*Also see Quality-of-Life Infrastructure improvements Policy Q1 in section 2.4*

1. **Short-Term**
   a. Improve pedestrian and bike safety and comfort with reduced crossing distances and operational improvements. Priority location is 16th Ave.
   b. Study the feasibility of closing turn lanes and re-appropriating the space for pedestrians. Partner with DOTI’s Adaptive Streets initiative.
   c. Conduct a corridor study to determine the multimodal vision for the corridor, including pedestrian, bicycle, transit, and green infrastructure improvements (see Policy Q1).

2. **Long-Term**
   a. Provide high-capacity transit service via speed and reliability improvements, increased frequency and expanded hours of service, and rider amenities at stops.
   b. Study the feasibility of reconfiguring the Colfax/Franklin/Park and 16th/Lafayette/Park intersections to accomplish city and East Central Area Plan safety and multimodal goals.

**I. York Street**

1. **Short-Term**
   a. Provide transit speed and reliability improvements and rider amenities at stops.
   b. 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 Avenues.

2. **Long-Term**
   a. Provide medium-capacity transit service via speed and reliability improvements at key locations, increased frequency and expanded hours of service, rider amenities at stops, and potential bus lanes.
   b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

**WHY IS PARK IMPORTANT?**

- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit and Blueprint Denver

**WHY IS YORK IMPORTANT?**

- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit, Blueprint Denver and City Park Master Plan

**RECOMMENDATIONS**

Updated M1.I.2.a and M1.K.2.a to include study of long-term improvement of mid-block signals.
#251

Posted by **Bryan McCutcheon** on 06/18/2020 at **12:20pm** [Comment ID: 3790] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

Please also consider whether there are ways to reduce speeds and use of York by heavy trucks, which creates significant noise and environmental pollution as well as increased risk to pedestrian/bike users attempting to access City Park and the Zoo.

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#252

Posted by **David** on 06/29/2020 at **10:26am** [Comment ID: 3986] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: -1*

Park Avenue should be closed to car traffic between Franklin and Downing. The five way intersections are incredibly dangerous to cross and the extended traffic light cycles actually impede traffic flow.

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Reply by **Cindy Sestrich** on 06/29/2020 at **10:31pm** [Comment ID: 4033] - [Link](#)

*Agree: 0, Disagree: 0*

This suggestion would be a major problem if 16th becomes a closed area to through traffic. Park Ave. is the best access N/S across Colfax between Downing or Lafayette and Williams. All other options would require 2 lanes of traffic squeezed down to one lane on alternate residential roads. Traffic jams would be the result and more pollution in the adjacent neighborhoods.

---

#253

Posted by **Steve Pike** on 06/29/2020 at **11:05am** [Comment ID: 3997] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Yes, improving the intersection of 16th Ave. and Park is incredibly important.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

**J. 6th Avenue**
1. Short-Term
   a. Provide transit speed and reliability improvements at key locations and rider amenities at stops.
   b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, and operational improvements. Priority locations include: Detroit and Steele Streets.
2. Long-Term
   a. Study permanent safety improvements along the corridor including, but not limited to, road diets, addressing mid-block signals, and exploring the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

**K. 7th Avenue Parkway between Colorado and Williams Street**
1. Short-Term
   a. Comply with Design Guidelines for Historic Parkways and Boulevards unless updates are needed to implement pedestrian, bicycle, and transit improvements. Updates should balance multi-modal convenience and safety with historic integrity, cultural heritage, and open space values.
   b. Consider establishing an Historic Parkways Advisory Committee with historic preservation and multi-modal transportation advocates to provide recommendations on designs for Historic Parkway improvements and potential updates to design guidelines.
   c. Study feasibility of installing a protected bike lane.
   d. Improve pedestrian and bike safety and comfort with reduced crossing distances and operational improvements.
2. Long-Term
   a. Study the feasibility of installing a natural and ADA accessible (e.g. crushed refined granite) multi-use path within the parkway and limiting access for vehicle cross-traffic at certain intersections (see Policy Q2).
   b. Study permanent safety improvements along the corridor including, but not limited to, road diets and traffic signals.

**WHY IS 6TH AVE IMPORTANT?**
- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit and Blueprint Denver

**WHY IS 7TH AVE PARKWAY IMPORTANT?**
- Greatest distances between traffic signals of all transformative streets
- Supported by Denver Moves: Bikes and Blueprint Denver

**Case Study:**
Seattle Department of Transportation
Dexter Avenue

During a scheduled resurfacing project of 1.5 miles of Dexter Avenue, the Seattle Department of Transportation re-imagined the street to improve transit and bike safety and operations. Key features included installation of buffered bike lanes, 10 dedicated transit islands, enhanced customer amenities at stops and improved street crossings and full ADA accessibility. Since implementation, bus boardings have increased 23% with no change in vehicular travel time. A 19% drop in collisions has occurred.

Source: Seattle DOT

Updated M1.K to include enhanced review of historic parkway and clarify trail materials.
Raised crosswalks? Would allow wheelchair access to the middle area, plus the raised crossing would double as a way to slow speeds.

Are the protected bike lanes cleared when there is snow?

this is a great idea. It will improve the health of the city and discourage speeders.

Reduced speeds! How about 20 mph?

this is needed because 7th is a major route for bike commuters
Add Williams leaving Cheesman Park, unless included in the other Area.

no additional traffic calming is needed due to the large number of stop signs

There are no sidewalks crossing the Parkway between Colorado and York, making this dangerous for pedestrians. sidewalks needed to be added

Pedestrian crossings on 6th between colorado and York are dangerous, because Parked cars make it impossible for pedestrians and cyclists to see the oncoming traffic. this is also a problem for drivers. these crossings should be improved.
RECOMMENDATIONS

Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

L. 8th Avenue
   1. Short-Term
      a. Provide transit speed and reliability improvements at key locations and rider amenities at stops.
      b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, and operational improvements. Priority locations include: Grant St., Washington St., Parkson St., Detroit St., Steele St., and Colorado Boulevard.
   2. Long-Term
      a. Study permanent safety improvements along the corridor including, but not limited to, road diets, addressing mid-block signals, and exploring the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

M. 12th Avenue Also see Quality-of-Life Infrastructure Section 2.4
   1. Short-Term
      a. Provide transit speed and reliability improvements and customer amenities at stops.
      b. Improve bike and pedestrian crossing and operational improvements at Colorado Blvd, Josephine St, York St, Lincoln St, and Broadway.
      c. Improve bicycle safety and reduce high crash numbers.
   2. Long-Term
      a. Consider contemporary parkway elements to serve multiple community functions (see Policy Q2).
      b. Conduct corridor study that includes 11th Avenue and 12th Avenue to determine community preference and best placement for transit and bicycle improvements.

WHY IS 8TH AVE IMPORTANT?
- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit and Blueprint Denver

WHY IS 12TH AVE IMPORTANT?
- High bicycle ridership despite lack of bike lanes
- Frequent bus service with high ridership transit stops
8th needs to remain as one-way. If it is converted to 2-way, traffic will be too slow and it will push more traffic onto 9th and other streets that are not meant to be major arteries.

Yes! Post COVID-19, 11th has shown to be a valuable street to use for safe bike transit, especially for kids. Would be a great way for them to bike to Teller.

Hopefully we can make the Shared Street become more permanent.

Suggest moving Detroit Light to Clayton instead. Plan the intersection to be similar to Garfield & 17th.

Bikeway can then split at Congress Park. Maybe have a shared use Bikeway/Sidewalk along 8th as well as along the Alley adjacent to Congress Park on the East. Could consider then creating a way to connect the alley back to Clayton on the North Side with some form of Bike/Pedestrian Ramp.
Posted by **BJWilson10** on **07/01/2020** at **8:24am** [Comment ID: 4282] - [Link](#)

Type: Suggestion  
Agree: 0, Disagree: 0  
Add Williams Street at Cheesman Park.  
Madison, Fillmore  
Move Detroit Alley Light to Clayton with a similar plan to Garfield & 17th to make biking to the Congress Park Pool Safer.

#267

Posted by **brad** on **06/20/2020** at **3:10pm** [Comment ID: 3825] - [Link](#)

Agree: 0, Disagree: 0  
There need to be several more safe crossings between Colorado and Congress Park (than the few that are listed here). To limit it to this number will encourage children to cross at non-controlled intersections risking maiming (or worse).

Reply by **Cindy Sestrich** on **06/29/2020** at **10:33pm** [Comment ID: 4034] - [Link](#)

Agree: 0, Disagree: 0  
Pedestrian and bicycle response flashing lights would be best.

Reply by **BJWilson10** on **07/01/2020** at **8:26am** [Comment ID: 4283] - [Link](#)

Type: Suggestion  
Agree: 0, Disagree: 0  
Garfield will have an upgraded intersection due to the Bikeway.

Maybe need one at Madison as well.

#268

Posted by **Carolyn Wiese** on **06/22/2020** at **3:28pm** [Comment ID: 3839] - [Link](#)

Type: Suggestion  
Agree: 3, Disagree: 0  
I provided a general comment about this issue, but we request that the City also address how to effectively clear/clean around the traffic calming areas (such as the bulb outs at 8th and Steele). Snow, ice, trash and leaves build up because those areas cannot be reached with the street cleaners or snow plows. The ice build up made this crossing more dangerous during the winter. The build up of leaves/trash behind the bulb outs make the intersection more dangerous for bikes and is very unsightly. This is not a unique issue to this intersection and will affect all the calming areas installed in
the neighborhood.

#269

Posted by BJWilson10 on 06/30/2020 at 8:27pm [Comment ID: 4197] - Link

Type: Suggestion
Agree: 0, Disagree: 0

CO Blvd is super sketchy to cross by bike. Any improvement would be welcomed!
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

**N. 13th Avenue**
1. **Short-Term**
   a. 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: Washington St., Clarkson St., Vine St., Detroit St., Steele St., Madison St., and Colorado Blvd.

2. **Long-Term**
   a. Study permanent safety improvements along the corridor including, but not limited to, road diets, addressing mid-block signals, and exploring the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

**O. 14th Avenue**
1. **Short-Term**
   a. 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 Blvd, Garfield St, Steele St, Detroit St, Clarkson St, and Washington St.

2. **Long-Term**
   a. Study feasibility of installing a protected bike lane to connect to improvements west of Broadway.
   b. Study permanent safety improvements along the corridor including, but not limited to, road diets, addressing mid-block signals, and exploring the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.
This doesn't make sense to me. 13th is important because it has fewer traffic signals? Actually, 13th is dangerous as heck because it has fewer traffic signals. People have died hitting our store because it is so easy to speed here--which is not conducive to the kind of main street shopping environment we are on 13th. 14th has speeding too, but at least it's not a shopping district! 13th is important in Denver because it is one of the centers of commerce and community in Capitol Hill-- and people should be protected here at a higher standard. We're tired of people gunning it through where we work everyday.

Pedestrian improvements to 13th is something we (wax trax records) strongly support. This of course would require the removal of a crash wall in front of our rebuilding--leaving space for wider sidewalks on both sides of the street. (or parking for its traffic calming benefit, speeding is still rampant). A fix of this intersection could also include paving over the rock garden next to the transformer station, which could provide room for an outdoor summer market.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

**POLICY**

**P.** 16th Avenue between Broadway and City Park Esplanade Also see Quality-of-Life Infrastructure Section 2.4

1. Short-Term
   a. Study corridor and upgrade Denver Moves: Bikes buffered bike lane recommendation to protected bike lane or neighborhood bikeway pending findings. Partner with community network to advance safety improvements.
   b. Improve bicycle safety and reduce high crash numbers.
   c. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: Lincoln St., Pennsylvania St., and Park Ave.

2. Long-Term
   a. Study the feasibility of limiting access for vehicular through-traffic and prioritizing pedestrian and bicycle infrastructure and safety improvements.
   b. Consider contemporary parkway elements to serve multiple community functions (see Policy Q2).

**Q.** 17th Avenue

1. Short-Term
   a. Provide transit speed and reliability improvements and rider amenities at stops.
   b. Improved bike and pedestrian crossing and operational improvements at Colorado Boulevard.
   c. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: Broadway, Lincoln St., Grant St., Pennsylvania St., Humboldt St., York St., Josephine St., City Park Esplanade, Steele St., and Colorado Blvd.

2. Long-Term
   a. Study permanent safety improvements along the corridor including, but not limited to, the feasibility of converting from one-way to two-way (Broadway to City Park Esplanade) as part of a citywide one-way couplet study.

**WHY IS 16TH AVE IMPORTANT?**

- 58 Crashes (Pedestrian: 8 / Bike: 50) Between Lincoln St. and High St. – only Colfax Ave. has higher bike crashes (52)
- Supported by Colfax Multimodal Access Study

**WHY IS 17TH AVE IMPORTANT?**

- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor with several high ridership transit stops
- Supported by Denver Moves: Transit, Blueprint Denver, Colfax Multimodal Access Study and City Park Master Plan
#272

Posted by EKR on 07/01/2020 at 10:50pm [Comment ID: 4401] - Link
Type: Suggestion
Agree: 0, Disagree: 0
16th between East and Colorado should be considered for these same recommendations.

#273

Posted by Bryan McCutcheon on 06/18/2020 at 12:22pm [Comment ID: 3791] - Link
Type: Suggestion
Agree: 0, Disagree: 0
See previous comments regarding pedestrian/bike crossing safety issues at Race/Vine given presence of retail and daycares.

#274

Posted by Kate and Lou Kintz on 06/19/2020 at 1:51pm [Comment ID: 3815] - Link
Agree: 1, Disagree: -1
We would love a stoplight at Steele and 17th. We live close enough to easily walk to City Park, but only drive there because it isn't safe to walk across 17th anywhere nearby.

#275

Posted by David on 06/29/2020 at 10:52am [Comment ID: 3991] - Link
Type: Suggestion
Agree: 3, Disagree: 0
The shared street on 16th ave has been successful and does not require years of study to make permanent.

Reply by BJWilson10 on 06/30/2020 at 8:33pm [Comment ID: 4199] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Agreed!
Just rode it again today. Would be wonderful when we can get those Road Closed Signs out of there and
something a little more permanent. Perhaps large concrete planters, that are spaced out enough for emergency vehicles, but still have signage that the street is shared. Maybe add speed bumps with breaks the width of emergency vehicle wheel bases? Maybe add some raised cross walks? Bump outs at Intersections?

#276

Posted by Andy Baldyga on 06/27/2020 at 10:24pm [Comment ID: 3884] - Link
Type: Suggestion
Agree: 3, Disagree: 0
This has been studied due to COVID-19, and seems to be working very well. This is an easy to implement strategy that should be done in the short term, and it will have great benefits.

#277

Posted by Steve Plke on 06/29/2020 at 11:11am [Comment ID: 3998] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Turning 16th Avenue into a Green Street should happen as soon as possible. Perhaps can serve as a prototype for other future streets. There is no need of traffic to move faster than 15mph on 16th Ave. Driver who need to travel more quickly have Colfax, 17th and 18th as options. Signage and speed limits should communicate clearly to drivers that pedestrians, bikes and scooters have the priority. The only cars on 16th should be residents navigating to their place of residence. Residents should be encouraged to plan their travel in a manner that eliminates the distance they will need to travel on 16th Ave. Ideally, no car should need to travel more than a block on 16th.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

R. 18th Avenue
   1. Short-Term
      a. Provide transit speed and reliability improvements and rider amenities at stops.
      b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: Lincoln and York Streets.

   2. Long-Term
      a. Study permanent safety improvements along the corridor including, but not limited to, the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

WHY IS 18TH AVE IMPORTANT?
- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor with several high ridership transit stops
- Supported by Denver Moves: Transit, Blueprint Denver and City Park Master Plan

In the spring of 2020, Denver, along with other communities across the world, faced major changes in daily life due to a global pandemic. In response to COVID-19 and the Stay at Home Order, DOTI closed select streets to through traffic on a temporary basis to create more space for Denver residents to walk, bike, and run while complying with physical distancing requirements. These closures still allowed local vehicular access and parking.

The initiative has received overwhelming support from residents and businesses in surveys conducted by Denver Streets Partnership, and DOTI worked to expand this initiative across the city.

Early data shows bicycle and pedestrian activity is much higher than typical numbers on these streets. Many of these streets provide connections to parks in dense neighborhoods and are identified in recommendations in this plan.

RTD was also impacted by the Stay at Home Order, and implemented rear door boarding, suspended fares, limited occupancy of buses and trains, provided protections for operators, and began running extra buses to meet demand when others were full due to occupancy limitations.
2.3.4 HIGH COMFORT BIKEWAYS

Streets that provide safe and comfortable bikeways allow people of all ages and abilities to bike for transportation, exercise, and enjoyment. In Denver, a variety of bikeways currently exist throughout the city. Many plans call to expand the number of streets with high comfort bikeways and to upgrade current routes with safer, more comfortable infrastructure. High comfort bikeways include, neighborhood bikeways, protected bike lanes, and trails/shared use paths. Bikeways come in many forms to match the mobility needs of each street, and their safety treatments provide an opportunity to add space for placemaking, green infrastructure, and pedestrian improvements.

A recent study conducted in Denver and published in the Journal of Transport and Health concludes that bike infrastructure doubles as traffic calming mechanisms, which reduce fatalities and improve safety for all modes. Lower-traffic streets improve safety and provide more opportunities for interactions with neighbors. Increasing the number of people riding bikes reduces greenhouse gas (GHG) emissions, wear and tear on roads, and the need for additional travel lanes and parking.

Denver is committed to reduce single-occupancy vehicle (SOV) commuters to 50% and increase the percentage of bicycle and pedestrian commuters to 15%. To make progress toward the citywide mode shift goal, dense neighborhoods like those in East Central will need to exceed the 50% goal. Investing in high comfort bikeways and bicycle infrastructure is essential to encouraging this mode shift, as “interested but concerned” bicyclists will be more likely to choose ride if the infrastructure feels safe.

EAST CENTRAL 2040 GOALS

PEOPLE WALKING, BIKING, OR TAKING TRANSIT

Traffic Fatalities

30%

0

Source: Downtown Denver Partnership
"High-Comfort bike lane" is not a generic term. By definition, it is a bike lane which includes a physical barrier. This has been pointed out to the city planners numerous times and not sure why the plan still is using this language.

Reply by Joyce on 06/29/2020 at 11:29am [Comment ID: 4002] - Link
Type: Suggestion
Agree: 0, Disagree: 0
I meant "bikeways".

Reply by BJWilson10 on 06/30/2020 at 8:44pm [Comment ID: 4202] - Link
Type: Answer
Agree: 0, Disagree: 0
@Joyce, it's actually been used by Denver for a while now. It is in fact used to describe different things.

See the Garfield Street Neighborhood Bikeway information. It really does a great job to summarize how the Term "Neighborhood Bikeway" as well as "High-Comfort Bikeway" can mean different things in different locations.

https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/bicycles/neighborhood/garfield-street.html

Particularly, see the presentation given to the Congress Park Neighbors Association.
Presentation:
Summary:

I hope this helps to clarify some things for you.
#279

Posted by **Steve Pike** on **06/29/2020** at **11:12am** [Comment ID: 3999] - [Link]

*Type: Suggestion*

*Agree: 1, Disagree: 0*

I love the concept of the 5280 Loop. It's a no brainer. Do it. The sooner the better.

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Reply by **BJWilson10** on **06/30/2020** at **8:45pm** [Comment ID: 4203] - [Link]

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Can we start marking it?

Just some sort of stenciled logo on the Street, so that people know what is coming.

Heck, I'll even do the stenciling with permission. The more people that know about it the better.
BIKING IN EAST CENTRAL TODAY

In East Central, the bike network consists of bike lanes and shared roadways but contains connectivity gaps and safety challenges. Recommendations in this plan build upon those of Denver Moves: Bikes, adding neighborhood context and detail to planned bicycle improvements with the goal of providing a complete, comfortable, convenient, and safe bicycle network.

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 a 1/4 mile. There are a disproportionately large number of bike-related crashes in East Central with the top five HIN streets for bike crashes being Colfax Ave., 16th Ave., Lincoln St., 17th Ave., and Broadway. People walking and biking were involved in only 8% of crashes but people biking disproportionately represent 18% of all injury crashes. East Central’s HIN streets also have higher percentages of bike-related crashes than HIN streets citywide which indicates HIN streets in East Central require more immediate pedestrian safety improvements.

Case Study:
Denver Department of Public Works
Broadway Bike Lane Evaluation

Denver Public Works performed a before and after evaluation of crash data to evaluate safety and see how crashes changed after the bikeway was installed. From August to November 2015, before the bikeway was in place, there were 40 crashes across all modes in the study area. From August through November 2016, while the bikeway evaluation was in place, there were 13 reported crashes across all modes of travel which represents a 67.5% reduction in crashes after the bikeway was installed.

Three crashes involving a bicycle were reported in the study area between January 2015 and November 2016. All three bicycle crashes occurred in 2015; none occurred in 2016 while the bikeway was in place. Overall, these findings show a reduction in the number and severity of crashes following the installation of the bikeway.

Source: Denver Moves Broadway/Lincoln Corridor Study

COMMUNITY FEEDBACK

The highest mobility priority in East Central based on total number of public comments received during the planning process was better bike lanes and connections. Public comments addressed specific locations of bicycle safety concerns and gaps in the bicycle network. The most frequently cited concern was the need for north to south connectivity on the bike network.

Biking in the East Central Area is:

- VERY EASY 15%
- FAIRLY EASY 56%
- NOT EASY 29%

Percent of Responses (742)

Source: 2017 East Central Kick-Off Survey
How many trips per day have been logged on this stretch of Broadway before and after the installation of this bike lane? That would be relevant information before using this as an example.
Clarified legend to call out proposed neighborhood bikeways separate from other proposed facilities. Updated map to show Denver Moves proposed neighborhood bikeway on 7th Ave from Broadway to Williams St. Added symbology for proposed study to connect 16th Ave facilities east and west of East High School.

*Future study and outreach will determine and confirm bikeway type.*
#281
Posted by Barb Frommell on 06/04/2020 at 12:31am [Comment ID: 3690] - Link
Type: Suggestion
Agree: 0, Disagree: 0
I see now that Garfield is shown as a Neighborhood Bikeway - this makes a lot of sense (and is already used as such) but does not seem to be reflected in the other maps/recommendations.

#282
Posted by BJWilson10 on 07/01/2020 at 08:35am [Comment ID: 4286] - Link
Type: Suggestion
Agree: 0, Disagree: 0
North/South Detroit Street Route should be moved to...
- Esplanade
- Elizabeth
- (into Congress Park)
- Clayton

#283
Posted by BJWilson10 on 07/01/2020 at 08:36am [Comment ID: 4287] - Link
Type: Suggestion
Agree: 0, Disagree: 0
IF the Detroit Route can be moved to Clayton, then perhaps a shared Bike/Ped access ramp could be added here. From there, connect to the Alley along to Congress park.
(WONDERFUL MOUNTAIN VIEW)

#284
Posted by Andy Baldyga on 06/27/2020 at 10:28pm [Comment ID: 3885] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Connecting through East High is critical to allow folks to visit Farmers Market or Sprouts grocery or the Bluebird theater.
not all bike / scooter riders are heading to City Park.
Make this recommendation very strong as DPS is not very interested in sharing anything, so future negotiations will need help.

Reply by BJWilson10 on 07/01/2020 at 8:34am [Comment ID: 4285] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Agree!
16th also serves as a connector to Downtown. This is a good way for people to get from Congress Park to Downtown. (I use it myself.)

#285

Posted by BJWilson10 on 07/01/2020 at 8:37am [Comment ID: 4288] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Traffic Signal to allow safe crossing from Clayton into Congress Park. Clayton is then a straight shot from Congress Park, through Cherry Creek North to the Cherry Creek Trail.

#286

Posted by brad on 06/20/2020 at 3:12pm [Comment ID: 3826] - Link
Agree: 1, Disagree: 0
I worried there is too much "study" and not enough "do" here. We cannot be afraid of change if it promotes the health and well-being of Denverites.

Reply by Frank Locantore on 06/28/2020 at 3:06pm [Comment ID: 3925] - Link
Type: Suggestion
Agree: 0, Disagree: 0
100% agree. If/When the word "study" is used, it should be inextricably linked to implement/test and be part of an iterative process for improvement to achieve safety, accessibility, and climate goals.

#287

Posted by jo untiedt on 06/28/2020 at 10:07pm [Comment ID: 3968] - Link
Stated in previous comments in February. I drove Franklin Street. It has at least one multifamily apartments on each block from colfax to 23rd - with the exception of the hospitals on 18-20 that utilize the street parking. Is there not another north south street that would be better suited for protected bike lane?

#288

Posted by Cindy Sestrich on 06/29/2020 at 10:46pm [Comment ID: 4040] - Link

Good continuous path into both east and west directions.

#289

Posted by Caroline Schomp on 06/09/2020 at 5:16pm [Comment ID: 3733] - Link

Type: Suggestion

Agree: 0, Disagree: 0

It makes more sense to move the bike lanes to Grant Street, which has three traffic lanes, rather than remove access to hundreds of much-needed on-street parking places.

#290

Posted by Cindy Sestrich on 06/29/2020 at 10:44pm [Comment ID: 4038] - Link

Agree: 0, Disagree: 0

Good entrance and exit to Cheesman for a quieter road entrance and not on a pathway (running or pedestrian).

Reply by Cindy Sestrich on 06/29/2020 at 10:45pm [Comment ID: 4039] - Link

Agree: 0, Disagree: 0

This posted on the wrong spot - Franklin St. from the north.

#291

Posted by Frank Locantore on 06/28/2020 at 3:04pm [Comment ID: 3924] - Link

Type: Suggestion
The Colfax Ave BID Master Streetscape Plan identifies Grant as a great dual-track protected bike lane. Should be incorporated fully here, too. (And, there need to be more north-south bike routes like Washington-Clarkson, Ogden, and others.)
High comfort bikeways are safe and comfortable spaces designated for bicyclists through pavement markings and/or a separated path. Intersections are designed to reduce conflict between bicyclists and vehicles by improving visibility and marking space in the right-of-way for cyclists. See Policies M2 & M3.

**Neighborhood bikeway**
Low-volume, low-speed streets modified to enhance bicycle safety and comfort and act as shared streets. Include intersection safety improvements such as signage, pavement markings, speed and/or volume reduction features, and intersection safety improvements.

*(Photo: Shared Neighborhood Bikeway, NACTO.org)*

**Buffered bike lane**
Traditional bike lane separated by a painted buffer from vehicle traffic lanes and/or parking. Intersections are designed for safety.

**Protected bikeway**
An exclusive bike facility with a path physically separated from motor traffic and distinct from the sidewalk. Intersections are designed for safety and facilitate turning movements for bicyclists.

*(Photo: Protected Bike Lane, Source: www.kimley-horn.com)*

**Trail/shared use path**
Completely separated from the roadway and typically shared with pedestrians.

**Bike lane**
Exclusive space for bicycles noted by pavement markings and signage (without buffers or barriers to separate from traffic).
As mentioned before, please do not use "High-Comfort bikeways", it is not a generic term.
RECOMMENDATIONS

Implement and upgrade planned Denver Moves: Bikes bikeways.

Denver Moves: Bikes outlines plans for over eight miles of separated bikeways and over three miles of protected bikeways in East Central. East Central neighborhood residents prioritize investments in new high comfort bikeways and provided a clear direction to enhance and expand the current bicycle network. This plan provides greater detail to the bikeway routing and infrastructure and upgrades previously identified routes. Below are key strategies including modifications to Denver Moves: Bikes recommendations in East Central to respond to the community’s concerns and key findings.

A. Upgrade planned conventional bike lanes on Washington St. and Clarkson St. between 7th and 20th Aves. to a 304 protected bike lane, due to safety benefits of greater separation from auto traffic, and install new crossings.

B. Upgrade existing Denver Moves: Bikes shared roadway to a high comfort bikeway on Franklin St. between 12th and 23rd Aves. due to connection between 16th Ave., Cheeseman Park, and the medical campus to the north.

C. Upgrade entrance to Cheesman Park at Williams St. and 13th Ave., install new signals on Williams St. at 13th and 18th Aves., upgrade progression signal at 14th Ave., upgrade bicycle crossing at Colfax Ave. intersection.

D. Reroute planned St Paul St. neighborhood bikeway to Steele St., due to signal at Colfax Ave. and Steele St., and extend Steele St. neighborhood bikeway between 6th and 17th Aves.

E. Upgrade planned Denver Moves: Bikes buffered bike lanes recommendation to a neighborhood bikeway or protected bike lane on 16th Ave. between Broadway and City Park Esplanade in the short-term and study the feasibility of significantly limiting vehicular access to create a bike priority street in the long-term.

F. Upgrade Denver Moves: Bikes shared roadway to bike lanes on 17th Ave. between Broadway and Cheesman Park.

G. Install Denver Moves: Bikes recommendation of a neighborhood bikeway on 7th Ave. between Lincoln St and Williams St.

H. Upgrade Denver Moves: Bikes recommendation of a buffered bike lane to a protected bike lane on 7th Ave. Parkway between Williams St. and Colorado Blvd.

I. Install planned Garfield St. neighborhood bikeway connecting City Park to the Cherry Creek Trail. See concept sketch at right.

J. Upgrade 23rd Ave. from bike lane and sharrows to high comfort bikeway such as buffered or protected bike lanes, and focus on transition to 22nd Ave. bike lane.

K. Extend proposed Grant St. protected bike lane, currently planned from 20th Ave. to 11th Ave., several blocks further south to 7th Ave. to ensure the project ties into the Cherry Creek Trail and Broadway multimodal project improvements.

L. Upgrade shared roadway to neighborhood bikeway on Sherman St. between Colfax & 20th Aves. to complete this leg of the 5280 Trail. Install Denver Moves: Bikes neighborhood bikeway on Sherman St from 14th Ave to 6th Ave, considering crossing improvements at 6th Ave, 7th Ave, and 8th Ave.
Agree: 1, Disagree: 0
An upgraded crossing at Garfield and 17th would truly be "Transformative," as this relatively small improvement would increase people’s multi-modal access to school (Teller Elementary and East High School), healthy food (Sprouts), recreation (City Park, museum, zoo) and retail (12th and Madison).

#294

Posted by BJWilson10 on 07/01/2020 at 7:56am [Comment ID: 4278] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Look at the Feasibility of using 11th instead. ESPECIALLY if it can remain a shared street. Also consider upgrading/designating a route from the 11th Ave Cheesman park entrance for Cyclists to use as a family. Will provide a more direct route to the Botanic Garden.

#295

Posted by T. D. on 06/30/2020 at 10:10am [Comment ID: 4056] - Link
Type: Suggestion
Agree: 1, Disagree: 0
A safe route to the Cherry Creek bike trail is needed. Currently, it is difficult to cross 6th safely.

Reply by BJWilson10 on 07/01/2020 at 8:44am [Comment ID: 4291] - Link
Type: Answer
Agree: 0, Disagree: 0
Check out the plan here:
https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/bicycles/neighborhood/garfield-street.html

#296

Posted by BJWilson10 on 07/01/2020 at 8:39am [Comment ID: 4289] - Link
Yes! Crossing at Williams needs improvements. Thank you!

#297

Posted by BJWilson10 on 06/30/2020 at 8:57pm [Comment ID: 4207] - Link

Why stop at 7th? Needs to continue at least until crossing Speer.
As a City, if we allow people to easily commute by bike, fewer people will need cars and the need for parking will take care of itself.

#298

Posted by BJWilson10 on 07/01/2020 at 8:46am [Comment ID: 4292] - Link

Look at getting to the Esplanade from the South.
Crossing at Elizabeth just seems to make sense instead of the Plan for Detroit.

#299

Posted by T. D. on 06/30/2020 at 10:08am [Comment ID: 4055] - Link

A protected bike bike lane is need on a north south street. Steel would be good because it would connect with the route south of the Cherry Creek mall

Reply by BJWilson10 on 07/01/2020 at 7:46am [Comment ID: 4276] - Link

This likely isn’t going to be a protected bikelane. Rather, as a Neighborhood bikeway, the intersections would be made safer and that would be all.
As a 10 year resident of Cap Hill, I can say without any second guessing that taking out long strips of residential parking on Washington and Clarkson for bike lanes is the single worst civic planning idea ever. Why not create bike pathways on Grant & Sherman? I believe I saw another comment about other streets that go through to Speer. Logan used to be a good bike path until you changed it to accommodate the last block at 19th. Do we really need comfort bike lanes between Colfax and Speer though the middle of Cap Hill? And is this really more important than parking for people who live in the neighborhood?

The single major complaint about shopping at Wax Trax over the last 42 years has been the lack of parking. And now the plan is to make 50% of it go away? When there are other better options very close? St. John's at 13th and Washington (which has a huge parking lot) often has events that take up more on street parking already. And the loading zone is right on the corner, which would mean that all deliveries, mail trucks, people dropping off album collections, etc. would have to simply stop in the street blocking the only lane of traffic back out into the intersection. I fail to see how that is an "improvement." It would cut down on business for all of the numerous shops along 13th Avenue and, especially in the current economic climate, probably force the closure of some.

Williams St. is NOT a good entrance into Cheesman Park. It has a narrow ramp, meant for handicap use or pedestrian traffic. There is also a parking lot that has bad sight lines bordering this entrance for 9 vehicles that back out of spaces. Then it would cross a runners trail which would create a safety issue. An existing road into Cheesman for bicycle traffic is the ultimate pathway for bicycle traffic. Franklin Street is the best path from the north, with designated bike lanes in existence and traffic lights. The expense at Williams is very wasteful and doesn't benefit the neighborhood.
Cindy, I believe the Williams Entrance "upgrade" is to accommodate more pedestrians and be ADA Compliant. The idea is for people who may be handicapped to easily get across the street there, access & use the ramp. I think it needs to be wide enough to allow for a wheel chair to enter and exit the park at the same time.

You’re right, the bikes can use other streets and likely will.

#303

Posted by Kate and Lou Kintz on 06/19/2020 at 1:59pm [Comment ID: 3816] - Link

Steele St. between Colfax and 14th is extremely crowded and busy. There are many apartments and so many pedestrians that social distancing is often difficult. Adding a bicycle lane too will make it even more difficult to walk to the many businesses.

Reply by BJWilson10 on 07/01/2020 at 7:45am [Comment ID: 4275] - Link

To Clarify, it isn't a bike lane. It would be a "Neighborhood Bikeway."
This means that the intersections would get treatments to slow traffic, and make crossing safer.

See the Plan for Garfield as a frame of reference.
https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/bicycles/neighbo rhood/garfield-street.html

#304

Posted by Pete Stidman on 06/01/2020 at 9:09pm [Comment ID: 3667] - Link

Wax Trax on 13th and Washington would be devastated by wholesale parking removal--and it is very unclear why this would be needed on a residential street in a grid. Pearl or Penn could easily be turned into bike boulevards that would be far nicer to ride on --Washington and Logan just need bike improvements as they cross Speer since they cannot be avoided at that crossing. We are already seen by our customers as not having parking because there is no active parking
management in our neighborhood. Also, our loading zone would be eliminated and the other side of our building is blocked by a wall. We receive several large shipments each week and we need our loading zone! Somehow the city seems to always forget about Wax Trax, but they always remember to promote our competitors (as shown in this report!).

Reply by BJWilson10 on 07/01/2020 at 7:39am [Comment ID: 4273] - Link
Type: Answer
Agree: 0, Disagree: 0
When receiving a shipment, temporarily blocking a lane on 13th seems like a reasonable option.

#305

Posted by Carolyn Wiese on 06/22/2020 at 3:39pm [Comment ID: 3840] - Link
Type: Suggestion
Agree: 1, Disagree: 0
We suggest that this bikeway designation include signage and safety improvements only without any physical separation for a designated bike lane.

Reply by BJWilson10 on 07/01/2020 at 7:48am [Comment ID: 4277] - Link
Type: Answer
Agree: 0, Disagree: 0
Hi Carolyn, YES, that is the plan.
Lights at all key intersections, Steele & 6th, 8th, 13th, 14th, with treatments to help slow traffic.
The Alley lights will basically get moved from their current location to those intersections.

See the Plan for Garfield as a frame of reference.
https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/bicycles/neighborhood/garfield-street.html
17TH AVE & GARFIELD ST NEIGHBORHOOD BIKEWAY CONCEPTUAL SKETCH

- Proposed bike path connecting in with City Park’s street and path system.
- Shared multi-use path (existing)
- Potential for green infrastructure and pedestrian refuge
- New signalized intersection with pedestrian crossings and median with refuge area.
- Dedicated bike crossing
- Parking Maintained
- Neighborhood Bikeway
#306

Posted by **Barb Frommell** on **06/04/2020** at **12:36am** [Comment ID: 3691] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Thank you for including the Neighborhood bikeway crossing at Garfield and 17th Avenue. A safer crossing is so needed here! We see people racing across here all the time with bikes and it's very difficult and dangerous - especially with kids.

#307

Posted by **Andrea** on **06/10/2020** at **8:55pm** [Comment ID: 3749] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

Maintaining parking is important! So is making sure that cyclists stop at stop signs.

#308

Posted by **Andy Baldyga** on **06/27/2020** at **10:31pm** [Comment ID: 3886] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Can the jogs at the medians be eliminated? Shifting while walking or riding a bike between a median while crossing the street seems to be necessary and potentially lead to an accident.

Reply by **BJWilson10** on **07/01/2020** at **8:42am** [Comment ID: 4290] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Agree, could be something different.

Seems like they are preventing left turns off of 17th onto Garfield as well as Left turns off of Garfield onto 17th. I'm sure there is a way to do both.
RECOMMENDATIONS

INSTALL NEW BIKeways

Based on a review of network gaps and possible enhancements to current bikeways, this plan builds upon recommendations in Denver Moves: Bikes to provide greater detail to the plans for bikeway routing and infrastructure. Below are key strategies to providing safe, comfortable and equitable bikeways for all ages and abilities that connect people to regional and neighborhood destinations.

A. Conduct corridor study that includes 11th Ave. and 12th Ave. to determine community preference and best placement for transit and bicycle improvements. Address the narrow conditions between Logan St and Grant St to create a continuous facility and consider protective elements at busy intersections, such as Broadway. Also see Quality-of-Life Infrastructure Section 2.4.

B. Improve crossing at 17th Ave. and Colorado Blvd. See concept sketch at right.

C. Study the feasibility of adding a neighborhood bikeway on Detroit St. between 6th and 17th Aves. Study should consider parallel route opportunities to leverage existing infrastructure and topography.

D. Study the feasibility of adding a high comfort bikeway on 9th Ave. between Broadway and Colorado Blvd. Also see Quality-of-Life Infrastructure Section 2.4.

E. Study feasibility of adding a high comfort bikeway on Lafayette and Gaylord Sts. between 12th and 16th Aves. Study should consider parallel route opportunities, such as Race St, to leverage existing infrastructure.

F. Study feasibility of adding a protected bike lane on 14th Ave. between Broadway and Colorado Blvd.

G. Study feasibility of connecting 16th Ave bike lane to proposed 16th Ave neighborhood bikeway. East High School will be a major stakeholder in this effort.

BACKGROUND POLICY

Case Study:
City and County of Denver 14th Street Protected Bike Lane

In April 2015, City and County of Denver Public Works installed a parking protected bike lane on 14th Street between Market Street and Colfax Avenue. In order to provide a greater level of separation from vehicles, concrete curbs were installed. This high comfort bikeway filled a gap in the bikeway network while providing access and connections to key destinations.

Source: Denver DOTI

Lack of bicycle facilities along major thoroughfares presents a challenge in East Central.

HIGH COMFORT BIKEWAYS

M3 Added sub-strategy M3.G to study connection of 16th Ave facilities, in coordination with East High School.
#309
Posted by Frank Locantore on 06/28/2020 at 7:44pm [Comment ID: 3934] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This can make sense to me. The 11th Ave "shared street" staying permanent is an important part of the equation. If, a traffic signal was installed at Colfax and Gaylord, then it would work. It would not work without the traffic signal.

#310
Posted by T. D. on 06/30/2020 at 10:12am [Comment ID: 4057] - Link
Type: Suggestion
Agree: 1, Disagree: 0
I agree that this is needed. There are presently no safe north/south bike routes between Colorado and York or between York and Broadway.

#311
Posted by BJWilson10 on 07/01/2020 at 12:57pm [Comment ID: 4298] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Consider parallel route of Esplanade - Elizabeth - Clayton.

#312
Posted by Caroline Schomp on 06/09/2020 at 5:19pm [Comment ID: 3734] - Link
Type: Suggestion
Agree: 2, Disagree: 0
putting a bike lane on Gaylord St. doesn't make sense. It is narrower than Race or Vine and there is no traffic signal at Colfax, which there would be if it were moved to Race St.

#313
Posted by Cindy Sestrich on 06/29/2020 at 11:03pm [Comment ID: 4042] - Link
Lafayette is not an optimal road for a bike lane. It is very narrow for 2 cars to pass each other. There are a lot of properties that have entrances over the sidewalk, which would create bad sight lines for exiting drivers. No need to waste money on a study. Bicycle safety is bad and the street parking absolutely cannot be eliminated. It is a dense residential neighborhood without parking garages for tenants in multifamily dwellings.

Reply by BJWilson10 on 07/01/2020 at 1:00pm [Comment ID: 4301] - Link
Type: Answer
Agree: 0, Disagree: 0
"High Comfort Bikeway" doesn't equal a "Bike Lane."
It will depend on the street/neighborhood.
What it will definitely mean is safer intersections with different treatments like bulb outs and signals.

#314

Posted by BJWilson10 on 07/01/2020 at 12:58pm [Comment ID: 4300] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Consider 11th as well.

#315

Posted by BJWilson10 on 07/01/2020 at 1:02pm [Comment ID: 4302] - Link
Type: Suggestion
Agree: 0, Disagree: 0
YES!!!
Wonderful idea! I would like to suggest the Northern Lane (Colfax side). There is greater density on that side, therefore more likely that a cyclist will want to enter from the north side and turn north as well. Plus, will make accessing the Colfax Businesses easier.

#316

Posted by BJWilson10 on 07/01/2020 at 1:03pm [Comment ID: 4303] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Agree! Need a way through or around East HS.
Plus, need a good way to access from the South, like Elizabeth for example.
17TH AVE & COLORADO BLVD INTERSECTION IMPROVEMENT CONCEPT SKETCH

Provide better pedestrian and bicycle connections to resources and community amenities.

Upgrade bikeways previously identified in Denver Moves: Bikes.

Expand diversity of housing types.

High capacity transit along Colorado Blvd.

Increase pervious surface coverage with natural green infrastructure systems.

Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

Increase tree canopy in right-of-way.
#317

Posted by Frank Locantore on 06/28/2020 at 7:47pm [Comment ID: 3935] - Link

Type: Suggestion
Agree: 0, Disagree: 0

I'm not sure what the bike infrastructure improvements are here, but if they do exist, there needs to be a more visible and safe bike crossing.
DENVER PRIORITY TIERS FOR SIDEWALK IMPROVEMENTS

01. Projects along the Vision Zero High Injury Network (HIN)

02. High frequency transit access projects
   - Projects that are within 600 feet of a rail station, bike share station, or high-frequency bus stop or station (15 minute or better frequencies throughout the day)
   - Projects with a high-priority destination (school, park, grocery store, or health care center) within 600 feet

03. Remaining high-frequency transit access projects

04. Remaining transit access projects (bus stops and stations not on the high-frequency bus network)

05. Remaining high-priority destination (school, park, grocery store, or health care center) access projects

06. All remaining projects

Source: Denver Moves Pedestrians & Trails 2018

2.3.5 INTERSECTION SAFETY AND NEW CROSSINGS

Pedestrian safety is critical as everyone walks or rolls at some point in their day. Sidewalks should ideally be detached from the curb and provide a safe, accessible, and comfortable walking environment with amenities like benches, landscaping, and pedestrian-scale lighting. 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 the 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 an 8-foot sidewalk and 8-foot tree lawn or amenity zone. An amenity zone is a portion of the public right-of-way that falls between the sidewalk and the curb, and typically includes landscaping, green, infrastructure, street trees, or other streetscape elements.

In 2019, Denver passed Denver Moves: Pedestrians and Trails, a citywide plan to achieve a vision for walkability across the city, which included sidewalk and trail design guidelines and prioritized projects. As a result of the community-driven prioritization established through this plan, Denver intends to complete missing sidewalks before widening sidewalks that are too narrow. The prioritization follows a tier system and the highest priority are projects along the High Injury Network (see graphic at right). Denver set a goal in the Vision Zero Action Plan to build 14 miles of sidewalks per year in 2018-2019, and 20 miles of sidewalks per year in 2020-2023.

EXISTING PEDESTRIAN CHALLENGES

Source: Denver Moves Pedestrians & Trails 2018

Source: 2019 City and County of Denver data
The missing sidewalks surrounding Congress Park and in the NW corner of Cheesman are just silly. I'm glad to see them here.

Reply by BJWilson10 on 07/01/2020 at 9:09pm [Comment ID: 4362] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Agree!
Welcomed addition. Could it be a shared walk/bike path?

Also, there are bus stops along 8th, but no way to get there if in a wheelchair. I truly hope we'll be adding wheelchair ramps.

A HUGE safety problem here. Eighth avenue has many, many people crossing without protection as they don't want to walk many blocks out of their way just to cross the street.

Deficient width sidewalks for a business area--designated main street on this plan--between Washington and Pearl Streets. On one side we have 5 and the other 4 feet wide or less. On the 5 foot side there is a wall. 2 mobility devices passing here is a difficult operation, and near impossible for one on the north side. This has become even clearer during COVID.
WALKING AND ROLLING IN EAST CENTRAL TODAY

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.

People walking and biking were involved in only 8% of crashes in East Central but people walking disproportionately represent 31% of all injury crashes. In the East Central Area, 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 than any other area of Denver, and therefore has the most urgent safety concerns. In addition to a disproportionate share 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.

A key part of building safe streets is ensuring safety at intersections by installing proven countermeasures for reducing pedestrian, bicyclist, and driver exposure to crashes. Signalized crossings provide a safe pedestrian experience, especially on streets where vehicle speeds and volumes are high. If the distance between signals is perceived as too far to walk, pedestrians may opt to cross the street at less safe locations.

COMMUNITY FEEDBACK

East Central Area community members demonstrated a strong desire to prioritize pedestrians in the public right of way. The public feedback reconfirmed the vision for the East Central Area Plan with pedestrian safety a top priority for this area. An analysis of public comments received during the four East Central neighborhood workshops, showed that improvements to pedestrian infrastructure was the second most frequent comment type received, after bicycle infrastructure/connections.

Public comments addressed substandard sidewalks and safety concerns at crossings, as well as barriers caused by the many one-way streets in East Central that are difficult for pedestrians to cross. Many comments cited the frequent closures of sidewalks during construction as a barrier to walking in the neighborhood. New city guidelines passed in February 2019 will partially address this concern, as companies building more than a one-story building will have to provide a pedestrian canopy rather than closing the sidewalk. East Central residents also recommended that several streets have limited vehicular access to create pedestrian and bicycle priority streets.

EAST CENTRAL 2040 GOALS

PEOPLE WALKING, BIKING, OR TAKING TRANSIT

TRAFFIC FATALITIES

SIDEWALK CHALLENGES

Walking in the East Central Area is:

- VERY EASY 38%
- FAIRLY EASY 53%
- NOT EASY 9%

Percent of Responses (792)
Source: 2017 East Central Kick-Off Survey
Nah. 30% non SOV mode share 20 years from now is woefully inadequate for a part of the city that borders downtown. Our goal should be closer to 75% people walking, biking, or taking transit. How will the City reach its overall goal if East Central doesn't exceed the citywide target.
INTERSECTION SAFETY CONCEPTS

Intersection safety improvements are proven to reduce pedestrian, bicyclist, and driver exposure to crashes. They include physical and operational improvements to increase visibility and safety at intersections. See Policies M5 & M6.

PHYSICAL IMPROVEMENTS

**Bulbouts**
Extensions of the curb at intersections to improve visibility for pedestrians and drivers, reduce crossing distances, and slow vehicle traffic.

**Medians/pedestrian refuges**
Raised islands in the center of a street separating opposing lanes of traffic with curb ramps and cutouts at pedestrian access points. Medians slow vehicle traffic while providing safe refuge for pedestrians while crossing busier streets.

**Lane width reductions**
10 foot lanes are appropriate in urban East Central neighborhoods. Narrower lane widths help to reduce speed and shorten crossing distances for pedestrians.

**Raised crosswalks**
Marked crosswalks that are raised to slow driver turning speed and increase yielding compliance.

**Lighting**
Improved lighting along sidewalks and at intersections helps increase visibility for all users/modes (see Quality-of-Life Infrastructure policy Q17).

**Pavement markings**
Marked crossings or bike boxes at intersections help to denote space for all modes and improve safety.
INTERSECTION SAFETY CONCEPTS

OPERATIONAL IMPROVEMENTS

Protected turn phasing
Protected right or left turn traffic signal phasing creates a separate phase for pedestrians and cyclists to cross the street vs vehicles turning. This eliminates conflicts between turning vehicles and people walking or biking.

Leading pedestrian intervals
Traffic signal timing that provides pedestrians and cyclists with a head start to cross the street before vehicles are given a green light. This increases visibility and reduces conflict of turning vehicles with people walking or biking.

Restricted turns
Signs that prohibit vehicular left and/or right turns eliminate conflicts between turning vehicles and people walking, rolling, or biking – one of the most common types of crashes.

New crossing infrastructure
New installation of signs, markings, rapid flashing beacons, bike signals, pedestrian countdown signals, or traffic signals in locations that do not currently have a controlled crossing.

Automatic crossing infrastructure
Signals that automatically phase pedestrian crossing time or bicycle detection technology create easier crossings for pedestrians and cyclists.

Signal coordination (progression) or “green wave”
Traffic signals aligned to biking speeds reduce start and stop delay for cyclists and drivers traveling at slower, safer speeds.
ONE-WAY/LOCAL STREET INTERSECTION SAFETY IMPROVEMENT

Potential for placemaking opportunities like parklets

Potential for green infrastructure

Bulbouts to shorten crossing distance

Bike parking

Potential new crossings

Bulbouts to shorten crossing distance
Install new sidewalks.

While the sidewalk network in East Central is nearly complete, missing sidewalk connections and substandard sidewalks pose a barrier to walkability in areas. The feedback received through this planning process emphasized pedestrian infrastructure as a priority to enable pedestrians to safely access their destinations, sidewalks must be installed in areas where they are missing and upgraded in areas where they are deficient.

**POLICYSTRATEGIES**

A. Install new sidewalks where they are missing in the City Park and Congress Park neighborhoods.

B. Bring sidewalks up to standard in all East Central neighborhoods.
   1. Short-term
      a. Interim sidewalk extensions and ADA facilities.
   2. Long-term
      a. Permanent sidewalks and ADA facilities.

C. Coordinate with Denver’s Neighborhood Sidewalk Repair Program to determine implementation and funding for sidewalk installation and widening.

**BACKGROUND**

**WHY IS IT IMPORTANT?**

- There are 899 feet of missing sidewalks in the City Park neighborhood and 2,545 feet of missing sidewalks in the Congress Park neighborhood.
- On average, 7% of sidewalks are too narrow (under four feet) throughout the six neighborhoods in East Central.

**Case Study:**

City and County of Denver
Walnut Street Corridor Improvements

*Installed in 2017, quick and low cost improvements along Walnut Street between Broadway and 36th Street has helped define space for people to walk and prevent cars from entering areas designated for pedestrians. Using posts and curb stops, the interim approach has helped make the street safer and more walkable for people before a longer-term building of curb, gutter and sidewalks can be installed.*

Source: Denver DOTI
#322

Posted by Cindy Sestrich on 06/30/2020 at 2:01pm [Comment ID: 4071] - Link
Agree: 0, Disagree: 0
Historic red flagstone sidewalks should be saved when possible or replaced to keep the character of the neighborhood.

#323

Posted by brad on 06/20/2020 at 3:16pm [Comment ID: 3829] - Link
Agree: 0, Disagree: 0
YES!

Reply by brad on 06/20/2020 at 3:17pm [Comment ID: 3830] - Link
Agree: 0, Disagree: 0
This is so insulting to the WC population of Denver. This should be corrected this week.
RECOMMENDATIONS

M5
Install safety and accessibility improvements at existing pedestrian and bicycle crossings.

Many intersections in East Central have a repeated pattern of crashes, including those that involve bicyclists and pedestrians. The safety at these intersections must be addressed to achieve Denver’s Vision Zero goal to eliminate traffic deaths and serious injuries on Denver’s streets. East Central residents prioritize pedestrian and bicycle safety improvements, especially at intersections that are difficult to cross and where crashes frequently occur. Prioritized intersections for study to guide geometric and operational improvements to increase pedestrian safety and visibility at intersections are listed in the Neighborhoods chapter.

See Chapter 3 Neighborhoods of East Central for details on intersection locations by neighborhood. See Chapter 4 Colfax Corridor for details on intersection locations along Colfax Ave.

M6
Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

There are 19 street segments in East Central where the distance between signalized crossings is so great that it could encourage unsafe crossing behavior. East Central residents underlined pedestrian safety and comfort as one of their top priorities and cited the need for new bicycle and pedestrian crossings. Highlighting areas where the distance between signalized intersections is greater than ¼ mile helps identify gaps and recommend locations for new pedestrian and bicycle crossings. See Colfax Corridor Chapter 4 for new safe and comfortable pedestrian and bicycle crossings across Colfax Ave.

WHY IS IT IMPORTANT?
- These locations were based on the highest crash intersections for bike and pedestrian-related crashes or locations with known issues
Case Study:
City and County of Denver
Colfax/Franklin/Park Intersection

As part of the Vision Zero: Intersection Improvement Design Project, in October 2017 Denver installed, the low-cost, rapid implementation project included closing left turn lanes along Colfax Avenue and implementing pedestrian safety islands and curb extensions utilizing interim treatments. These treatments reduced pedestrian exposure at the large complex intersection in order to improve safety.

Source: Denver DOTI
Transit is the most space-efficient form of transportation, with the ability to move 6-15 times as many people in the same space as private vehicles (NACTO 2016). This is especially relevant in Denver as population increases and there is a limited amount of space on Denver’s roads.

The primary transit service provider is RTD, which provides bus, rail, Access-a-Ride, and FlexRide (formerly Call-n-Ride) services that connect people between neighborhoods and cities around the Denver Region. RTD served approximately 340,000 trips per day on weekdays. Denver Moves: Transit, a near- and long-term transit vision and guiding framework for the city, was completed in January 2019 and sets the priorities for making transit enhancements in Denver and taking increased accountability for improvements within the ROW that benefit transit.

Denver Moves: Transit supports local and regional transit systems by identifying Denver-focused transit improvements through capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. The recommendations for the Transit Capital Investment Corridors are organized into three tiers: High Capacity Transit, Medium-Capacity Transit, and Speed and Reliability. High and Medium-Capacity Transit Corridors are served by higher capacity modes, such as BRT, and include improvements such as dedicated transit lanes and enhanced stop and stations. Speed and Reliability Corridors include improvements such as transit signal priority to help transit move through the corridor faster and more reliably. Denver Moves Transit provides a citywide lens for transit improvements and the corridors referenced in this neighborhood plan often extend beyond the boundaries of the East Central Area. Improving transit benefits Denver’s economic, health, environmental, and accessibility outcomes. Denver Moves: Transit also supports the Mayor’s Mobility Action Plan and its mode shift goal of increasing the percentage of transit commuters to 15%.

**CAPACITY BY MODE**

- **PRIVATE MOTOR VEHICLES**
  - 600–1,600/HR
- **MIXED TRAFFIC WITH FREQUENT BUSES**
  - 1,000–2,800/HR
- **TWO-WAY PROTECTED BIKEWAY**
  - 7,500/HR
- **DEDICATED TRANSIT LANES**
  - 4,000–8,000/HR
- **SIDWALK**
  - 9,000/HR

**ON-STREET TRANSITWAY, BUS OR RAIL**

10,000–25,000/HR

Source: NACTO
TRANSIT IN EAST CENTRAL TODAY

Transit service in the East Central Area is characterized by a grid network of local buses that connect neighborhood destinations and carry heavy loads between neighborhoods and downtown. While the area has nearly complete transit coverage, the transit network emphasizes connections to the Central Business District (CBD) 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, the Cherry Creek area, and to regional and statewide destinations.

The only dedicated transit lanes citywide are located on the Broadway/Lincoln corridor, and there aren’t currently any mobility hubs in East Central. The City is working on a pilot to showcase several types of mobility hubs, with some planned in the East Central Area. The lack of defined space for transit on the other transit routes causes delays and affects reliability. However, of the 21 Transit Capital Investment Corridors identified in Denver Moves: Transit, 11 lie within the East Central area a present an opportunity for significant transit improvements in the area. More than 99 percent of households are within a half-mile (10 minute walk) of high-capacity transit stops and within a quarter-mile (5 minute walk) of local transit stops.

TRANSIT EXISTING CONDITIONS

Community Feedback

Public comments were largely supportive of the planned Colfax BRT, with some concerns about how the project would address traffic moving to other streets in the area. Public comments prioritized increasing the frequency of service on current transit routes, such as Colfax (route 15), 12th (route 10) and 6th Avenues (route 6), and improving bus infrastructure such as adding bus lanes, shelters and providing real-time transit arrival information at stops. Community members identified concerns including network gaps, high transit fares, transit speed and reliability, and tradeoffs between current road uses.

I use public transit in the East Central Area:

- NEVER 17%
- RARELY 30%
- OCCASIONALLY 28%
- FREQUENTLY 25%

Percent of Responses (786)
Source: 2017 East Central Kick-Off Survey
As a CPW resident and rider of the 32 bus, I think ridership could be significantly improved with slight tweaks to the schedule to provide more frequent service 8-9 am and 5:30-6:30 pm. That is, if RTD ever restores service on the 32 after COVID.
**RECOMMENDATIONS**

**M7**

Prioritize implementing transit along corridors in East Central.

**POLICYSTRATEGIES**

**A.** Advance implementation of High Capacity Transit Corridors
1. Colfax Ave.
2. Park Avenue between Colfax/Franklin/Park and 20th Ave.
3. Colorado Blvd. Also see Quality-of-Life Infrastructure Section 2.4.
4. Broadway
5. Lincoln St.

**B.** Advance implementation of Medium-Capacity Transit Corridors
1. York St. (within the University Corridor in Denver Moves: Transit).
2. Josephine St. between 6th and 17th Aves.
3. 12th Ave. between Broadway and Cheesman Park. Also see Quality-of-Life Infrastructure Section 2.4.

**C.** Advance implementation of Speed and Reliability Transit Corridors
1. 6th Ave. between York St. and Colorado Blvd.
2. 8th Ave.
3. 17th Ave.
4. 18th Ave. between Broadway and York St.
5. Corona Street
6. Downing Street

**WHY IS IT IMPORTANT?**

- These corridors were identified by Denver Moves: Transit or by the community members as corridors where improved transit should be prioritized.
Yes, please, and thank you.

Yes, thank you for all of this. And, the M7.B.2 recommendation for Josephine should be extended south to 1st/Speer to connect destination of Cherry Creek to Colfax and increase access for employees getting to work.
MOBILITY HUBS

Improved transit connectivity and access by integrating multiple transportation modes through infrastructure and wayfinding. Mobility Hubs vary in size, programming, and design depending on the surrounding land use and level of use, and often incorporate placemaking strategies.

LOCAL MOBILITY HUB

Any transit stop with approximately less than 100 boardings per day that provides connections to homes and local destinations from transit. Local Mobility Hubs can include the following elements:

- ADA Accessible Design
- Passenger Loading Zones
- Bikeshare Access
- Real-time Arrival Information
- Integrated trip planning
- Integrated and electronic fare payment
- Wayfinding
- Benches
- Lighting

Photo: Local Mobility Hub, source: www.westsideaction.ca

Source: RTD Mobility Hub Guidelines, January 2019

REGIONAL MOBILITY HUB

Any transit stop with ridership of approximately more than 100 boardings per day that provides connections to regional destinations from transit and serves as a key regional destination. Regional Mobility Hubs include all of the elements found in a Local Mobility Hub, in addition to the following elements:

- Bicycle Access
- Carshare Access
- Shelters
- Services and Retail
- Hub placement (off-street)

Photo: Regional Mobility Hub, source: denverurbanism.com

Almost every household in East Central is within a ¼ mile of a transit station, but ridership must increase to achieve the mode shift outlined in the Mobility Action Plan. Community members in East Central support transit improvements, and stated concerns about the current transit system. This policy will seamlessly integrate various transportation modes and enhance the transit rider experience to boost ridership. Transit will become even more convenient and user-friendly through transit stops that maximize first-mile and last-mile connections. Improving customer amenities leads to comfortable and equitable transit stops that increase the convenience of transit service. A study identifying potential treatments at each of the priority locations listed below is recommended. DOTI is in the process of creating a transit program that will consider and prioritize improvements at all transit stops citywide. Coordination with key partners including RTD is necessary.

RECOMMENDATIONS

Install rider amenities at transit stops and better connect transportation modes via mobility hubs.

Almost every household in East Central is within a ¼ mile of a transit station, but ridership must increase to achieve the mode shift outlined in the Mobility Action Plan. Community members in East Central support transit improvements, and stated concerns about the current transit system. This policy will seamlessly integrate various transportation modes and enhance the transit rider experience to boost ridership. Transit will become even more convenient and user-friendly through transit stops that maximize first-mile and last-mile connections. Improving customer amenities leads to comfortable and equitable transit stops that increase the convenience of transit service. A study identifying potential treatments at each of the priority locations listed below is recommended. DOTI is in the process of creating a transit program that will consider and prioritize improvements at all transit stops citywide. Coordination with key partners including RTD is necessary.

POLICY

A. Rider amenities to install at priority locations include:

1. Real time transit information.
2. Ticketing kiosks.
3. Multimodal resources, such as bike and micromobility parking, ride share drop-off/pickup zones, etc.
4. Placemaking components, such as street furniture, weather shelters, programmed space, etc.
5. Charging kiosks.
6. Public restrooms.

B. Priority transit stop locations:

1. Colfax Ave. at Broadway, Downing St., Park Ave., York St., Josephine St., and Colorado Blvd.
2. Broadway at 9th Ave., 13th Ave., and Cleveland St.
3. Lincoln St. at 7th and 17th Aves.
4. 12th Ave. at Washington and Downing Sts. Also see Quality-of-Life Infrastructure Section 2.4.
5. 17th Ave. at Esplanade Parkway.

WHY IS IT IMPORTANT?

- These locations were chosen based on an analysis of transit stops with the highest ridership and locations of key multimodal network connections and neighborhood destinations

Added sub-strategy M8.A.6 to include public restrooms in rider amenities.
Neighborhood traffic calming includes infrastructure upgrades and operational improvements to neighborhood streets that are intended to address safety concerns such as insufficient pedestrian crossings, speeding on local streets, and difficult sight lines for pedestrians, people riding bikes, or vehicles approaching intersections. Currently, Denver’s Neighborhood Transportation Management Program (NTMP) takes a neighborhood-scale approach to quickly implement traffic calming and small-scale transportation improvements. These efforts help to improve safety and calm traffic in Denver’s neighborhoods by working with residents to quickly install relatively low-cost safety improvements such as stop signs, daylighting intersections, and new and improved crossings. By taking a zone based approach, traffic calming efforts can target areas where safety is of utmost concern, such as schools, parks or commercial nodes. The traffic calming elements are intended to provide visual and physical cues to slow drivers speed, and can sometimes be quick, low-cost improvements such as signage, pavement markings, and physical barriers to reduce vehicle access.

TRAFFIC IN EAST CENTRAL TODAY

The East Central Area has many parks, schools, commercial nodes and other community amenities, that are destinations for community members. Many of the community members in the East Central Area walk, bike, or roll to these destinations, therefore, it is important that vehicles are traveling a safe speed to prevent crashes. 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 Avenue, 13th Avenue, and 14th Avenue are streets where high-speed traffic is a community concern.

Community Feedback

Public comments identified four main priorities for neighborhood traffic calming:

- Reducing speeds within neighborhoods
- Reducing speeds around schools, parks, hospitals, commercial nodes, and recreation centers
- Addressing traffic and safety concerns on arterial streets
- Preventing unsafe behavior on neighborhood streets

Community members ranked their priorities for locating pedestrian and bicycle improvements, and routes to parks and routes that improve safety were tied for the top choice, followed by routes to employment.

Top Mobility Priorities:

- IMPROVED BIKE CONNECTIONS 24%
- PRIORITIZE PEDESTRIANS 19%
- TRAFFIC CALMING 14%
- IMPROVED TRANSPORT 8%
- IMPROVED ENFORCEMENT 6%

Percent of Comments (263)
Source: 2019 East Central Public Meetings
A lack of consequential mass transit planning is a pretty glaring omission. As density increases, making a system that easily links light rail to buses, etc., is only going to become more difficult. I was hoping to see Denver take point on making it possible to ride the light rail through the densest parts of the city instead of just using it as a highway alternative. Improved public transit options can improve pedestrian experience, reduce number of cars on the road, and calm traffic. It's a big investment, but it's a long term one.
POTENTIAL DESIGN CONCEPT FOR 16TH AVE AT PARK AVE

- Bicycle and Pedestrian priority street
- Activate and improve existing park spaces
- Potential to limit vehicular traffic on 16th
- Increased tree canopy
- Improved pedestrian and cyclist crossings
- High Capacity Transit with dedicated lanes
- Activate and improve existing park spaces
- Increased tree canopy
These types of improvements that connect and square off the triangular parks should be encouraged further as the parks might be better utilized. The density in this area is increasing thus access to parks seems like a good goal.

Yes - Park Ave desperately needs a transit line. Thank you.
NEIGHBORHOOD TRAFFIC CALMING CONCEPTS

Includes infrastructure upgrades and operational improvements to neighborhood streets and intersections to address insufficient pedestrian crossings, speeding on local streets, and visibility issues. See Policy M9.

Daylighting intersections
Removing parking spaces immediately adjacent to intersections to improve sight lines and visibility.

Physical barriers
Roundabouts, traffic diverters, stormwater planters, bulbouts, or other physical cues that slow or limit traffic on local streets. Further coordinate with Quality of Life Infrastructure recommendations to include green infrastructure where appropriate.

Lane reduction/chicanes
Reducing lane widths and/or forcing new travel patterns that require driver attention help to slow traffic and increase awareness for all modes.

Intersection improvements
Bulb-outs, medians, lighting, and raised crosswalks are some examples of intersection improvements (see Section 2.3.6).

Limit vehicular traffic
In certain situations, half or full closures of streets to vehicles can create a vibrant and safe neighborhood space.
#330

Posted by EKR on **07/01/2020** at **10:53pm** [Comment ID: 4402] - [Link]
Type: Suggestion
Agree: 0, Disagree: 0
Would love to see this on 16th between east and Colorado

#331

Posted by **Pete Stidman** on **06/01/2020** at **9:28pm** [Comment ID: 3670] - [Link]
Type: Suggestion
Agree: 1, Disagree: 0
This would be great along Pennsylvania St to create a bike boulevard.

#332

Posted by **brad** on **06/20/2020** at **3:20pm** [Comment ID: 3831] - [Link]
Agree: 1, Disagree: 0
We truly need these all along 9th Ave east of Congress Park. The street is very wide with few parked cars. This invites speeders through a children's neighborhood.

Reply by **BJWilson10** on **07/01/2020** at **9:13pm** [Comment ID: 4364] - [Link]
Type: Suggestion
Agree: 0, Disagree: 0
Yes! Let's add at Every intersection with a Tree!
NEIGHBORHOOD TRAFFIC CALMING OPPORTUNITIES
#333

Posted by Carol Becht on 06/25/2020 at 6:12pm [Comment ID: 3869] - Link

Type: Suggestion  
Agree: 0, Disagree: 0

Cars come through Harrison Street extremely fast as they try to avoid Colorado Blvd and try to make the green light on 8th. I have seen cars go airborne at 9th and Harrison as they hit the dip. Desperately need traffic calming measures here. Many kids play in the street and this is a disaster waiting to happen.

#334

Posted by Matthew Bossler on 06/24/2020 at 5:54pm [Comment ID: 3860] - Link

Type: Suggestion  
Agree: 0, Disagree: 0

Neighborhood traffic circles or 4*8' wide bulbouts should be added to the intersection of Madison and 9th and Madison and 10th. Madison one of, if not the only 36' wide curb-to-curb street through the neighborhood in a N/S direction, so it is preferentially used by drivers to move through the neighborhood. Since the nearest stops are 8th Ave and 11th Ave, cars frequently travel at 30-35 mph past the 900 block along which my house sits and my toddler plays. This should be an easy win and I am personally willing to organize the design and garnering of public support for such a temporary proof-of-concept through Denver Streets Partnership, then paint and bollards, and then a permanent concreted solution with landscape and artistic elements.

#335

Posted by brad on 06/20/2020 at 3:24pm [Comment ID: 3832] - Link

Type: Suggestion  
Agree: 1, Disagree: 0

HUGE oversight on this map to not include Congress Park on this map. This neighborhood is rife with kids. They are everywhere, of all different heights. They are on all types of wheels. They like to be outside in the middle of the day, but also at dusk. Most cars go appropriately safe speeds. Some cars/trucks go exceedingly fast. There will be injuries/deaths if these roads are not slowed systematically throughout the neighborhood. Roundabouts, more stop signs, bulb outs--all are needed. To not include Congress Park in these plans will be a life-and-death mistake.

#336
16th should be included in this. It's a popular cut through for the LARGE streets surrounding our neighborhood. At past community events, I've seen 16th in this stretch prioritized, but don't see it anywhere in the final version.

#337

St. Elizabeth’s school is not shown on this map. It’s outside the border, but those kids frequently cross The extremely busy intersection at 23rd and York To access the park.

#338

It’s great to see an acknowledgement here of the need at 13th and Wash. It shouldn’t be three traffic lanes here, not till after Grant maybe.
**RECOMMENDATIONS**

Add area-wide strategy M9.A to explore the feasibility of limiting speeds and disallowing turns on reds.

**Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.**

East Central has many community amenities where traffic safety is a concern with regards to pedestrian and bicycle-related crashes. Residents in East Central have identified speeding and traffic as a major concern and ranked routes to parks and routes that improve safety as their top priorities. 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 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.

**WHY IS IT IMPORTANT?**

- These destinations are frequented by sensitive users such as children and seniors. In addition, the areas around these destinations need a high level of safety due to the number of pedestrians, bicyclists, and transit riders accessing the site.

**STRATEGIES**

A. Explore the feasibility of limiting speeds on roads and disallowing turns on red lights.

Specific locations for traffic calming priorities are shown on the Neighborhood Traffic Calming Opportunities map and detailed by neighborhood in the Chapter 3 Neighborhoods of East Central. For more information on food access, see Policy Q10.

**NEIGHBORHOOD TRAFFIC CALMING**

**Case Study:**

City of Boston Neighborhood Slow Streets

The City of Boston's Neighborhood Slow Streets Program implements a smaller zone-based approach to traffic calming. The program aims to further limit vehicular traffic within neighborhoods and surrounding key community places such as libraries, schools and parks, and to reduce the number and severity of crashes on residential streets. Key tactics include lowering speed limits to 20 mph via signage and pavement markings and traffic calming gateways at the entrances to slow zone areas to provide consistent, recognizable entrances to traffic-calmed zones. Similar to the NTMP neighborhood methodology, Boston's program focuses on neighborhoods with homes with a higher percentages of youth, older adults, and people with disabilities, areas that experience higher numbers of traffic crashes per mile that result in an EMS response, areas that include, or border, community places such as public libraries, community centers, schools, and parks, areas that support existing and planned opportunities for walking, bicycling, and access to transit, and areas are feasible for the City of Boston to implement improvements.

**Case Study:**

City and County of Denver Neighborhood Transportation Management Program

Denver's Neighborhood Transportation Management Program (NTMP) identifies and delivers quick solutions to address transportation priorities and challenges within neighborhoods including vehicular speeding issues along local residential streets. Traffic calming projects that are developed through the NTMP include pedestrian, bicycle operational, multimodal operational, volume management, speed management and street grid management treatments. Several neighborhoods within the East Central Area will be addressed through the NTMP program in the coming years.

Source: Denver DOT

Source: Boston Transportation Department
Space near the curb on urban streets is increasingly being recognized for its high value for a variety of purposes. Curbside space provides access to residences and businesses and can be programmed for many different uses, including travel lanes, transit-only lanes, bicycle lanes, on-street parking, bicycle parking, freight loading zones, passenger pick-up and drop-off areas, and parklets. A variety of context sensitive curbside management strategies exist that focus on optimizing curb lane resources.

The Denver Strategic Parking Plan describes the city’s vision and approach to parking and curbside management and introduces the area management plan program.

The Curbside Area Management Plan process works with neighborhoods to develop comprehensive parking and curbside plans that address the curb lane needs of all user groups, activities, and land uses. The vision for this plan aims for the efficient use of curb lane resources while providing access and promoting walking, biking, and transit.
Curbside management optimizes, prioritizes, and manages the curb lane to provide designated space for critical curbside uses. Primary uses include, but are not limited to:

- Motor and electrical vehicle parking,
- Loading (passenger and freight)
- ADA accommodations
- Car share zones
- Transit lanes and infrastructure
- Bicycle lanes, parking, and infrastructure

**PARKING IN EAST CENTRAL TODAY**

Demand for parking and curbside space varies widely across the East Central Area, with the widest variety of curbside uses existing in the Capitol Hill, North Capitol Hill, and City Park West neighborhoods. In the Cheesman Park, City Park, and Congress Park neighborhoods, fewer curbside uses exist. Colfax Avenue is the unifying street with similar curbside space needs across all six neighborhoods. As a result of the planned Colfax BRT, the City will need to identify curb lane priorities along, and adjacent to, Colfax Avenue to accommodate parking and curbside activities that support fast and reliable transit service, access for residents and patrons, time-sensitive loading, and emerging transportation technology.

Because curbside space is limited, managing parking and loading needs and the need for enhanced multimodal infrastructure can be challenging. At times, it may be necessary to decrease the on-street-parking supply to accommodate multimodal improvements or to expand the sidewalk, and residents provided their perspectives during a prioritization exercise at public meetings.

**COMMUNITY FEEDBACK**

Residents within neighborhoods in the East Central Area have a variety of perspectives about parking and transportation priorities. For example, some were concerned about on-street parking availability and believe that some form of parking management is appropriate. Conversely, comments were also received in favor of prioritizing bicycling and transit infrastructure over on-street parking needs.

Many safety improvements that align with Vision Zero and Mobility Action Plan goals, as well as this plan's overall vision, involve trade-offs due to reallocation of space currently used for parking or vehicular travel. The neighborhoods within East Central have different curbside preferences in these trade-offs between reallocating a parking or travel lane, according to feedback received at workshops and open houses.

Because curbside space is limited, managing parking and loading needs and the need for enhanced multimodal infrastructure can be challenging. At times, it may be necessary to decrease the on-street-parking supply to accommodate multimodal improvements or to expand the sidewalk, and residents provided their perspectives during a prioritization exercise at public meetings.
#339

Posted by EKR on 07/01/2020 at 10:56pm [Comment ID: 4404] - Link
Type: Suggestion
Agree: 0, Disagree: 0

Please do not prioritize parking over alternative transit - look at the survey results and community feedback by age.
PARKING STUDY KEY FINDINGS

As part of the analysis conducted during the NPI process, City parking studies for each neighborhood were evaluated. Neighborhoods in the East Central area are consistently parked, with occupancy levels increasing in neighborhoods on the western end of the plan area boundary near downtown.

<table>
<thead>
<tr>
<th>Statistical Neighborhood</th>
<th>AM Occupancy</th>
<th>PM Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol Hill</td>
<td>60%</td>
<td>76%</td>
</tr>
<tr>
<td>North Capitol Hill</td>
<td>60%</td>
<td>79%</td>
</tr>
<tr>
<td>Cheesman Park</td>
<td>57%</td>
<td>52%</td>
</tr>
<tr>
<td>City Park West</td>
<td>50%</td>
<td>55%</td>
</tr>
<tr>
<td>City Park</td>
<td>52%</td>
<td>64%</td>
</tr>
<tr>
<td>Congress Park</td>
<td>42%</td>
<td>40%</td>
</tr>
</tbody>
</table>

Source: 2015 - 2018 parking inventories

AUTOMATED VEHICLES

The rapid development of self-driving, autonomous vehicle technology is leading the way to a transportation revolution with three major components: self-driving cars, shared mobility, and electrification. Companies are eager to deploy these new technologies and causing cities to envision the future of automated, shared, and electrified transportation. Optimistic scenarios suggest less traffic, cleaner air, cheaper transit, and less space wasted on parking, while less-optimistic scenarios highlight safety concerns, increased traffic and the potential to create an inequitable mobility divide between haves and have-nots.

History suggests that the actual impact of automation will fall somewhere between these scenarios, and that Denver must build flexible frameworks to encourage desired and equitable deployment of these new technologies in accordance with citywide goals. The City should enact policies that ensure automated vehicles are electric, shared, and allow flexibility to reassess these policies as technology advances. Automation poses many challenges and opportunities, that leaders must consider as they aim to create an equitable mobility future for all of Denver’s residents.
At what time of the PM were these counts taken? I think they are not believable and I would like to know time, methodology and more about how this data was gathered and evaluated.

PM Occupancy, much of the day time occupancy is from people who work downtown. They leave their cars in Cap Hill where there is untimed parking and walk to work. Perhaps finding a solution for those employees would help Cap Hill daytime parking.

For PM Occupancy, I can verify that after 6pm, there is 98% parking occupancy. After 7pm, you're lucky if you can find a spot after circling around for half an hour. The survey must have been taken around 5pm, between when the downtown employees leave and the Cap Hill working people come home.

I agree. Please do not put misleading, outdated studies here if they are not applicable at the time the study is adopted. Please leave it out if you do not have a 24 hr. applicable appropriate for today's conditions. For those that do not live or use on street parking, but will be making decisions using this information, it will lead to very bad results. For instance, the bike lane issue keeps coming up with taking out parking, based on these results. It is not true and you will create parking wars. It's true that cars are being stolen every day, but not enough to alleviate the parking issue!
RECOMMENDATIONS

Manage and more efficiently use curbside resources.

POLICY STRATEGIES

A. Identify alternative parking management strategies and improved safety opportunities.

B. Ensure that strategies are flexible and can adapt to evolving curbside needs, trends, and transportation technology.

C. Pilot converting on-street parking spaces in key locations to alternative curbside uses such as public parklets, bicycle and micromobility parking, shared parking, electric vehicle charging stations, and mobility hub/transit stop infrastructure.

D. Emphasize the use of alleys for business loading and unloading and explore opportunities for on-street loading zones in neighborhoods where appropriate and according to DOTI standards.

E. Develop additional Curbside Area Management Plans (CAMPs) to address neighborhood parking and

WHY IS IT IMPORTANT?

- Pilots allow the city to test ideas on a small scale to evaluate feasibility, cost, and adverse effects, and to improve upon the program or design before implementing the final project
- CAMPs ensure that parking and curbside challenges are addressed comprehensively

Case Study: Seattle Department of Transportation Flex Zone/Curb Use Priorities

The City of Seattle’s City Comprehensive Plan establishes policies that set priority for curb uses by function. Priorities allow for streets and curb uses to take on varying functions based on surrounding land uses and ensure streets safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the right-of-way. Functions include mobility, access for people, and access for commerce, activation, greening and storage. Examples of uses including bike lanes, bike parking, truck loading zones, food trucks, parklets, plantings and long-term parking.

Source: Seattle DOT

Strengthen parking management tools that reflect the City’s strategic parking goals.

Population growth in Denver places an increased demand on parking availability. Parking utilization rates vary throughout the East Central neighborhoods, with evening occupancy rates ranging from 40% in Congress Park to 79% in North Capitol Hill. The neighborhoods have different priorities for parking, therefore recommendations should correspond to the conditions and land uses of the neighborhood. To optimize curbside space, parking management tools and strategies must balance parking needs of new development and support active modes of transportation. This plan recommends efficiently using existing parking and repurposing parking when appropriate.

A. Improve on-street parking strategies.
   1. Explore additional opportunities for paid parking and time-limited parking.
   2. Explore opportunities for adjusting/ extending paid parking based on demand, activities, and adjacent land uses, including a performance-based parking pilot program.
   3. Upgrade curbside technology for ease of use.
   4. Explore increasing paid parking rates in high-demand areas.

B. Encourage shared parking arrangements and provide guidance to businesses and residents.
   1. Work with local BIDs, TMAs and property managers to better understand potential for off-street parking partnerships.

WHY IS IT IMPORTANT?

- Shared parking can encourage more efficient use of existing parking lots and decrease demand for on-street parking
#342

Posted by Pete Stidman on 06/01/2020 at 9:32pm [Comment ID: 3672] - Link

Type: Suggestion
Agree: 0, Disagree: 0

It's great that pricing parking is mentioned here, but it's not clear what the process is or if the city has ideas on where this needs to occur. Would love to see data on existing parking capacities in our area, and also if there's evidence of regular enforcement.

#343

Posted by Andy Baldyga on 06/27/2020 at 10:53pm [Comment ID: 3888] - Link

Type: Suggestion
Agree: 0, Disagree: 0

These are all great ideas, let's not be afraid to try them out. the days of free unlimited street parking for anyone need to phase out.

It is also interesting to see the parking challenges of Capitol Hill have not led to the demise of the neighborhood. It is still a very desirable place to live. Thus, let's not be afraid to build or increase density even if we don't have what is perceived to be sufficient parking.
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. Employer-based programs can also be TDM strategies, including tactics such as alternative work schedules or teleworking.

Denver urges project developers and building owners to adopt TDM strategies to improve mobility for residents, visitors, and workers in accordance with the TDM Plan’s guidance, which is nearing completion as this plan is underway. Denver is developing a TDM Program with a set of cost-effective recommendations and is building an interactive calculator to help developers pick the best programs and amenities for their projects to foster win-wins for developers, residents, and accomplish citywide goals. In addition, Denver encourages participation in the programs available through the DRCOG Way to Go program, and the network of transportation management associations (TMAs) that help employers, building owners and activity centers meet their multi-modal goals. TMAs often serve specific regions, central business districts, suburban business parks, residential areas, transportation corridors and tourist venues by helping their members improve transportation and air quality conditions more than any one entity could alone.
TDM strategies and execution seems to require more of a City-led effort. It makes sense for the project developers and building owners to some heavy lifting, but what is needed is coordination within a region/district. That coordination is best done by the City or a BID. If left to developers and property owners it won't be sufficiently instituted.
COMMUNITY FEEDBACK

Neighborhood residents in the East Central area demonstrated an overwhelming desire for improved multimodal transportation options, including bicycle, pedestrian, and transit connections, especially those that provide access to employment and local destinations.

- Partnerships between employers, BIDs, TMAs, neighborhoods and local businesses that encourage multimodal transportation.
- Reduced cost transit passes improve affordability.
- Financial incentives encourage multimodal transportation.
- Improved multimodal options balance the transportation system.
- Mobile technology provides real-time transportation information and incentive monitoring.

AVERAGE RATE OF SINGLE OCCUPANCY VEHICLE TRIPS

East Central

60%

City of Denver

70%

TRANSPORTATION MANAGEMENT ASSOCIATION BOUNDARIES IN EAST CENTRAL

TDM IN EAST CENTRAL

The majority of residents in East Central Area drive alone to work. The average rate of single occupancy vehicle trips for the East Central Area is 60% with a low of 51% in North Capitol Hill and a high of 69% in City Park. This is lower than the citywide average of 70%, and TDM can provide opportunities for East Central Area residents to use the system even more efficiently and accomplish citywide goals, especially after the BRT is in operation.

There are two transportation management associations (TMAs) serving sections of the East Central Area. Transportation Solutions Foundation was established in 1997 and serves central Denver, including Capitol Hill, Cheesman Park, and Hale neighborhoods. In 2016, Transportation Solutions efforts reduced 260,000 single-occupancy vehicle trips. Downtown Denver Partnership is a TMA which serves several blocks of North Capitol Hill and downtown Denver.
Seems like we could do so much better in Cap Hill. Part of encouraging other modes is also balancing the convenience of car travel--- such as slowing down vehicles that people can be killed by so people feel safer walking and biking, and speeding up vehicles that carry many or have far less risk of killing people, so people enjoy biking or taking transit more.
RECOMMENDATIONS

Adopt Transportation Demand Management strategies and policies to shift people’s travel behavior and meet City goals.

As Denver invests in multimodal options in East Central, it is important to provide opportunities for residents to access these options and shift their travel behavior. Currently, most East Central residents drive alone to work and Transportation Demand Management (TDM) strategies can help residents choose other modes and contribute toward the Mobility Action Plan mode shift goals. The residents of East Central were supportive of TDM measures, and many even suggested specific TDM strategies, demonstrating an open-mindedness to the concept. These strategies align with Denver’s TDM Program and Plan, and generally follow the program’s primary goal of shifting people’s travel behavior to increase system efficiency, reduce single occupancy vehicle trips, and achieve specific planning goals.

BACKGROUND

Case Study:
City of Santa Monica Parking Cash-Out

The City of Santa Monica was the first in the State of California to implement a TDM program where large employers must submit an emissions reduction plan, with one of the required strategies being offering employees the cash value of a subsidized parking space rather than providing the parking space.

http://www.smartgrowthamerica.us/documents/Parking_Cash_Out_Santa_Monica_Ordinance.pdf

Source: ParkMe

WHY IS IT IMPORTANT?

• Many people visiting East Central are traveling to the area’s rich entertainment and cultural destinations, therefore, encouraging transit for these visitors could minimize parking demand and decrease congestion

• As new development projects are built in East Central, this strategy will promote multimodal transportation options for residents and employees

• Many people travel daily to East Central for jobs and employment, therefore, encouraging transit for those travelers, in addition to residents, could minimize parking demand and decrease congestion

STRATEGIES

A. Require new development strategies in coordination with Denver’s TDM Plan guidance such as parking maximums, shared car services and allocated parking, private bike share programs, secure bike parking, car/bike share memberships for tenants, transit passes for tenants, ride hailing/taxi drop off parking or pull out, deliveries scheduled during non-rush hours, and potential on/offsite mobility infrastructure improvements.

B. Encourage businesses and BIDs to join a regional TMA to have access to services and funds to administer, promote, and implement TDM programs.

C. Provide a one-time bus pass or other transit incentive to ticket holders to local entertainment and cultural destinations, and/or new fare options such as weekend passes.

D. Work with TMAs, employers, residences, RNOs, and BIDs to provide reduced or free RTD fares for residents and employees.
2.4 AREA WIDE RECOMMENDATIONS: QUALITY-OF-LIFE INFRASTRUCTURE

IN THIS SECTION:

2.4.1 INTRODUCTION (P. 122)
2.4.2 PARKS, RECREATION AND OPEN SPACE (P. 125)
2.4.3 ENVIRONMENTAL QUALITY AND CLIMATE RESILIENCE (P. 133)
2.4.4 ACCESS TO HEALTHY FOOD (P. 143)
2.4.5 ACCESS TO HEALTH CARE (P. 151)
2.4.6 COMMUNITY SAFETY & WELL-BEING (P. 153)
2.4.1 INTRODUCTION
Quality-of-life infrastructure refers to the places, amenities, trees, plants, parks and outdoor spaces that contribute to health, needs, comfort, environmental resiliency and social connectedness. These elements of a complete neighborhood support the need for individuals to connect with nature, access healthy food, feel safe, and enjoy a clean environment. Extensive research demonstrates that the way we design and build our neighborhoods impacts how we live, work, learn, and play. Our surroundings shape how physically active we are, how we eat, and whether we have access to schools, jobs, transportation, health care, and opportunities to prosper. Well-designed neighborhoods can improve health, while environments that lack amenities and services to support healthy lifestyles can contribute to chronic diseases such as diabetes, heart disease and obesity.

Similarly, conditions in the natural environment impact residents’ health and comfort. Air and water quality, as well as other climate impacts such as increases in flooding and surface temperature, can have lasting social, political and economic consequences. One method many communities have been adopting to help address environmental resiliency in complete neighborhoods is green infrastructure. Green infrastructure can provide environmental, economic and quality of life benefits, as well as help improve water and air quality, reduce flood risks and heat island effects, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds, and improve property values.

The community developed a vision for what environmentally resilient and what healthy and active mean for East Central. The following statements capture the community’s values and aspirations when it comes to these topics.

LONG TERM VISION FOR ENVIRONMENTAL RESILIENCY

In 2040, East Central has a thriving and healthy natural ecosystem. A robust tree canopy complements the lush, low water-use landscaping found along the area’s major corridors and within neighborhood destinations. Multi-purpose green infrastructure landscaping that provides storm water management, beautification, and improved water quality has been seamlessly integrated into neighborhood streets and open spaces. East Central has experienced a significant reduction in impervious surfaces, which has helped cool neighborhoods on hot summer evenings and further improved flood control both within and outside of the area. Many of the neighborhoods use composting and recycling services that are part of a cycle of reuse that minimizes the amount of waste going to landfills. Energy-efficient construction and advanced renewable energy technologies are abundant, which has lowered costs for residents and businesses and helped lower Denver’s carbon pollution that causes climate change.

LONG TERM VISION FOR HEALTH

In 2040, indicators like obesity rates and life expectancy have greatly improved and residents enjoy a healthy lifestyle and strong sense of community. The area is a place with low crime where residents and business owners know their local police officer and all residents can safely and easily walk to a connected network of open spaces that link outstanding parks. All households have convenient access to affordable, healthy, and culturally relevant food, including diverse grocery and restaurant options, farmers’ markets and community gardens. Storefronts, streets, sidewalks, and parks are clean, and there is minimal air, water, soil, and noise pollution. East Central has a wide range of accessible healthcare, including small clinics, supportive services such as addiction treatment and mental health care, emergency care, and pharmacies. Those most in need receive help to avoid becoming homeless or to be safely rehoused with comprehensive support that improves the health of the individual and the community.

RELEVANT PLANS

**Game Plan for a Healthy City** is a citywide and long-range parks and recreation plan to help the city respond to challenges including growth, limited water resources, and changes in our climate. The plan proclaims easy access to parks and open space as a basic right for all residents, and it establishes our city’s parks, facilities and recreational programs as essential for a healthy environment, healthy residents, and a high quality of life for everyone.

**Green Infrastructure Implementation Strategy** defines Denver’s urban watershed and the water quality impairments that exist within each basin. It identifies green infrastructure projects that target multiple pollutants while also providing additional city benefits such as increased open space, climate resiliency, improved air quality, urban heat island mitigation, better connectivity, and enhanced community livability.

**Denver Food Vision** is Denver’s first long term strategic plan for food to guide the way food makes Denver a more inclusive, healthy, vibrant and resilient place. It sets forth an ambitious, comprehensive approach to further develop Denver’s food system.

**City Park Master Plan** was updated by Denver Parks and Recreation in 2018, and it provides a vision to guide the preservation and improvement of City Park. The plan identifies needs including repair and improvement to facilities, access, circulation, and infrastructure in balance with the continuity of park character.

**Cheesman Park Master Plan** was completed by Denver Parks and Recreation in 2008. It establishes strategies to achieve the goals of restoring the park’s historic legacy and improving safety and accessibility.
If you change the zoning requirement for open space on residential lots, this will be true for less impervious ground. There is a fine line between building larger buildings and not creating flooding and gushing water onto adjacent properties. Please keep this a priority in zoning planning.
This chapter will discuss the importance of physical access to elements of a complete neighborhood that support health such as parks, grocery options, recreational opportunities, and healthcare. While providing these amenities and services is essential, the ability to access them without a car is also critical. Additionally, the quality of transportation infrastructure impacts physical activity, which is a key factor in maintaining good health. Providing a complete, safe, and comfortable transportation network improves connections to key amenities, increases physical activity, and improves safety. The design and function of streets also can provide green infrastructure, including trees and water quality improvement. The transportation network is a key factor in a community’s access to health and green infrastructure, and recommendations specific to transportation are in Section 2.3: Mobility.

**MEASURABLE GOALS**

To determine whether the Environmentally Resilient and Healthy and Active visions are being achieved, the city will track certain performance measures. The following metrics are intended to evaluate current conditions and set future targets that relate to the Environmentally Resilient and Healthy and Active vision for this area.

**ENVIRONMENTALLY RESILIENT**

**Impervious Surface**

Throughout Denver’s development history, the city's permeable surfaces have been replaced with impervious surfaces. Impervious surfaces can have many lasting negative effects including the absorption of the sun’s energy and increases in the surface temperature. High concentrations of impervious surfaces prohibit stormwater from permeating into the ground, resulting in more stormwater runoff and, in some cases, increased flooding throughout urban neighborhoods. Much of this runoff contains harmful pollutants and chemicals which discharge directly into our urban waterways, significantly reducing the water quality throughout the city.

East Central today has a 68 percent impervious surface, higher than Denver’s average of 44 percent. The goal of this metric is to reduce this percentage by at least 20 percent to a maximum impervious surface coverage for each equal to or less than 48% impervious surface coverage for each neighborhood.

**Tree Canopy**

Tree canopy is a critical green asset within East Central and the community values a robust and diverse tree canopy. The environmental and health benefits of a strong tree canopy are profound as a healthy tree canopy produces oxygen, prevents soil erosion, and reduces the overall concentration of greenhouse gases in the atmosphere. In addition to the contribution of these ecosystem services, trees provide other health, social, economic and aesthetic benefits. Access to trees, green spaces, and parks promotes greater physical activity and social interaction, and reduces stress, while improving the quality of life in our urban areas. 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 slightly higher than the Denver average of 13% tree canopy coverage. The goal of this metric is to improve the percent tree canopy coverage in these areas by 10 percent so every neighborhood has a tree canopy coverage of at least 20%.

**HEALTHY AND ACTIVE**

**Access to Care**

Many factors impact whether people can see a doctor when they need medical attention, including cost, time, and physical proximity. 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 as of the adoption of *Comprehensive Plan 2040*. 

East Central today has a 68 percent impervious surface, higher than Denver’s average of 44 percent. The goal of this metric is to reduce this percentage by at least 20 percent to a maximum impervious surface coverage for each equal to or less than 48% impervious surface coverage for each neighborhood.
Large apartment structures are coming to the area of 7th and Grant -- the area is adding almost 600 additional homes. What has been done to make sure the new 600 dogs in the area will have green space to urinate in? Will we lose every tree and every right of way garden with this tremendous expansion of apartments? How have developers addressed the need for green space when they are building on the lines both on the ground and to the height limits?

Now this is something I can really applaud, increasing permeable surfaces.

I would like to add some general comments here regarding the requirement of new or improved infrastructure to accommodate development and who should be responsible for paying the costs of these capital improvements. I am referring to the costs of adding new capacity or improving existing capacity to water distribution infrastructure, as well as sanitary and storm sewer infrastructure.

Denver taxpayers and all customers of Denver Water and Denver Wastewater expect these utilities to provide safe and reliable water, sanitary and stormwater services. For years, the existing capacity of the designed infrastructure was adequate to serve the Denver population well, but that has fast changed with the enormous growth that Denver has experienced. Infill development is overloading previously adequate existing piping and I have seen and heard of failures of existing infrastructure as a result. The impact of new development also requires the design and construction of massive detention/retention facilities to handle the stormwater loads and associated pollutants. These costs are being passed on to Denver Wastewater customers in the form of constantly increasing stormwater bills. 

At this point in time, I see Denver taxpayers bearing the cost of most all developmental impacts. It does not appear that
the City of Denver has any system in place to assign future customers the capital cost responsibility for the system capacity that they will require. Plainly speaking, the City of Denver is giving developers a free ride and have been for years.

There are a variety of ways for the City to finance capital improvements, but Denver has chosen to place the burden on taxpayers and existing utility customers. I would suggest that the City of Denver begin to employ some system development charges (impact fees) on all developers that require additional infrastructure capacity. Maybe then, they will start to see the true cost of their developments and take some of this cost burden from the shoulders of longtime Denver residents.

#350

Posted by Cindy Sestrich on 06/30/2020 at 2:38pm [Comment ID: 4074] - Link
Agree: 0, Disagree: 0

As previously suggested in this document, If you reduce the zoning requirement for open space between the house and garage on residential lots, this is counterproductive to the goal stated here. There is a fine line between building larger buildings and not creating flooding and gushing water onto adjacent properties. Please make this a major priority when considering all zoning changes in the denser areas.
**Children at a Healthy Weight**

Children and youth can be greatly influenced by their physical environment because they are generally less mobile than adults and often spend more time at home, school, and in nearby parks. These local surroundings can have a positive impact on early lifestyle behaviors when they include access to parks, adequate sidewalks, bicycle infrastructure, healthy food, clean air, and a social network. Neighborhoods lacking these amenities contribute to childhood obesity, and obese children can experience early onset adult obesity complications such as Type 2 Diabetes. The target for children at a healthy weight is to meet the Comprehensive Plan 2040 target of at least 86% of children at a healthy weight in every neighborhood.

**Access to Parks**

Living within walking or biking distance of outdoor recreation opportunities can impact overall health by encouraging physical activity, time in nature, and a place to interact with neighbors. This plan measures park access by the percent of households within a half mile (approximately a ten-minute walk) of a park according to a Community Planning and Development walkshed analysis. The target for this metric is to reinforce the Game Plan for a Healthy City goal of 100% of residents within a 10-minute walk of a park.

**Access to Food**

‘Healthy food access’ is having sufficient resources, both economic and physical, to obtain appropriate foods for a nutritious diet. Living closer to healthy food is associated with better eating habits, and healthy eating is associated with lower risk for Type 2 diabetes, high blood pressure, heart disease, certain cancers, and obesity. Food insecurity, which is defined as lacking consistent access to enough food for an active, healthy life, affects households in the East Central area.

Living within walking distance of affordable, healthy, culturally-relevant food can impact overall health by providing convenient, safe, and comfortable access to healthy grocery options. 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 to reinforce the Denver Food Vision goal to have at least 76% of residents in each neighborhood within a 10-minute walk of a grocery store.

**Life Expectancy**

Opportunities to lead a long and healthy life can vary dramatically by neighborhood. For example, life expectancy ranges from 70 years in North Capitol Hill to 79 years a few miles away in Congress Park. Gaps in life expectancy across neighborhoods can stem from multiple factors related to the built environment, including education and income, quality of housing, opportunities to exercise and eat healthy foods, proximity to highways, access to doctors and hospitals, access to public transit, and residential segregation. The target for this metric is 79 years, which was the average for the neighborhood with the highest life expectancy as of the adoption of Comprehensive Plan 2040.
Parks, open space, and recreation centers are often key neighborhood resources, serving to bring communities together and provide critical amenities that support recreation, leisure, physical activity, social activities, and quality of life. Utilization of these spaces and subsequent community benefit is dependent on where they are located and the community’s ability to safely and comfortably access them. As noted in *Game Plan for a Healthy City*, “studies show that residents—both youth and adults—who live near a park are more likely to exercise more frequently than residents without a park near their home.” For example, when parks are closer to home, children’s use of parks increases by 400%, and all age groups have a reduced risk of obesity.

Passive space like an open lawn can foster informal recreational, leisure, and social activities, while active spaces, such as basketball courts, tennis courts or a community garden can create distinct destinations within the neighborhood. Passive or programmed spaces all have a positive impact on the overall health of the neighborhood residents. Recreation centers complement parks and open spaces by providing year-round recreation activities and community space in an indoor environment.

### 2.4.2 PARKS, RECREATION, AND OPEN SPACE

Community members consistently expressed their interest in parks, open space and recreation amenities through online surveys, community workshops and outreach events.

Residents enjoy the parks and amenities but would like to see better maintenance of existing facilities, additional amenities, and activation of underused park spaces such as Governors Park, the parks along Park Avenue, and Quality Hill Park. To better connect to existing park spaces, the majority of participants wanted to explore:

- Re-thinking Historic as well as new, contemporary parkways to provide safe and convenient pedestrian/bike connections and accomplish Game Plan’s goal of making sure all residents are within a 10-minute walk of a park, while retaining their historic character
- Re-thinking street right-of-way for parks/open space/vegetation
- Converting existing vacant lots or underutilized parking lots into future park space.

When asked if the City should explore the possibility of closing Park Avenue from Colfax Avenue to Humboldt Street to allow for a pedestrian plaza along Colfax, attendees were divided. Some noted the need for the vehicular connection to Park Avenue, and others noted the need for a dedicated pedestrian environment not only at Colfax but the length of Park Avenue toward Downtown.

**“The top three things I like most about East Central are...”**

1. **Parks & Green Space** 16%
2. **Mix of Shops** 15%
3. **Walkability** 14%

**“The amenities most important to me are...”**

1. **Dining** 68%
2. **Grocery Shopping** 67%
3. **Recreational Activities** 40%
4. **Cultural Amenities**
5. **Other Retail/Entertainment**

Source: February 2018 Community Workshops

Source: 2017 East Central Kick-Off Survey

Source: 2017 East Central Kick-Off Survey
#351

Posted by Frank Locantore on 06/28/2020 at 8:33pm [Comment ID: 3942] - Link
Type: Suggestion
Agree: 0, Disagree: 0

Win times 7. Park Ave b/w Colfax and Humboldt as a Park/Plaza can increase pervious surface (Win #1); Provide greater tree canopy (Win #2); Contribute to reducing our climate impacts (Win #3); Make the Park Ave-Franklin-Colfax intersection safer and reduce crashes and injury on the high-injury network (Win #4); Create an excellent connection between the BRT and the eventual Park Ave transit (Win #5); provide a close-by park for those in that area further than 1/2 mile from a park and for an area which also has one of the City’s lowest life expectancies (Wins #6 & 7).

#352

Posted by Cindy Sestrich on 06/30/2020 at 2:47pm [Comment ID: 4075] - Link
Agree: 0, Disagree: 0

With today’s conditions and the future of BRT on Colfax, I do not think this is the wisest move for traffic flow from north to south across Colfax. This idea would burden the traffic load to surrounding neighborhoods, especially if 16th St. becomes a passive/green street. The suggested plaza will become a homeless camp and place for drug deals unless activated and guarded 24/7.
The East Central area has some of the largest, most iconic parks within the City of Denver, including City Park, Cheesman Park, Congress Park, and Governors Park. City Park and Cheesman Park are large and have extensive passive green space. This includes a mix of natural areas, which is one of the open space goals articulated by the City Park Master Plan Update (September 2018). Some parks, such as Congress Park, are fully programmed with specific uses and recreational amenities.

Approximately 86% of the households within the study area 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. The existing sidewalk network is essentially complete; however, the pedestrian environment along many neighborhood or collector streets can be uncomfortable due to vehicle speeds, congestion, parking and sidewalk widths. Pedestrian access to existing parks is impeded by the lack of improved pedestrian crossings of 13th Avenue, 14th Avenue, Colfax Avenue, 17th Avenue, York St., Colorado Blvd., and Park Avenue. Improving the connections to existing parks is discussed in the Mobility section.

Park Avenue is a key Historic Parkway in the study area, linking the Colfax corridor and surrounding neighborhoods to Downtown. Denver’s Parkways contribute to a framework of interconnected park-like streets that knit the city into a cohesive whole, linking neighborhoods, parks and civic spaces while providing an enriching experience. Today this parkway is auto-centric with minimal dedicated pedestrian environment or usable park space.

Recreation centers complement parks and open spaces by providing year-round recreation activities and community space in an indoor environment. The newly opened Carla Madison Recreation Center is located within the East Central area. While the recreation center provides good recreation coverage to the community, it is a fee-based recreation space, which could be a financial barrier for some community members.
Sorry, but counting Quality Hill as public space is an oversight. Most times it’s occupied by homeless camps. Since Hancock pushed the homeless out from downtown, they've migrated to any spare green space available. The homeless haven't gone away. In fact, the camps have grown. What is the plan to help them?
RECOMMENDATIONS

Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.

Historic Park Avenue provides a direct connection from Colfax Avenue to neighborhoods to the northwest and Interstate 25. Past road expansions resulted in a Park Avenue that is predominantly auto-centric and does not easily accommodate other modes of travel due to vehicles speeds, congestion, and lane and sidewalk widths. Members of the community suggested that the parkway could also play a key role in connecting people to open space, parks, and recreational assets. Community input was divided on a preferred outcome; some noted a desire to maintain the existing vehicle connections while others noted a desire for a dedicated, improved pedestrian environment, not only at the intersection of Colfax but along the length of Park Avenue towards Downtown.

A. Strengthen the pedestrian environment at the intersection of Park Avenue and Colfax Avenue.
   1. Address the pedestrian safety concerns at the intersection of Colfax Avenue and Park Avenue, including adding treatments such as crosswalks and crossing signals as well as reassigning space to pedestrian infrastructure with wider sidewalks.
   2. Consider the future implementation of a dedicated pedestrian plaza in coordination with future Bus Rapid Transit along Colfax Avenue.

B. Study the opportunities to improve the pedestrian environment and park experience along the length of Park Avenue, from Colfax Avenue to 20th Avenue.
   1. Link the existing triangle parks through a more significant linear park within the street right-of-way to re-establish a more significant tree-lined pedestrian facility along Park Avenue.
   2. Provide adequate transit capacity in future designs of Park Avenue to reflect the road's designation as a High Capacity Transit corridor in Blueprint Denver and Denver Moves: Transit.
   3. Coordinate with the Vision Zero Park Avenue improvements from 20th Avenue to Lawrence Street, which include repaving, restriping, and the installation of pedestrian refuge islands.

C. Comply with Design Guidelines for Historic Parkways and Boulevards and the Park Avenue Ordinance unless updates are needed to implement pedestrian, bicycle, and transit improvements. Updates should balance multi-modal convenience and safety with the historic integrity, cultural heritage and open space values of the community.
   1. Identify opportunities to improve coordination between Parks and Recreation, Transportation and Infrastructure, Planning, and Landmark Preservation during design review of parkway improvements.
   2. Consider establishing an Historic Parkways Advisory Committee with historic preservation and multi-modal transportation advocates to provide recommendations on designs for Historic Parkway improvements and potential updates to design guidelines.

Updated Q1 recommendation based on feedback about maintaining historic integrity and cultural heritage of historic parkways.
Colfax needs more "elbow room" for people to connect with neighbors, eat lunch outside, etc. A Plaza/Park here would help accomplish that.
RECOMMENDATIONS

Develop new Contemporary Parkways that serve multiple community functions, including connecting the community to open space, parks and recreational assets.

Game Plan for a Healthy City identifies a goal of ensuring that all residents are within a 10-minute walk of a park. In a developed neighborhood with minimal vacant land, new Contemporary Parkways could provide a park-like amenity that also connects bicyclists and pedestrians to the existing parks. While the existing historic parkways are already a community asset, Game Plan for a Healthy City recommends considering contemporary standards for parkways that more effectively leverage our parkway assets. Elements of contemporary standards include the integration of stormwater infrastructure, native or drought-tolerant landscaping, high-efficiency lighting, varied paving systems, and bicycle and transit connections. Additionally, providing other park amenities enable these spaces to serve as an extension of the park and open space network.

A. Leverage transportation network improvements (see Mobility section) to create Contemporary Parkways that connect the existing and future elements of the park system with increased mobility options and park-like conditions.

1. Where feasible given recommended mobility improvements, reassign portions of the public right-of-way to the function of bike, pedestrian or transit mobility, diverse green infrastructure including tree canopy, native vegetation and stormwater management, improved lighting, and other amenities on Contemporary Parkways.

2. Develop design standards that enable bicycle and pedestrian movement, stormwater management and infiltration and the showcase of native vegetation and that also provide flexibility for Contemporary Parkways to range in size and role within the transportation and park and open space networks. Projects can range from a multi-faceted redesign of existing arterial right-of-way to the reallocation of right-of-way for tree-lined, shared local streets.

3. Consider the following roadways for further study as Contemporary Parkways:
   a. 16th Avenue (Downtown to Colorado Boulevard: connection east of Colorado Boulevard is along 17th Avenue)
   b. 11th Avenue/12th Avenue (Downtown to Westerly Creek Trail and Park: 11th Avenue from Downtown to Cheesman Park and 12th Avenue from Cheesman Park east beyond Colorado Boulevard)
   c. 9th Avenue (Downtown to Cheesman Park)
   d. 22nd Avenue (Downtown to City Park)

B. Work with Denver Public Works, Denver Landmarks, Historic Denver and Denver Parks and Recreation to consider Contemporary Parkway standards in the retrofit of historic parkways, where allowable.
The use of fencing, chains, landscaping to separate uses and spaces is a great example to share with DOTI. The Denver solutions seem to be very harsh and vehicle oriented. This image shows the same can be achieved with a softer edge and maybe with better compliance.
Let's give it a try.
Enhance existing community open space, parks and recreation facilities

The East Central area hosts some of the largest and most visited parks within the City of Denver, including Cheesman Park, Congress Park, and City Park. Some parks are fully programmed with specific uses and recreational amenities, while others include extensive passive green space. Community members would like to see activation of underused parks and some of the passive green spaces as well as better maintenance and additional amenities for existing facilities.

A. Strengthen partnerships with private property owners and develop shared-use agreements (SUAs) (similar to the agreements already established with the Denver Botanic Gardens, the Denver Zoo, and the Denver Museum of Nature and Science) with schools, institutions and hospitals to create shared open spaces within the community. Potential locations include the following:
   1. Uptown Health Care District (Uptown Hospitals)
   2. Morey Middle School
   3. Dora Moore School
   4. East High School
   5. DC 21 School
   6. REACH School
   7. Teller Elementary School
   8. National Jewish Health

B. Increase recreational programming for all ages and interests, particularly children and youth, at parks, open spaces, school, community centers and recreation centers:
   1. City Park
   2. Cheesman Park
   3. Congress Park
   4. Governor’s Park
   5. Park Avenue Parks

C. Continue to advertise the Parks & Recreation Looking to Assist You (PLAY) program, which offers affordable memberships and programming rates to low income Denver residents, prioritizing areas with high health disparities.

Q3

SHARED USE AGREEMENTS

Shared use agreements (also called “joint use” or “community use” agreements) are a nationally recognized tool to increase opportunities for children and adults to be more physically active through access to safe, conveniently located and inviting places to exercise and play. These agreements involve two or more entities (usually a school and a city or private organization) making a formal agreement for shared use of indoor or outdoor space like gyms, athletic fields and playgrounds. Shared use agreements build upon assets a community already has, since sharing existing space is cheaper and more efficient than duplicating the same facilities in a community. (Source: www.jointuse.org)

More than 150 school districts around the nation participate in shared use agreements. They can be formal or informal, but formal written agreements offer increased protections for both the entity providing the facility and the community group using the facility. A formal agreement can also help prevent problems related to maintenance, operations, liability, and/or ownership.

BACKGROUND POLICY

RECOMMENDATIONS

STRATEGIES
As stated in the Cheesman Park Master Plan, Cheesman's purpose is for passive activity - Light individual play with volleyball, picnics, etc. Congress Park and the shared playground at Dora Moore provide for "programmed sports". Cheesman provides a respite for the very dense neighborhood surrounding it for individual use and is very activated in the evenings and weekends.
RECOMMENDATIONS

Q4

Create new community open space, parks, and recreation facilities

Community members prioritized “shared green spaces” as a step toward resilience. By evaluating public right-of-way and existing land use, there may be opportunities to increase the amount of open and shared spaces in the East Central area. The community also supported converting vacant or underutilized properties into future park space.

A. Prioritize future locations that align with the City’s Game Plan for a Healthy City priority areas for new parks and areas prone to flooding according to the City’s Storm Drainage Master Plan or the best available data. Additional future locations include the District 6 Police Station redevelopment and redevelopment within the National Jewish Health campus.

B. Incentivize and/or require publicly-accessible outdoor spaces, particularly in centers and corridors, as part of high-quality design. These publicly-accessible amenities can be a community benefit in exchange for taller heights, particularly along major corridors and near Bus Rapid Transit (BRT) stations. Establish standards and guidelines that ensure public accessibility, design, and features that respond to the community context. See Policies L3, L10, and C-L2.

Updated Q4 recommendation based on feedback to match Open Space and Connections Opportunities Map. Clarified location and specific information on potential new parks/open space.
OPEN SPACE AND CONNECTIONS OPPORTUNITIES

Updated map for clarity and to show coordination with Mobility.
OPEN SPACE AND CONNECTIONS CONCEPTS

ENHANCED PARK AVENUE

Members of the community suggested that Park Avenue could play a key role in connecting people to open space, parks, and recreational assets. Suggestions included strengthening the pedestrian environment at the intersection of Park Avenue and Colfax Avenue as well as up Park Avenue to connect the triangle parks along the existing corridor. See Policy Q1.

(Photo: Historic parkway in Montclair, Denver).

CONTEMPORARY PARKWAYS

A system of contemporary parkways can complement the transportation network and the existing park network. Rethinking the right-of-way in certain streets can improve bicycle and pedestrian connections while also providing integrated stormwater infrastructure, drought-tolerant landscaping, high-efficiency lighting, and varied paving systems. See Policy Q2.

SHARED OPEN SPACE

Green or open space owned by an institution or organization such as a school or a hospital, that is open to the surrounding community for their use. Institutions like schools can open their schoolyards to the surrounding community during the evenings, weekends, and summers and increase the availability of open spaces within the neighborhood. See Policy Q3.

(Photo: San Francisco Schoolyard Project)

NEW COMMUNITY OPEN SPACE

Public green space supports social interaction, physical activity, and connection to nature. Additionally, urban green spaces, even small ones, can lead to improved mental and physical health outcomes. Game Plan for a Healthy City categorized which areas are priorities for new parks based on a list of criteria. East Central contains both Second and Lower Priority locations for new parks. See Policy Q4.

(Photo: community park in Stapleton, Denver).

ENHANCED OPEN SPACE

Increased activation of existing parks through new amenities or improved maintenance can make these assets more useful to the community. See Policy Q3.
Climate resilience refers to the ability of a community to respond, adapt, and recover in a sustainable way in response to the impacts of climate change. There are two main categories of these challenges: shocks and stresses. Shocks are sudden risks or events that threaten the community such as extreme heat, drought, severe storms, and urban flooding. Stresses are the daily or chronic challenges that weaken natural, built, and human systems, such as urban heat island effect, impervious surface coverage, lack of tree canopy or vegetation, aging infrastructure, poor air and water quality, water availability, and social and economic vulnerabilities. Some of the stresses of East Central are a result of the high coverage of impervious surfaces and the lack of green infrastructure systems. The environmental quality and climate resilience of East Central neighborhoods can profoundly impact the quality of life of its residents and is a key consideration in planning for a safe and healthy future.

**ENVIRONMENTAL QUALITY AND CLIMATE RESILIENCE IN EAST CENTRAL**

**Tree Canopy**

Tree canopy coverage in East Central is concentrated within and around the parks and parkways, as well as along residential streets, especially in the southeast portion of the study area. Tree canopy is notably missing along major transportation and commercial corridors such as Colorado Boulevard and Colfax Avenue and residential streets within Capitol Hill and North Capitol Hill. These areas with minimal tree canopy coverage are areas where the development pattern includes larger building footprints and more surface parking lots, more closely resembling downtown.

The North Capitol Hill neighborhood is one of the neighborhoods with lower tree canopy coverage and a high level of redevelopment. Property redevelopment, coupled with street right-of-way improvements, present a great opportunity to increase tree canopy in older communities. Conversely, property and right-of-way redevelopment may also negatively impact this area in that current city codes and practices may allow for the removal of significant existing, mature canopy.
Green Infrastructure Systems

Green infrastructure reflects a broad definition that includes both natural systems like trees, plants, parks, forests, and greenways, as well as engineered systems like rain gardens, constructed wetlands, and streetside stormwater planters. These man-made systems mimic natural systems to provide stormwater management by improving water quality and reducing local flooding risks. Both natural and engineered systems are multi-beneficial and also mitigate the impacts of the urban heat island, improve resiliency to climate change, and enhance community livability.

Recently, Denver has completed a handful of green infrastructure projects within or near East Central, including both small and large-scale examples. A large-scale example is the redesign of City Park Golf Course which includes a detention pond, sediment forebay, and constructed wetland that captures and treats stormwater runoff during rain events. The streetside stormwater planters on Josephine Street outside of the Carla Madison Recreation Center are an example of a site-scale system and treat street runoff from Josephine Street.

Impervious Cover

Development patterns have increased both the quantity and intensity of stormwater runoff and the amount of impervious surface in East Central. High concentrations of impervious surface can be seen on the west side of the study area within the Capitol Hill and North Capitol Hill neighborhoods where the development pattern consists of larger building footprints and surface parking lots. Other areas with high concentrations of impervious surface include Colfax Avenue and the medical campuses within the City Park West neighborhood.

Parks and Open Space

Parks and open spaces provide many environmental and climate resiliency benefits to a community in addition to the well-known recreational health and social benefits. Parks and open space include some of the natural elements that contribute to a comprehensive green infrastructure system. The pervious surfaces, vegetation, roots, and soils that compose these spaces help manage, capture, and infiltrate stormwater, which will also improve water quality and air quality and help reduce air temperature through shade and evapotranspiration.

The East Central area contains significant park and open space coverage with City Park, Cheesman Park, and Congress Park.

For a more detailed look at the parks and open space from a recreational perspective see Section 2.4.2.
Surface Temperature

Surface temperature is directly correlated to the amount of impervious surface and the lack of tree canopy. Areas with high concentrations of impervious surfaces and a lack of tree canopy result in areas with higher surface temperatures. A 2014 study by Climate Central, based on data from 2004-2013, indicated that Denver has the third most intense heat island effect in the United States, with a 4.9-degree Fahrenheit increase in average urban temperatures.

The heat released from the warmer impervious surfaces prevents air from cooling as rapidly as it normally would when day transitions into night. The cumulative effect is an increase in temperatures that create discomfort, increased energy and water consumption for cooling and irrigation, and decreased overall air quality due to emissions. Trees and landscape can help reduce these impacts by creating cooling effects through shading of impervious roads and buildings and reducing absorption and reflection of heat.

Areas with warm surface temperatures within East Central are concentrated in North Capitol Hill, Capitol Hill along Colfax Avenue, City Park West near the medical campus, eastern Cheesman Park neighborhood, and scattered areas within the neighborhoods.

Water Quality and Stormwater Management

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. By quantifying the pollutants within each basin and evaluating the levels of each pollutant, strategies for green infrastructure can be evaluated and implemented that can treat the water before it reaches urban waterways. The Green Infrastructure Implementation Strategy from the City and County of Denver identified thirty-one water quality basins, including eleven priority basins, based on several criteria. Primary criteria focused on stormwater concerns, like water quality and flooding, and secondary concerns included criteria like park density, urban heat islands, and equity.

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. All four of these basins have been identified as mid-high priority basins due to poor water quality. For more information about the basin prioritization categories and criteria, see section four of the Green Infrastructure Implementation Strategy.

The existing stormwater pipe system within East Central consists of pipes mostly 30 inches in width or smaller. Larger pipe systems within the area run along Grant Street, Park Avenue, and parts of City Park West. The largest pipe system that flows to the northwest runs along parts of the Congress Park and City Park neighborhoods along Jackson Street and through City Park. However, 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. Details of the existing stormwater infrastructure can be found in the Storm Drainage Master Plan.
Flood Prone Areas

Flood Prone Areas are a result of the natural terrain, undersized stormwater infrastructure system, increased impervious surface affecting stormwater runoff, and duration and intensity of a rain event. Potential inundation areas are the location where stormwater runoff can accumulate in depths greater than what the streets are designed to handle during a major flood event. Such an event is usually referred to as a 100-year event or an event that has a 1% chance of occurring in any year.

East Central has a few low-lying areas where stormwater can accumulate during rain events and cause flooding. Some potential inundation areas are found in the North Capitol Hill and City Park West neighborhoods with depths greater than 12 inches flowing from southeast to northwest. However, portions of City Park and Congress Park are most prone to flooding in East Central. The northeast corner of Congress Park and the center of City Park show flood depths ranging from 1.5 feet to greater than 6 feet, with waters flowing from southeast to northwest. These low-lying areas represent the bed of the historic Montclair Creek that ran from Montclair and Hale to the South Platte River flowing from southeast to northwest.
Could someone explain the “remove water basin map and added flood prone area maps” . Is this to be changed in the draft or elsewhere. Also why is the water quality so poor in the basins (what are these exactly) contained in the East central area?
**RECOMMENDATIONS**

**Q5**

**Strengthen the existing tree canopy and increase tree canopy coverage within the public right-of-way.**

Trees and landscaping comprised 47% of the comments and was the most common subtopic under the Environmentally Resilient category in the 2017 Kick-Off Survey, and the increase in/expansion of tree canopy and tree lawn was the community’s top priority for making East Central more resilient. There are opportunities to increase the resiliency and coverage of the existing tree canopy through efforts such as educational programming, property redevelopment, and street right-of-way improvements.

A. Coordinate with the City and County of Denver Office of the City Forester to continue to support removal and replacement of deficient existing trees within the public right-of-way to ensure a healthy and sustainable tree canopy and unique community asset.

B. Increase coverage of the tree canopy through a City-sponsored community replacement program utilizing Denver-appropriate trees.

C. Prioritize preservation of tree canopy in right-of-way design and other city projects.

D. Develop educational programming and partnerships within the community to increase understanding of maintenance and care of the tree canopy.

E. Support the development of an Urban Forest Plan to meet city-wide canopy goals for preservation, maintenance, implementation and funding.

**Q6**

**Protect and preserve the existing tree canopy in all redevelopment efforts.**

Property redevelopment may impact the tree canopy coverage in the East Central area. Many of the neighborhoods in the East Central area have a lower tree canopy and have also witnessed a high level of redevelopment. Current codes and practices may need to be revised to protect existing tree assets.

A. Strengthen development standards to protect existing tree assets and increase requirements to mitigate tree loss in redevelopment or new plans.

1. Seek opportunities to preserve the tree canopy in large-scale residential developments, redevelopment along the Colfax Avenue and the expansion of institutions or hospital campuses.

2. Provide incentives or code changes that encourage retention of existing, mature canopy, and the planting of new trees beyond code minimums.
#358

Posted by William Klawitter on 07/01/2020 at 12:27pm [Comment ID: 4295] - Link
Type: Suggestion
Agree: 0, Disagree: 0

I agree that Denver residents should be educated on ALL the environmental and maintenance impacts in regard to planting trees in a semi-arid environment where they don't naturally grow. It's far too large a discussion for this space. I love trees with the shade and aesthetics that they provide our community, but realize too that we essentially rob one ecosystem of its water to enhance our own. If the City wants to promote additional tree growth to create an oasis, they should also be responsible for the forest's maintenance. Other cities similar in size to Denver maintain their urban forests (parks and streets) and pass the costs of maintenance on to residents in the form of higher taxes.

#359

Posted by Mardi on 06/30/2020 at 7:54pm [Comment ID: 4177] - Link
Type: Suggestion
Agree: 0, Disagree: 0

I think the developers should be tasked with replacing any tree cut down for development with 2 trees in the parkway or the lot itself.

#360

Posted by Mardi on 06/30/2020 at 7:56pm [Comment ID: 4178] - Link
Type: Suggestion
Agree: 0, Disagree: 0

I fully support the development of a city wide canopy plan.

#361

Posted by Mardi on 06/30/2020 at 7:52pm [Comment ID: 4176] - Link
Type: Suggestion
Agree: 0, Disagree: 0

Often when a hundred year old house Is demolished the parkway trees are also cut down.
RECOMMENDATIONS

Increase the pervious surface coverage through the design and implementation of green infrastructure systems to increase environmental performance (infiltration, evaporation, evapotranspiration, carbon sequestration, shade, and urban heat).

East Central’s impervious surface coverage is higher than the City’s average. High impervious surface coverage results from historical development patterns in which permeable surfaces are replaced with roads, parking lots, sidewalks, and rooftops. These patterns have impacted the quality of life for East Central community members by increasing stormwater runoff, reducing rainfall absorption, and increasing air temperature. Native vegetation was the community’s second highest priority for making East Central more resilient, and 20% of the comments under the Environmentally Resilient category were related to the increase and presence of impervious surfaces in the 2017 Kick-Off Survey.

A. Explore opportunities to convert existing impervious surface within public right-of-way to pervious surface through the addition of green infrastructure, planters, street trees, tree lawn or bulb-out, permeable pavers, trails, parkland or native vegetation.
   1. Coordinate with the design of future Contemporary Parkways (see Policy Q2).
   2. Integrate with BRT design along Colfax Avenue and redesign of public right-of-way streetscape and remnant parcels to improve infiltration and reduce runoff.

B. Develop design guidelines for a contemporary tree lawn.
   1. Remove and replace impervious areas between the sidewalk and street with depressed lawn or streetscape that improves infiltration and reduces runoff.
   2. Coordinate implementation through roadway, stormwater and sanitary projects within the right-of-way.

C. Increase the requirements for pervious acreage, water conservation in landscaping and inclusion of natural vegetation for redevelopment and new development.

D. Work with private property owners, business improvement districts and other neighborhood organizations to transition underutilized paved lots to pervious surfaces.

BACKGROUND POLICY STRATEGIES

ENVIRONMENTAL QUALITY AND CLIMATE RESILIENCE

Q7

Green infrastructure precedent on Brighton Boulevard in Denver

138
#362

Posted by Mardi on 06/30/2020 at 8:01pm [Comment ID: 4180] - Link
Type: Suggestion
Agree: 0, Disagree: 0
I like this recommendation, but it won't make up for permeable surfaces on private property.

#363

Posted by Mardi on 06/30/2020 at 7:59pm [Comment ID: 4179] - Link
Type: Suggestion
Agree: 0, Disagree: 0
If we were to increase the side to side (between houses) setbacks for future development we would increase permeable surfaces. Or if we decreased the building to lot coverage allowable we would have bigger yards and more permeable surfaces.
GREEN INFRASTRUCTURE IN STREETS AND ALLEYS FOR WATER QUALITY CAPTURE

Updated map to include City Park Esplanade as a “green street” opportunity based on public input.
Updated map to show coordination with Mobility.

Plan area boundary

*Refer to Mobility chapter for transformative street recommendations on 7th Ave., 12th Ave., and 16th Ave..

Data source: City and County of Denver

Map date: 01/28/2019

LEGEND

- New Green Street Opportunity
- Previous Green Street Opportunity (GI Implementation Strategy)
- Water Quality Basin Boundaries
- Green Alley Opportunity
RECOMMENDATIONS

Q8

Create a system of green streets and alleys to complement the network of existing Historic Parkways and new Contemporary Parkways and encourage sustainable water management practices including stormwater management, flood protection, water quality, runoff reduction, and water use.

Green infrastructure is a critical tool that supports several East Central community goals, such as enhanced community livability and improved resiliency. The community expressed interest in exploring allocating street right-of-way to various forms of greening as well as incentivizing flood-prone areas to better accommodate flood waters and the implementation of green infrastructure systems, such as permeable pavers, bulb-outs, and bioswales. Green infrastructure can be employed to develop green streets and alleys in the area to increase pervious surfaces, improve air quality, increase access to green and open space, and reduce human health hazards related to poor water quality and flooding.

A. Implement a system of green streets and green alleys to improve water quality and reduce nuisance flooding, prioritizing streets based on the City’s Green Infrastructure Implementation Strategy (see map on the following page).

B. Prioritize the implementation of green streets that coincide with priority bicycle corridors and connections to key neighborhood destinations like parks, religious institutions, schools, and other institutions and centers.
Is the picture suppose to be a recommended green street? I don’t see much green, just an open grid storm drain down the middle.
Updated map to include City Park Esplanade as a potential “green street” based on public input. Updated map to show coordination with Mobility.

East Central Area Plan | 2.4 Quality of Life

ENVIRONMENTAL QUALITY & CLIMATE RESILIENCY OPPORTUNITIES

Updated map to include City Park Esplanade as a potential “green street” based on public input. Updated map to show coordination with Mobility.
ENVIRONMENTAL QUALITY & CLIMATE RESILIENCY CONCEPTS

GREEN STREETS
Roadways that integrate stormwater management and water quality treatments. Elements include engineered systems such as stormwater planters and permeable paving, as well as natural tree lawns and tree canopy. Green streets can work in conjunction with streets that prioritize multimodal mobility by providing a more comfortable environment. Brighton Boulevard is a local example of a green street working in conjunction with a bicycle facility. Priority areas include those identified by the Green Infrastructure Implementation Strategy. See Policy Q8. (Photo: Brighton Boulevard in Denver).

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 that will connect existing and potential new spaces. Priority areas include alleys within 50 feet of a storm drain. See Policy Q8. (Photo: Green Alley in Detroit).

GREEN ROOFS
Building roofs that are covered or contain vegetation. Green roofs serve several purposes, such as absorbing stormwater, providing insulation, creating habitat and reducing urban heat island effect by reducing the coverage of surfaces like concrete which absorb sunlight and therefore increase surface temperatures. Priority areas include buildings 25,000 square feet or larger as specified in the Green Buildings Ordinance within the following Places: Civic, Campus, Community Center, Regional Center, Community Corridor, and High Residential Areas. See Policy Q7. (Photo: Community College of Denver building green roof. Source: Green Roofs of Colorado).

PRIVATE PROPERTY PRACTICES
Small interventions in private property by themselves will not have a significant impact in reducing the stormwater flooding in the area. However, the cumulative effects of small interventions such as rain gardens, rain barrels, and permeable pavers in areas like driveways, can improve infiltration and water quality treatment of stormwater and provide multiple benefits to the community. Priority areas include within Low and Low-Medium Residential Places. See Policy Q7.

STORMWATER DETENTION/PARKS
Parks provide important stormwater management benefits. If properly designed, open space can be used to capture stormwater during intense rain events while providing recreational and social uses during dry times.

Woodbriar Park in Greeley Colorado (shown in photo) is another example of a neighborhood park redesigned to allow for stormwater detention during intense rain events. Priority areas include all flood prone areas. See Policy Q7.
I do like the private interventions, but what would be the incentive?
2.4.4 ACCESS TO HEALTHY FOOD

The 2017 Denver Food Vision envisions a city where every neighborhood is a complete food environment, where residents have access to a full range of food amenities and supporting infrastructure.\(^5\) A complete food environment is inclusive of the cultural, commercial, and agricultural aspects of food and community.

According to the 2016 Denver Food System Baseline Report, one in five children and one in six adults in Denver suffer from food insecurity,\(^6\) which means they lack consistent access to enough food for an active, healthy life.\(^7\) Unequal access to healthy, affordable foods has been shown to contribute to nutritional inequalities, a risk factor for diet related health outcomes such as cardiovascular disease, diabetes and obesity. This means that communities of color, immigrants, seniors, single parent households and rural communities are more likely to experience diet-related health problems. These same communities also experience more chronic stress due to poverty, systemic racism and lack of health care resources, which among many inequitable outcomes, include lower life expectancies.

**HEALTHY FOOD IN EAST CENTRAL**

Fewer than 60% of East Central households reside within a half mile (roughly a ten-minute walk) of a full-service grocery store according to a CPD walkshed analysis. However, even residents living within walking distance often choose to drive because walking or biking doesn't feel safe due to traffic speeds and volume or lack of adequate walking, biking, and transit connections.\(^6\) There are relatively high concentrations of convenience stores in East Central, particularly along the Colfax corridor in Capitol Hill and North Capitol Hill. While those stores can provide an important source for food, they often carry limited fresh food ingredients. There are a number of emergency food assistance providers in East Central, but it is unclear how East Central residents are served by those providers as providers such as Metro Caring have a regional client base.\(^10\) Additionally, within the 80203 zip code, which encompasses most of Capitol Hill and North Capitol Hill, only 24% of eligible households are enrolled in Supplemental Nutrition Assistance Program (SNAP), which is below the Denver average.\(^11\)

Healthy food access can vary considerably by location. For example, full-service grocery stores are less likely to locate in lower income areas due to perceptions of low profitability.\(^8\) In some communities, corner or convenience stores may be the only points of food access. Many smaller stores face challenges in stocking fresh food inventory due to issues such as minimum order requirements by distributors or limited refrigeration.

While food access depends on physical proximity, another key factor is the ability to afford food and the availability of food that is culturally relevant. Food access also depends on the physical capacity and knowledge to prepare and eat healthy food.

Cost is often the main barrier to accessing healthy food for families with limited food budgets. Typically, high processed foods are less expensive, meaning that families can acquire more food with less money when they purchase processed foods.

**HEALTHIER CORNER AND CONVENIENCE STORES**

**IMPROVED BIKE, PEDESTRIAN AND TRANSIT ACCESS**

**FOOD GROWN IN PUBLIC SPACES**

Additionally, participants expressed a desire for more specialty markets, farmers markets and fresh food stands, and healthier meal options.

Results of a public online survey with over 1,000 responses conducted between 2018 and 2019, were generally consistent with the public meeting feedback. When asked what neighborhood amenities are important (either that already exist or that they would like to see in the future), the top responses from East Central participants were dining and grocery shopping.

Source: 2017 East Central Kick-Off Survey; February 2018 Community Workshops
People probably prefer to drive because it enables them to transport enough for more than one or two days. And course when it is icy or snowy it isn't safe to be carrying a heavy load on foot, especially for older people with fragile bones.

I find this an odd issue for Denver to consider. For one, the survey only includes people who regularly respond to public input, excluding those who need more affordable options. Secondly, why herding people to only healthy organic food? It's not the city of Denver's place to place moral judgement on the people they serve.
RECOMMENDATIONS

Q9
Improve and maintain healthy options at existing East Central food retailers.

Introducing more healthy and affordable foods in corner and convenience stores, which the most people rated as a top priority for a complete food environment in community meetings, can create additional healthy food retail locations within East Central. Rising commercial rents may necessitate assistance to help preserve existing food retailers.

A. Encourage and incentivize more corner and convenience stores in East Central to sell a greater variety of healthy food items.
   1. Continue to engage with East Central convenience stores through Denver’s Healthy Corner Store Initiative or similar program to provide incentives, financial support, and technical assistance.
   2. Remove barriers faced by smaller stores to carry fresh produce, such as working to launch or fund value chain coordination and small-scale distribution projects and social enterprises that connect agricultural producers and other healthy food suppliers to retailers.
   3. Support the expansion of nutrition incentive programs such as Double Up Food Bucks or create a new city-wide incentive program that reaches people unable to access Double Up Food Bucks.

B. Retain existing grocery stores and small food retail businesses, particularly those already selling healthy food, in areas where commercial rents or property costs have become burdensome (See Economy & Housing Section 2.2.3).
   1. Prioritize support for businesses in low food access areas (City Park West, and portions of Cheesman Park, Congress Park, and North Capitol Hill) that demonstrate financial assistance needs.
   2. Connect food retail businesses with financial support from city or statewide programs such as the Colorado Fresh Food Financing Fund (CO4F).

Q10
Improve the physical connections to grocery stores and other locations with healthy food options.

East Central area stakeholders identified improved bike, pedestrian, and transit access to grocery stores as one of their top priorities. Providing pedestrian, bike, and transit routes to grocery stores that are universally accessible, well-marked, safe, comfortable, and convenient is an important component to food access.

A. Install missing sidewalks and make crosswalk safety upgrades near food providers, prioritizing improvements near major grocery stores (See Policy M9).

B. Support build-out of a complete transportation network that provides adequate bicycle infrastructure (See Policies M2 & M3), transit access (See Policies M7 & M8), and traffic calming (See Policy M9) to provide safe, comfortable access to grocery stores, food pantries, and community gardens.
RECOMMENDATIONS

Support food growing and production in East Central neighborhoods.

East Central stakeholders identified food grown in public spaces as an important priority to promote healthy food access.

A. Work with Denver Urban Gardens to provide funding and identify locations to develop new community gardens, such as at existing community centers with available open space including parks, schools, hospitals, and religious institutions.
   1. Assess community support for new gardens in the existing parks and open spaces in East Central.

B. Analyze the barriers and constraints to food growing on public and private properties in East Central, including land use, zoning, permitting, maintenance, or building regulations.

Expand healthy meal options available in East Central.

On average, households spend approximately half of their food budget on prepared foods, and East Central stakeholders expressed the desire for additional healthy, fast casual restaurant options. In an online survey with over 1,000 respondents, dining was listed as the most important neighborhood amenity. Access to healthy prepared foods is an important part of a complete food environment.

A. Recruit healthy, fast-casual restaurants to Colfax.
   1. Coordinate with BIDs on recruitment efforts to attract new healthy, fast casual restaurants.

B. Incentivize existing restaurants to offer healthier options.
   1. Work with local organizations like the BIDs to incentivize restaurants to offer healthier options. Consider expanding on the work done by the Rethink Your Drink project lead by Denver Department of Public Health and Environment and the American Heart Association and Colorado Smart Meal Program to pilot an incentive program that could include free publicity, consultations with trained dietitians and chefs, and free nutrition analysis of menu items. (See profile of Somerville, Massachusetts’ Shape Up program).

Case Study: Healthy Restaurant Incentives: Shape Up Somerville, Massachusetts

Shape Up Somerville recognizes and promotes healthy restaurants throughout the city. Shape Up “approved” meals at participating restaurants are considered healthy because they contain lean proteins, heart-healthy fats, whole grains, and items that are not deep fried. Participating restaurants receive free publicity, and often are preferred caterers for city events/meetings. Approved meals are reviewed by a certified nutritionist. The program periodically does a promotion highlighting immigrant-run restaurants.
One previous suggestion conflicts with this goal. Residential lot zoning proposed to reduce the space between a house and the garage would create shadowing for the adjacent north property. This would not allow for a garden to be grown in the neighbor’s backyard. We created the 2010 Zoning Code for this purpose.
RECOMMENDATIONS

Recruit new small- to mid-sized grocery retailers and specialty stores.

East Central stakeholders expressed a desire for smaller grocery outlets and specialty food stores that carry healthy products. In an online survey with over 1,000 respondents, grocery options were listed as the second most important neighborhood amenity. These smaller stores provide an opportunity to access a variety of healthy food, even in areas where there may not be market demand for a full-service grocery store.

A. Attract small- or medium-sized grocery outlets and specialty stores to serve low food access areas, such as City Park West, and portions of Cheesman Park, Congress Park, and North Capitol Hill.

1. Utilize existing financial resources, such as the Colorado Fresh Food Financing Fund (CO4F), and other public-private partnerships to offer financial incentives.
2. 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 with East Central.
3. Work with BIDs to identify and recruit niche specialty food businesses, such as butcher or bakery shops.
Will the city offer financial incentives to existing small to medium businesses that already offer healthy choices?
Support innovative community food access projects.

Non-traditional models can increase access to fresh, healthy foods, particularly for populations that may not otherwise have access to fresh food. Additionally, affordable housing developers and institutions like schools and hospitals are increasingly incorporating amenities related to food access.

A. Work with developers and community-driven investors to incorporate food access in new developments.
   1. Consider incentives such as density bonuses or subsidies for housing developments that incorporate food growing, production, or other food access amenities. (See profile on Aria Denver’s “Agrihood”).
   2. Leverage funds such as CHFA’s Healthy Housing Loan Program and/or Denver Housing Authority’s Healthy Living Initiative to incorporate food access and programming (e.g., pop-up food pantries; nutrition or cooking classes) into affordable housing developments.
   3. Prioritize funding or incentives for projects that offer additional community benefits, such as community ownership structures or local hiring opportunities.

B. Through the proposed Hospital Working Group (see Policy E1), encourage hospital campuses to dedicate portions of their properties to community food gardens.

C. Support innovative grocery models, like grocery on wheels (see profile on Any Street Grocery), particularly in areas of limited healthy food access.
   1. Provide business assistance, including increased translation/interpretation services, streamlined permitting, and connections to resources and grant funding.

Case Study:
Affordable Grocery on Wheels: Any Street Grocery, Denver

Any Street Grocery is a bus-turned-market that sells healthy, affordable food basics in some of Denver’s underserved neighborhoods. The non-profit enterprise initially launched in 2018 with a limited schedule, making weekly stops at community facilities like recreation centers. To cover costs, Any Street Grocery also visits citywide events like Taste of Colorado where they can charge a higher premium for products. To make an affordable, mobile grocery operational and successful, substantial grant funding and community partnerships are crucial.

Case Study:
Aria Denver’s “Agrihood”, Denver

Aria Denver is a recently developed mixed income community at Federal Boulevard and 52nd Avenue that prominently features food production and wellness. The community has a one-acre farm, designated residential plots, and an 1,800 square foot greenhouse. These amenities provide food growing spaces for all residents, while also encouraging intergenerational social interaction and physical activity. Through a partnership with nearby Regis University, Aria Denver is able to offer gardening and nutrition classes for residents, and job-training for low-income youth.
Along with meat and dairy, fresh produce is one of the more difficult items for food banks to supply consistently. Metro Caring, a prominent food bank in City Park West, recently received a donated train car from neighboring Saint Joseph Hospital to pilot an innovative indoor food growing system. The retrofitted 40-foot long freight train car sits in the organization’s parking lot, where it can grow up to 600 plants every week. Food grown in this self-sustaining, soil-free, controlled environment will help supplement fresh produce available for food bank clients.

Case Study:
Metro Caring’s “Freight-Train” Garden, Denver

RECOMMENDATIONS

Support initiatives that address food insecurity.

Food insecurity, which is defined as lacking consistent access to enough food for an active, healthy life, affects households in East Central. The federal Supplemental Nutrition Assistance Program (SNAP) is intended to help stretch food budgets to purchase healthy food. However, only 25% of East Central residents who qualify for SNAP are enrolled. Food rescue organizations are a strong asset in East Central, but they could offer more and better food with additional technical assistance.

A. Implement recommendations from Colorado Blueprint to End Hunger, Closing the SNAP Gap in Denver, and Strengthening Denver’s Food Rescue Ecosystem.

B. Expand the capacity, efficiency, and public awareness of East Central food banks and food rescue networks in accordance with citywide efforts.

1. Work with schools, business districts, hospitals, and other community organizations to promote existing emergency food access sites to make them more publicly known and universally accessible, such as the locations at schools, religious institutions, senior centers, and Denver Urban Garden facilities.

2. Strengthen the capacity of local food pantries through additional funding, purchasing power, and efficiencies such as shared refrigeration and storage infrastructure.

3. Promote on-site food growing at food pantries to supplement fresh produce inventory. (See profile on Metro Caring Freight Train Garden)

4. Support food pantries that continue to explore innovative methods of connecting hungry families with emergency food, beyond brick-and-mortar pantries, such as mobile food distribution and pantries that are committed to expanding hours of operations and fresh foods.

BACKGROUND POLICY STRATEGIES

ACCESS TO HEALTHY FOOD
Consider the commercial spaces near 22nd and Downing as a potential location to add grocery access for city park west (and Whittier) residents.
HEALTHY FOOD CONCEPTS

COMMUNITY GARDEN
Public or private land can be used by community members to grow and cultivate fruit and vegetables. Gardens can be shared plots on private or public land, or they can be auxiliary uses for organizations like schools and religious institutions. Stakeholders have identified “growing more food on public and private land” as a top priority. Priority areas for community gardens include what the Land Use & Built Form section maps as a Center, Corridor, Civic, Campus, Park or select residential places (High, High-medium, or Low-medium Residential) that are not within a quarter mile of an existing community garden. See Policy Q11.

(Photo: New Freedom Park Community Center, Denver).

HEALTHY RESTAURANTS
Fast-casual restaurants or grab-and-go vendors can specialize in meals that are both quick and healthy. Some models also provide affordable fast-casual meals to communities with limited food access. Priority areas for healthy restaurants include what the Land Use & Built Form section maps as a Community Corridor, Local Corridor, Regional Center, Community Center, Local Center, Civic, or Campus places. See Policy Q12.

(Photo: Superfruit Republic, Stapleton, Denver).

SMALL- TO MID-SIZED GROCERY RETAILERS AND SPECIALTY STORES
A smaller footprint retail establishment can sell healthy food ingredients such as fresh fruits and vegetables, dry groceries, or meat/poultry/seafood, or it can specialize in one type of food product (such as a butcher). This model can help meet the food access needs of neighborhoods that don’t need a full grocery store but that still have a significant number of residents who can’t walk to a grocery store. Priority areas for limited scale grocery stores include what the Land Use & Built Form section maps as a Community Corridor, Local Corridor, or Local Center that is also within a limited food access area. See Policy Q13.

(Photo: Choice Market, Broadway, Denver).
2.4.5 ACCESS TO HEALTH CARE

Access to health care, including preventative and mental health care, is one of several factors that impacts health. One calculation estimates that clinical care influences about 15 percent of a person’s health.14 While physical access to health facilities impacts access, another critical factor is the ability to pay for medical care. (See Section 2.2.5 for more information on social services.)

HEALTH CARE IN EAST CENTRAL

East Central contains several large-scale medical campus facilities, including Presbyterian/St. Luke’s Medical Center, Rocky Mountain Hospital for Children, Kaiser Permanente, Saint Joseph Hospital, and National Jewish Health.

However, income and other factors also impact whether residents have access to medical care. For example, while City Park West has the highest concentration of medical facilities in East Central—nearly all households within a 10-minute walk of a hospital—the neighborhood has a higher percentage of residents who have needed medical care but have been unable to see a medical professional due to cost than the other neighborhoods in East Central. 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.

Similarly, limited access to preventative care can result in increased use of emergency services. Rates of youth emergency department utilization for 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.
RECOMMENDATIONS

Increase access to low-cost healthcare in East Central.

Physical and financial access to medical resources, including mental health care, are both critical to ensuring that communities have adequate access to health care.

A. 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, including City Park West, North Capitol Hill, Capitol Hill, and Congress Park.

B. Increase awareness and utilization of new and existing public health resources by East Central residents, particularly preventative care and mental health services.
   1. Work with Denver Department of Public Health & Environment (DDPHE), social service providers, and other medical providers to promote free or reduced cost healthcare programs.

C. Integrate preventative health care with other services and programs, such as housing and food access initiatives. For example, pursue partnerships with East Central hospitals to offer basic healthcare services at food retail locations.
   1. Facilitate a pilot project with area hospitals, farmers markets, and healthy corner stores to create “one-stop-shops” for health that integrate healthy eating with preventative health care. Elements of the pilot could include: healthy food prescription programs, free health screenings, and nutrition or cooking classes all offered within the store. (See profile on the Lankenau Medical Center and the Food Trust partnership in Philadelphia).

BACKGROUND POLICY STRATEGIES

ACCESS TO HEALTH CARE

In Philadelphia, the Food Trust (a food-access advocacy organization) and a local hospital network teamed together to bring healthy food and preventative healthcare to the community.

The hospital started a program that encouraged doctors to “prescribe” nutritious food to patients. Eligible participants received “Philly Food Bucks” that were redeemable to buy fruits and vegetables at farmers markets and participating food stores. In addition to their healthy food prescription, patients received nutrition education, as well as information on other community resources. Health screenings at the farmer’s market helped connect vulnerable populations to resources and follow-up care. The “one stop shop” approach brought a new level of convenience, trust, and accessibility to healthcare.


Photo Source: The Food Trust
2.4.6 COMMUNITY SAFETY AND WELL-BEING

The built environment can have a significant impact on safety, the perception of safety, and mental well-being. The World Health Organization defines well-being as being achieved when “every individual realizes his or her own potential, can cope with the normal stresses of life, can work productively and fruitfully, and is able to make a contribution to his or her community.”

Neighborhoods that are walkable and have active public spaces tend to provide environments where people feel safe and socially connected. Proximity to parks and trees has been linked to improved mental and physical well-being. In contrast, areas that are perceived to be unsafe have been shown to reduce residents’ likelihood to participate in outdoor activities, which diminishes opportunities for social interaction and physical activities that promote well-being. Additionally, external stressors such as poverty and displacement can have a negative impact on well-being. While this section focuses on recommendations to improve safety and well-being through the built environment, recommendations in the Economy & Housing section that address poverty and displacement are critical to mental well-being.

SAFETY IN EAST CENTRAL

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. Non-violent crimes, which include drug and alcohol offenses as well as public disorder offenses such as disturbing the peace, loitering, and prostitution, are also more prevalent along this stretch of Colfax Avenue.

One impact of higher crime rates can be mental distress, which the Colorado Department of Public Health and Environment defines as experiencing health conditions such as stress, depression, and problems with emotions. In a survey measuring mental distress, the northern portion of City Park West had a slightly higher rate of adults experiencing frequent mental distress compared to the Denver average.

**COMMUNITY FEEDBACK**

At neighborhood meetings in February 2019, participants were asked, “what would make you feel safer and more comfortable in East Central?” The top priorities based on 3 votes per participant were:

- **MORE ACTIVITY ON THE STREET**
- **PUBLIC ART**
- **MORE SERVICES FOR VULNERABLE POPULATIONS**

Better lighting and public restrooms were also among the top priorities.

Source: February 2018 Community Workshops

"I feel safe in the East Central area…"

- **"Rarely"** 6%
- **"Always"** 17%
- **"Usually"** 77%

Source: 2017 East Central Kick-Off Survey
2.4.6 COMMUNITY SAFETY AND WELL-BEING

Incorporate design elements that activate public spaces and improve safety, particularly in areas that have historically seen higher rates of crime.

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of built environments. CPTED elements include street lighting, maintenance, public art, and street level activation. Participants in public workshops listed activity on the street and public art as their top two priorities in the area. Many law enforcement agencies, including the Denver Police Department, have embraced CPTED as a method to improve both safety and the perception of safety. Several CPTED elements can also foster social interaction and improve a sense of community and well-being, including public art. Reclaiming public space for these uses supports healthier community behaviors, particularly when residents help design a place that is reflective of community culture and pride.

A. Provide adequate street lighting, including pedestrian-scale lighting, prioritizing areas designated as Pedestrian Enhanced areas in Blueprint Denver, along the High Injury Network (HIN) designated in Denver’s Vision Zero Action Plan, and in areas that have the most reports of crime.

1. Prioritize installation and upgrades to pedestrian and street-pedestrian combination light fixtures. These upgrades should be in coordination with other mobility improvements, including those recommended by this plan, including in alleys (See Mobility Section 2.3). (See the City and County of Denver Street Lighting Design Guidelines)

2. Work with local Business Improvement Districts (BIDs) to explore tools such as incentives or grants to encourage businesses and other property owners to install appropriate exterior lighting.

B. Implement targeted litter removal, sidewalk, and property clean-up along Colfax Avenue.

1. Work with local BIDs to identify funding for and areas in need of increased routine services including power-washing, trash removal, and improved streetcapping maintenance.

2. Encourage and fund maintenance or clean-up of derelict private and public properties.

3. Work with the BIDs and the Harm Reduction Action Center to identify areas where safe needle deposit boxes are needed and supported.

C. Encourage public art.

1. Coordinate with local BIDs, Registered Neighborhood Organizations, and other community groups to:

   a. Increase awareness of existing arts-specific funding opportunities, such as the "P.S. You Are Here" grant, which can be used to beautify elements of infrastructure such as utility boxes, bus stops, and dumpsters.

   b. Engage community members in public art projects and gather feedback for priority areas, such as intersections or underutilized lots.

D. Encourage street level activation.

1. Review zoning and building code regulations to ensure street level activation in new developments, including street-facing windows, balconies, and porches, and updated regulations as needed (see Policy L8).

2. Coordinate with local BIDs to identify funding and incentives to:

   a. Encourage façade improvements and outdoor seating for existing buildings and businesses.

   b. Install benches, informational signage, and trash receptacles.

E. Partner with BIDs, RTD, and other organizations to construct and maintain public restrooms at appropriate locations, including mobility hubs (see Policy M8).

Juxtaposition Arts is a nonprofit that empowers historically marginalized populations by creating pathways for youth interested in the creative workforce. The organization has been hired to produce art around Minneapolis to transform places from bland and unsafe to colorful, safe, and functional. Juxtaposition is known for its colorful murals and tactical urbanism projects that renovate community spaces with creative lighting, seating, and glow-in-the-dark materials.

Case Study:
Juxtaposition Arts in Minneapolis

Added Strategy Q17.E regarding public restrooms.
There is already pedestrian lighting along Colfax in these areas. If 16th is to be a pedestrian priority street, should additional lighting be added to 16th in this plan?
Adequate street lighting, including pedestrian-scale lighting, can help address two of the community’s top concerns: pedestrian safety and crime prevention. Improvements should be prioritized in areas designated as Pedestrian Enhanced areas in Blueprint Denver, along the High Injury Network (HIN) designated in Denver’s Vision Zero Action Plan, and in areas that have the most reports of crime. See Policy Q17.

Photo: Creative lighting in Stapleton, Denver.

Street-level improvements such as public art and street level activation through building design can foster social activity and a sense of safety. Areas prioritized for these improvements include areas along primary commercial corridors within walking distance to transit hubs, particularly in areas where more activity is needed to increase community safety. See Policy Q17.

Photo: Westword
Support community-building initiatives in East Central neighborhoods.

Social interaction and a sense of community belonging have been shown to improve individual well-being. Ongoing changes in the neighborhood can erode knowledge of the area’s history and sense of place. The physical and social fabric of East Central neighborhoods should lend themselves to a culture of neighborliness, engagement, and social interaction. To the extent possible, the City should support civic organizations and informal networks that make people feel connected to their neighbors and to the history of their neighborhood.

A. Provide and advertise meeting and event space within City facilities, such as libraries or recreation centers, including at reduced or no cost for community organizations with limited resources.

B. Encourage RNOs and other community organizations to offer programming that connects residents including:

1. Developing and distributing materials such as Neighborhood Guides that include information about local organizations, existing and ongoing city plans and initiatives, and the neighborhood’s history and culture.

2. Develop a guidebook with community-building ideas such as neighborhood walks, gatherings, grant funding opportunities, social media competitions, and neighborhood pop-up events.

3. Promote existing programs such as Denver Days and the Denver Public Works Community Streets Program.
QUALITY OF LIFE CITATIONS

1. VCU Center on Society and Health
3. The Trust for Public Land, NRPA, and UIU, 10minutewalk.org, [https://www.10minutewalk.org](https://www.10minutewalk.org)
4. Design Guidelines: Denver’s Designated Parkways and Boulevards, City and County of Denver, November 2005, page 8
6. [https://www.denvergov.org/content/dam/denvergov/Portals/690/Healthy%20Food/COD_2016_Food_Baseline.pdf](https://www.denvergov.org/content/dam/denvergov/Portals/690/Healthy%20Food/COD_2016_Food_Baseline.pdf)
7. [https://hungerandhealth.feedingamerica.org/understand-food-insecurity/](https://hungerandhealth.feedingamerica.org/understand-food-insecurity/)
9. The City of Denver’s “low food access” indicator quantifies a residential block’s proximity to a full-service grocery store, average household incomes, and % of households without a vehicle
10. Strengthening Denver’s Food Rescue Ecosystem (October 2018). Brock, Adam & Reuben Gregory. Commissioned by the Natural Resources Defense Council
11. Human Services Gap Map, SNAP Enrollment Rate 2016. Gapmap.org
13. Human Services Gap Map, SNAP Enrollment Rate 2016. Gapmap.org
17. High housing costs make it harder for families to invest in other important areas such as healthcare, healthy foods, childcare, and transportation, leading to chronic stress. Matsuoka, Martha and Jennifer Lucky. Power, Place, and Public Health: A Review of the Literature on the Health Impacts of Displacement & Promise of Inclusive Community Development. The California Endowment, 2017
19. Mental Health: % of Adults with Frequent Mental Distress (2014-2017 Estimates), Colorado Behavioral Risk Factor Surveillance System Data, Colorado Department of Public Health & Environment
20. International CPTED Association website, [wwwcpted.net](http://wwwcpted.net)
21. City of Denver Police Department District 6, Citizen Advisory Board meeting, March 21, 2019
22. Strong social connections are vital for mental health: “We need each other to survive and to thrive. Where we live, work, learn, and play determines how we connect with our families, coworkers, friends, and neighbors…” CPDHE’s Equity Action Guide, 2018
3 NEIGHBORHOODS OF EAST CENTRAL

IN THIS SECTION:

3.1 INTRODUCTION (P. 165)
3.2 NORTH CAPITOL HILL (P. 166)
3.3 CAPITOL HILL (P. 182)
3.4 CITY PARK WEST (P. 196)
3.5 CITY PARK (P. 210)
3.6 CHEESMAN PARK (P. 223)
3.7 CONGRESS PARK (P. 236)
3.1 INTRODUCTION

The East Central Area is made up of six distinct neighborhoods. While there are some issues that affect all the neighborhoods, there are many that impact individual neighborhoods differently, and require unique recommendations. This section will address each neighborhood separately and provide more detailed guidance than the area-wide recommendations.

- The plan on a page provides an overview of the area-wide recommendations and where they apply in each neighborhood.
- The overview provides an analysis of the existing character in each neighborhood, the distinctive features of typical structures in the neighborhood, a summary of the community input received from that neighborhood, and descriptions of the previously adopted plans in the neighborhood.
- The recommendations include policies and strategies that apply only to that neighborhood, as well as references to area-wide policies that are particularly important to that neighborhood.
- The transformative projects illustrate how the recommendations overlap to make significant neighborhood improvements in specific locations.

This section will give neighborhood residents and organizations, and anyone else interested in a neighborhood, a better understanding of how the East Central Area Plan impacts them. However, each neighborhood’s individual recommendations still work together to achieve the community’s overall vision for the East Central Area.

**URBAN QUALITY TOOL (UQT)**

The Urban Quality Tool is an interactive scoring exercise that evaluates specific aspects of the built form to understand where improvements are needed. There are three categories for scoring:

- **Bustling with Activity** – neighborhood destinations with an active street and variety of uses that draw people to visit and stay score higher in this category.
- **Memorable Environment** – places that leave memories that remind us to return there again and again score higher in this category.
- **Pedestrian Comfort** – places that provide the desire to walk longer distances due to the comfort and connectivity provided in the surrounding environment score higher in this category.

Over 100 volunteers participated in on-site scoring of specific commercial nodes within the study area. The results from this exercise were displayed at community workshops and participants voted on priorities for each node. Responses for commercial nodes from the Urban Quality Tool assessment recommendations can be found in each Neighborhood chapter, including Colfax.
3.2 NORTH CAPITOL HILL

3.2.1 PLAN ON A PAGE

KEY OPPORTUNITIES

**Park Avenue** – Turn Park Avenue into a community asset by enhancing its function as a parkway while maintaining its historic nature. See Policy NCH-Q1.

**5280 Trail** – Advance the vision for the 5280 Trail by working with the Downtown Denver Partnership and property owners along Sherman Street. See Policy NCH-L3 and Policy NCH-E1.

**Tree Canopy** – Improve the quality of life and reduce heat island effects by adding trees where the tree canopy is insufficient. See Policy NCH-Q4.

**16th Avenue** – Improve the bike lanes along 16th Avenue and explore limiting vehicle traffic on the street to create a bicycle priority street. See Policy NCH-M2.

**Social Services** – Improve the provision of social services for populations in need while ensuring service providers are good neighbors. See Policy NCH-E9.

**District 6 Police Station** – Take advantage of the redevelopment of the station to achieve community goals including providing affordable housing, social services, and publicly accessible open space. See Policy NCH-L1.
What does it mean to "enhance its function as a parkway..."? I hope it means that means to make the PARKS on Park Ave become true public amenities and not to increase a motor vehicle mentality that would exasperate the already dangerous situation of a diagonal street cutting through a street grid.
3.2.2 OVERVIEW

NEIGHBORHOOD VITALS

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, which opens up lots of opportunity for new construction. 22% of all buildings were built prior to 1900 and 22% were built since 1966, so it’s a pretty eclectic mix of Denver’s development patterns.

Land use – Similar to construction era, the land-use is one of the most diverse mixes in the East Central Area. With 17% of the area being used for parking, the remainder of the neighborhood roughly breaks down to 25% residential, 25% mixed-use and commercial-retail, and 25% office.

Zoning - Most of the neighborhood (63%) is zoned Mixed-Use (MX, D, or MS) with 23% being zoned for residential only (Multi-Unit). This lends the neighborhood to be a diverse mix of live-work-play and to continue to grow into an extension of downtown. 17th Avenue is a mix of retail, restaurants and residential. With its popular restaurants, 17th Avenue is as much of a center to the neighborhood as Colfax.
3.2.3 PRESERVING & ENHANCING NEIGHBORHOOD CHARACTER

STREET PATTERN

In addition to the major east-west one-way pair of 17th and 18th Avenues, North Capitol Hill has several continuous north-south one-way pairs: Grant and Logan Streets, Washington and Clarkson Streets, and Corona and Downing Streets. 19th and 20th Avenues were once a one-way pair but converted to two-way in 2018. Of the 15 north-south streets, eight are one-way streets (over 50%). 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.

PARKS/OPEN SPACE

Civic Center Park and Benedict Fountain Park lie just outside of the neighborhood study boundary. The small triangular parks along Park Ave have potential to be usable pocket parks, which could be of great value to the neighborhood, but are presently little more than left-over spaces.

OVERLAYS AND SPECIAL DISTRICTS

City Park Mountain View Ordinance, which establishes a rising height cap from the west face of the Museum of Nature and Science to the edge of downtown along Lincoln Street. It has a few other design and use overlays: DO-1 (Uptown Design Overlay), UO-1 (Adult Use Overlay) and UO-2 (Billboard Overlay). Historic Districts include: Swallow Hill, part of Civic Center, Park Avenue, and numerous individual landmarked structures.

VISUAL LANDMARKS

Basilica of the Immaculate Conception, Central Presbyterian Church, Trinity Methodist Church, the Masonic Temple, and Temple Emmanuel.
3.2.4 COMMUNITY FEEDBACK & URBAN QUALITY TOOL

PREVIOUS PLANS

The Uptown Neighborhood Plan from 1986 covers the North Capitol Hill and City Park West neighborhoods. The plan recommended encouraging mixed-use development, improving the urban design in the neighborhood, providing a range of housing types, facilitating multimodal transportation, strengthening local businesses, and better connecting the neighborhood to parks. These recommendations continue to be relevant and are consistent with the policies in this East Central Area Plan.

The Downtown Area Plan from 2007 covers the portion of North Capitol Hill west of Grant Street. The plan recommends better connecting surrounding neighborhoods to Downtown, while providing for a transitional “stepping down” in height and intensity from Downtown to North Capitol Hill. These recommendations continue to be advanced in this East Central Area Plan.

17TH AVE NODE - North Capitol Hill’s primary commercial node is the 17th Ave corridor, also known as “Restaurant Row.” This corridor has bountiful options for retail and dining but could use a greater mix of office to diversify its active hours. The UQT survey results showed that pedestrian crossing of 17th is difficult due to high traffic speed and volume.

URBAN QUALITY TOOL RESULTS

Traffic speeding and blocks of surface parking right at the sidewalk make the node less pedestrian friendly than other nodes in the planning area, scoring a 4/10 in pedestrian comfort. The overall node score improves as you move east, with a better mix of uses, greater tree canopy, and more cafe seating. The smaller scale and historic buildings add to the charm of the area, scoring 6/10 in memorable environment. This area is quite bustling with activity in the evenings, with many food and beverage options, but could use more day-time community serving options, scoring it a 6/10 in bustling with activity.

TOP IMPROVEMENTS

• Keep existing and support new local business
• Replace vacant/parking lots with new buildings
• Promote windows and visibility at the ground floor
• Provide more trees and shade
• Make crossing the street easier
• Slow down vehicular traffic

Memorable

Bustling with activity

Pedestrian comfort
Would recomend mentioning the preservation of historic buildings a part of the previous plan that continues to be relevant.
NORTH CAPITOL HILL
RECOMMENDATIONS

LAND USE

Redevelop former District 6 Police Station and vacant site on southern portion of the Civic Center Transit Station

Funding was approved to replace the District 6 Police Station as part of the Elevate Denver bond program. The redevelopment of the station property provides an opportunity to meet many community needs using land the city already owns. The parcel south of Civic Center Station is controlled by RTD and provides an opportunity to provide a community asset.

A. District 6 Police Station falls within the identified "incentive area" where additional height (above existing allowable zoning of MS-8) may be available in exchange for community benefit.
   1. Consider incorporating affordable housing, public open space, and social services in the new development as top priorities for community benefits.

B. Work with RTD and the Downtown Denver Partnership to redevelop the vacant lot at Civic Center Station, using the Civic Center Transit District Plan recommendations as a guide.
   1. Consider an improved open space if access constraints make near term development impractical.
   2. Consider public or quasi-public uses for long term development, such as museums, schools, or government offices.

See POLICY L6: Update standards and guidelines for the mixed use areas of North Capitol Hill.

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.

   1. These need to align better with the 2010 Denver Zoning Code and current trends and issues.
   2. Many guidelines may be applicable and able to be carried forward.
   3. Use new development (past 10 years) as a way to critique the standards and update as necessary.
   4. Consider whether the recommended Design Standards and Guidelines for Centers and Corridors (see Policy L8) could be a replacement or if this area still warrants their own document and process.
   5. Particular concerns with multi-unit and mixed use construction from the neighborhood workshop included: materials, ground floor design, variation in massing and variation in details.

Ensure high-quality development along Sherman Street that benefits the community.

The Sherman Street corridor serves as the transition between Downtown and Uptown and presents an opportunity to create a distinctive place that meets many community goals.

A. Consider more intense zoning and modifications to the City Park view plane in exchange for significant community benefits, such as:
   1. Additional housing units, with a significant percentage of affordable units.
   2. Implementation of the 5280 Loop design along this stretch of Sherman Street (Colfax to 20th Ave.).
   3. Improved streetscape and activation of the ground floor level.
   4. High quality design and creation of 100 year buildings (or more) that can stand the test of time and contribute positively to the downtown for generations to come.

Improve transitions to historic districts and properties.

The historic integrity of landmarked properties can be negatively impacted by nearby development that does not transition appropriately.

A. Modify the Denver Zoning Code to include transition requirements for landmarked properties in mixed-use zone districts.
   1. Consider treating landmark buildings and districts as “Protected Districts” in the DZC (see Policy L8).
Consider Landmark Preservation where appropriate.
NORTH CAPITOL HILL RECOMMENDATIONS

ECONOMY

NCH-E1

Work with the Downtown Denver Partnership to prioritize and implement improvements and determine funding.

A. Implementation of the 5280 Loop and streetscape improvements along Sherman Street is a priority.
B. Coordinate recommendations of this plan with the Upper Downtown Plan being led by DDP.

NCH-E2

See POLICY E2: Strengthen the professional services market by promoting the development of small office space.

A. Continue to support small office uses where they are currently allowed in Residential Office (RO) zone districts while ensuring they are compatible with existing neighborhood character.

North Capitol Hill’s location between Downtown Denver and the hospitals in City Park West, combined with its abundance of Mixed Use, Main Street, and Residential Office zoning, makes it an ideal location for small professional services offices.

NCH-E3

See POLICY E3: Partner with Denver Public Schools, the Downtown Denver Partnership, and other major area employers/projects in connecting East Central residents to job opportunities.

A. Through the medical facilities working group (discussed in Policy E1), identify training needs and potential partnerships with DPS and other higher education institutions to help provide the training.
   1. Identify potential facilities to house the training, including any underused DPS facilities in the area.
B. Work with Downtown Denver Partnership to develop a program to identify workforce training needs among downtown businesses, and ultimately connect the businesses to job trainees and seekers in the area.

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 or Denver as a whole. In addition, the presence of the DPS Emily Griffith Campus in the neighborhood provides an opportunity, along with proximity to Downtown Denver and the Uptown Hospitals, to find unique partnerships to provide training and access to high-quality jobs.
This on the south side of Colfax, I don't believe that this property is in North Park Hill
NORTH CAPITOL HILL
RECOMMENDATIONS

POLICY

Provide additional support to community-serving retail businesses in North Capitol Hill.

Between 2012 and 2016, sales tax receipts in North Capitol Hill declined by about one third. North Capitol Hill was the only neighborhood in East Central that had declining sales tax during that period. Additional support is needed to stabilize and grow retail businesses in the neighborhood.

A. See Policy E4: Improve the regulatory process to provide additional support for existing and new small businesses in the area.

B. See Policy E5: Work in tandem with Business Improvement Districts (BIDs) to provide technical assistance to existing small independent businesses to help them succeed and prevent involuntary displacement.

C. See Policy E6: Broaden the range of financial incentives for small independent businesses and landlords to strengthen the area’s tenant mix and help prevent displacement.

D. See Policy E7: Support and develop new community-minded ownership models that have a goal of maintaining East Central’s variety of small, local businesses.

POLICY

See POLICY E8: Stabilize residents at risk of involuntary displacement.

In North Capitol Hill, 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. Further, 86% of North Capitol Hill households are renters. According to Blueprint Denver’s Vulnerability to Displacement measure, 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.

See a complete list of strategies in Section 2.2 Economy and Housing.

BACKGROUND

North Capitol Hill has nearly 1,000 subsidized units, many of which could be at jeopardy of expiring over the next 20 years.

See a complete list of strategies in Section 2.2 Economy and Housing.
NORTH CAPITOL HILL
RECOMMENDATIONS

See POLICY E10: Create new affordable housing with access to transit and amenities.

North Capitol Hill is home to the District 6 Police Station, which is anticipated to relocate. The site provides an opportunity to integrate new income-restricted housing with redevelopment.

See a complete list of strategies in Section 2.2 Economy and Housing.

A. Ensure affordable housing is provided when large City-owned property, particularly the District 6 police station, is redeveloped.

See POLICY E11: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

While North Capitol Hill has a diverse range of housing costs and high percentage of middle- and high-density housing (98% of units are attached or multi-unit), the neighborhood is lacking in larger unit sizes (70% of units are studios and one-bedrooms) and homeownership opportunities (14% of households are owner-occupied). Consistent with Blueprint Denver, this plan aims to provide housing choice by diversifying housing options in all neighborhoods.

See a complete list of strategies in Section 2.2 Economy and Housing.

A. Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.

B. Encourage more family-friendly development.

See POLICY E12: Improve the existing social service system through collaboration, co-location and coordination between providers, and between providers and city agencies.

Although in the 2017 kick-off survey, 26% of North Capitol Hill residents expressed concern for persons experiencing homelessness, many have also voiced concern over the high concentration of shelters and service provider facilities in North Capitol Hill. Attempts to address the social service system in this neighborhood should prioritize the support, collaboration, and increase efficiency between existing service providers in the area.

See a complete list of strategies in Section 2.2 Economy and Housing.

A. Identify existing homelessness prevention and rapid-rehousing resources in the community and bring in additional partners for more local collaboration between providers, and between providers and city agencies.

B. Explore models that promote co-location of services (i.e., Dahlia campus for mental health and well-being and the Rose Andom Center).
See POLICY M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

Priority Locations for North Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Colfax Avenue – Transit and Pedestrian Priority
   Also see Colfax Ave chapter.
B. Broadway – Transit, Bicycle, and Pedestrian Priority
C. Downing Street – Transit and Pedestrian Priority
D. Lincoln Street – Transit and Pedestrian Priority
E. Park Avenue between Colfax Avenue and 20th Avenue – Transit and Pedestrian Priority
F. 16th Avenue between Broadway and City Park Esplanade – Bicycle Priority
G. 17th Avenue – Transit and Pedestrian Priority
H. 18th Avenue – Transit and Pedestrian Priority

North Capitol Hill contains many High Injury Network streets and wide, high-speed roads that have been identified as key corridors for prioritizing walking, biking, and taking transit. Repurposing space for people traveling without a car helps to provide more options and a safer environment for all. An average of 49% of commuters in North Capitol Hill drive alone to work, representing one of the best opportunities to further the City’s Mobility Action Plan goal of 50% or less SOV trips citywide by 2030.

Added Transformative Street recommendation for Downing St due to public feedback.

See POLICY M2: Implement and upgrade planned Denver Moves: Bikeways.

Priority Locations for North Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Upgrade planned conventional bike lanes on Washington and Clarkson between 7th and 20th to a protected bike lane and install new crossings
B. Upgrade planned Denver Moves: Bikes buffered bike lanes recommendation to a neighborhood bikeway or protected bike lane on 16th Ave. between Broadway and City Park Esplanade in the short-term and study the feasibility of significantly limiting vehicular access in the long-term.

Less than 10% of North Capitol Hill survey respondents noted the area as being very easy for biking. Relative to other East Central neighborhoods, there is a concentration of crashes with bicycles in the North Capitol Hill neighborhood. Prioritizing space and designing safer intersections for cyclists helps improve safety for all modes while allowing people of all ages and abilities to bike.
See POLICY M4: Install new sidewalks

While the majority of North Capitol Hill survey respondents felt the neighborhood was very easy or fairly easy to walk in, about 8% of sidewalks in the area are substandard, at less than 4 feet in width. Currently the City is focused on gaps in the sidewalk network and there is no program to widen substandard sidewalks.

A. Bring sidewalks up to standard in the North Capitol Hill neighborhood
   1. Short-term
      a. Interim sidewalk extensions and ADA facilities
   2. Long-term
      a. Permanent sidewalks and ADA facilities

A concentration of crashes involving pedestrians occur in North Capitol Hill, specifically near Colfax and Broadway/Lincoln.

Priority Locations for North Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):
A. Lincoln Street at 16th, 17th, and 18th Avenues
B. Broadway at 17th Avenue
C. Colfax Avenue at Broadway, Lincoln, Pennsylvania, and Downing Streets
D. Downing Street at 16th, 17th, and Park Avenues

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

A concentration of crashes involving pedestrians occur in North Capitol Hill, specifically near Colfax and Broadway/Lincoln.

Priority Locations for North Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):
A. Pennsylvania Street at 16th and 17th Avenues

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings
NORTH CAPITOL HILL
RECOMMENDATIONS

See POLICY M7: Prioritize implementing transit along corridors in East Central

A. Advance implementation of High Capacity Transit Corridors
   1. Colfax Avenue
   2. Park Avenue between Colfax/Franklin/Park and 20th
   3. Broadway
   4. Lincoln Street

B. Advance implementation of Speed and Reliability Transit Corridors
   1. 17th Avenue
   2. 18th Avenue between Broadway and York

See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs

The North Capitol Hill neighborhood has both a high transit score and transit propensity – in other words, investing in transit frequency and infrastructure in this area would likely yield significant increases in ridership. 92% of sidewalks in the neighborhood are greater than 4 feet wide, providing a nearly complete network that facilitates easy access across different ways of travel.

Priority Locations for North Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Install customer amenities at priority locations:
   1. Colfax Avenue at Downing, Park and Broadway
   2. Lincoln Street at 17th Ave
   3. Broadway at Cleveland Place

Background

East Central Area Plan  |  Part 3 Neighborhoods of East Central

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NORTH CAPITOL HILL
RECOMMENDATIONS

See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes and recreation centers

Within the East Central area, 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 similarly are concentrated in the neighborhood. This neighborhood also 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.

Priority Locations for North Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Commercial Nodes
   1. Colfax Avenue
   2. Clarkson Street from Colfax to 16th Ave
   3. 17th Avenue from Pennsylvania to Emerson Streets

B. Schools
   1. Downtown Denver Expeditionary School/Emily Griffith HS

C. Parks
   1. Park Avenue Parks Also see Quality of Life
      Infrastructure improvements

See POLICY M10: Manage and more efficiently use curbside resources

An average of 27% of households in North Capitol Hill 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.

A. See Policy M10: Manage and more efficiently use curbside resources

B. See Policy M11: Strengthen parking management tools that reflect the City’s strategic parking goals

See POLICY M12: Adopt TDM strategies and policies to shift people’s travel behavior and meet City goals

Because there is easy access to transit, bike routes, and sidewalks in the North Capitol Hill neighborhood, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.

See a complete list of strategies in Section 2.3 Mobility.
This development has progressed substantially, an updated photo could be available and better highlight the success of the project.
NORTH CAPITOL HILL
RECOMMENDATIONS

NCH-Q1

See POLICY Q1: Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.

Members of the community suggested that the parkway, which forms a border of North Capitol Hill, could play a key role in connecting people to open space, parks, and recreational assets.

See Section 2.4 Quality of Life

NCH-Q2

See POLICY Q2: Develop new Contemporary Parkways that connect the community to open space, parks and recreational assets, as well as serve multiple community functions.

Several corridors in North Capitol Hill, including 16th Avenue, 20th Avenue, and Sherman Street, are opportunities to implement the Contemporary Parkway Concept.

See Section 2.4 Quality of Life

NCH-Q3

See POLICY Q6: Protect and preserve the existing tree assets in all redevelopment efforts

North Capitol Hill is a neighborhood with a lower than average tree canopy percentage. The neighborhood has also witnessed a high level of redevelopment in recent years which often results in the damage or destruction of the existing tree canopy on private property.

See Section 2.4 Quality of Life
NORTH CAPITOL HILL
RECOMMENDATIONS

See POLICY Q5: Strengthen the existing tree canopy and increase tree canopy coverage within the public right-of-way.

Tree canopy in the East Central area is notably missing along major transportation and commercial corridors and residential streets within the North Capitol Hill neighborhood. A healthy tree canopy along sidewalks and within the public right-of-way reduces the discomfort for pedestrians.

See Section 2.4 Quality of Life

Create new community open space, parks, and recreation facilities.

Approximately 10 percent of North Park Hill households are not within a 10-minute walk from a park, and the area has historically seen higher rates of crime than other parts of East Central.

See Section 2.4 Quality of Life

A. Create additional community park, recreation and cultural spaces as part of the District 6 Police Station redevelopment

B. Incentivize and/or require publicly-accessible outdoor spaces, particularly in centers and corridors, as part of high-quality design. These publicly-accessible amenities can be a community benefit in exchange for taller heights, particularly along major corridors and near Bus Rapid Transit (BRT) stations. Establish standards and guidelines that ensure public accessibility, design, and features that respond to the community context. See Land Use Policy 3, Policy 10, and Colfax Corridor Policy 2.
3.2.5 TRANSFORMATIVE PROJECT: DISTRICT 6 POLICE STATION

- Community-serving retail
- Affordable housing
- Improved tree canopy
- Office space for small professional businesses
- Affordable housing
- New publicly accessible open space
- Social services
- Shared parking facility
- Improved tree canopy
- Office space for small professional businesses
This is an exciting possibility. much better than the inward focused police station, with abandoned buildings on Colfax and plywood enclose parking lots.
3.2.5 TRANSFORMATIVE PROJECT: DISTRICT 6 POLICE STATION
**3.3 CAPITOL HILL**

### 3.3.1 PLAN ON A PAGE

#### KEY OPPORTUNITIES

**5280 Trail** – Advance the vision for the 5280 Trail by working with the Downtown Denver Partnership and property owners along Sherman Street and 12th Avenue. See Policy CH-M2.

**Housing Diversity** – Preserve the existing affordability and diversity of housing in Capitol Hill while seeking opportunities to add new types of housing. See Policy CH-E3 and Policy CH-E4.

**12th Avenue** – Improve landscaping, water quality, transit, and biking along a transformative street and contemporary parkway. See Policy CH-M1 and Policy CH-Q1.

**Quality Infill** – Direct growth to appropriate areas and redevelop vacant or underutilized properties with improved design guidelines. See Policy CH-L1 and Policy CH-L2.

**Broadway/Lincoln Corridor** – Ensure growth along the corridor serves as an effective transition to Capitol Hill while benefiting from mobility improvements. See Policy CH-L3 and Policy CH-M1.

**Governors Park** – Improve the utilization of the park through programming, new amenities, and better maintenance. See Policy CH-Q3.
3.3.2 OVERVIEW

NEIGHBORHOOD VITALS

**Era of construction** - 54% of all buildings in Capitol Hill were built prior to 1925 and 24% of buildings were built prior to 1900, making this the oldest neighborhood in East Central. 32% of all construction has occurred since 1956. Most of the new construction has occurred along the Lincoln/Broadway couplet and along Colfax Avenue.

**Land use** - Majority of the neighborhood (56%) is residential use when combined (SU-9%, TU-3%, and MU-45%). 9% of the neighborhood is still vacant or surface parking. The remaining approximately 20% is Mixed-Use.

**Zoning** - Most of the neighborhood (55%) is zoned Multi-Unit (MU) with most of the rest (42%) being zoned Mixed-Use (MX, MS, and D). This lends the neighborhood to remain one of the densest neighborhoods in Denver and to continue to house much of the workforce for downtown.
CAPITOL HILL’S BUILT ENVIRONMENT

Capitol Hill is predominately (60%) Multi-Unit (apartment buildings) built between 1873 – 1925, the average number of units per building is 23 dwelling units.

STREET PATTERN

While it has a regular Denver street grid creating rectangular blocks and narrow north-south streets, Capitol Hill is crisscrossed with one-way pairs that make it less comfortable to walk along. Of the 13 north-south streets in the 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. The majority of the residences are on north-south streets.

PARKS/OPEN SPACE

Capitol Hill has two small parks: Governor’s Park, which is difficult to use due to the topography, and Quality Hill Park.

OVERLAYS AND SPECIAL DISTRICTS

City Park Mountain View Ordinance (small portion) and the Cheesman Park Mountain View ordinance which establish rising height caps from their points of origin at City Park’s Museum of Nature and Science and at Cheesman Park’s Cheesman Pavilion. Other overlays include a small portion of DO-1 (Uptown Design Overlay) and the eastern portion is included in the UO-3 Historic Structure Use Overlay, which allows some commercial uses in residential structures if they are landmarked. Historic districts include Civic Center, Pennsylvania Street, Sherman-Grant, and Quality Hill.

VISUAL LANDMARKS

The State Capitol, St John’s Cathedral, and the First Baptist Church.

Three story walk-up with common entry and foyer

Brick or mostly brick facades with detailing

Minimal on-site parking provided

Large front setbacks to provide for a substantial treelawn and detached sidewalks

On-street parking is prominent
3.3.4 COMMUNITY FEEDBACK & URBAN QUALITY TOOL

**13TH AVE NODE** - 13th feels like a high-speed one-way corridor. The uses lining the street are essential to Capitol Hill’s vitality, yet the pedestrian comfort is sub-par and must be addressed.

**11TH & OGDEN NODE** - This node has more of a neighborhood main-street corner feel, but many of the buildings are separated from the sidewalk by parking lots.

**URBAN QUALITY TOOL RESULTS**

These areas do not have a shared public space, like a plaza, leading to fewer visitors lingering and less activity during the day. The buildings in the areas do not have distinctive architecture, so visitors are less likely to remember and return to the area. The sidewalks in the areas are narrow and do not have many trees or other plantings, which makes them feel unpleasant and uninviting. 13th Avenue’s overall node score is 3/10 and 11th & Ogden’s node score is 5/10.

**13TH AVE TOP IMPROVEMENTS**

- Provide places to sit and eat outside
- Keep existing and support new local business
- Prioritize building edges and memorable buildings
- Add/keep iconic elements with local flavor
- Slow down vehicular traffic
- Widen sidewalks and reduce driveways

**11TH & OGDEN TOP IMPROVEMENTS**

- Replace vacant/parking lots with new buildings
- Encourage a variety of retail, business, and housing
- Provide more trees and shade
- Promote windows and visibility at the ground floor
- Widen sidewalks and reduce driveways
- Slow down vehicular traffic

**PREVIOUS PLANS**

The Capitol Hill/Cheesman Park Neighborhood Plan from 1993 covers the Capitol Hill and Cheesman Park neighborhoods. The plan recommended continuing to provide diverse housing options, maintaining the historic character while promoting the distinct nature of different subareas, and improving the retail areas, mobility systems, and public spaces in the neighborhoods. These recommendations continue to be relevant and are consistent with the policies in this East Central Area Plan.

The Golden Triangle Neighborhood Plan from 2014 covers the Civic Center neighborhood and the surrounding blocks, including the area between Broadway and the alley between Lincoln Street and Sherman Street in Capitol Hill. The plan recommends improving the urban design and multi-modal transportation along Broadway and Lincoln Street, and strengthening the connection between Golden Triangle and Capitol Hill. These recommendations continue to be advanced in this East Central Area Plan.

The Civic Center District Plan from 2005 covers the Civic Center area, including the State Capitol grounds and its immediate surroundings. The plan recommends improving urban design and pedestrian and bike safety in the area. These recommendations still apply and are advanced in this East Central Area Plan.
#378

Posted by **Greg Sorensen** on **07/01/2020** at **3:06pm**  [Comment ID: 4316] - [Link](#)

*Type: Typo*

*Agree: 0, Disagree: 0*

Proof read the document; don't rely on spell check. e.g., “These areas does ...
See POLICY L6: Update standards and guidelines for the mixed use areas of Capitol Hill.

Direct growth to specific areas including Colfax Avenue, Sherman Street and neighborhood nodes, in exchange for community benefits.

Advance recommendations from the Golden Triangle Neighborhood Plan for the Broadway/Lincoln corridor.

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

Proximity to Downtown and transit makes the northern and western portions of Capitol Hill appropriate locations for growth, consistent with the vision of this plan.

This plan replaces the Golden Triangle Neighborhood Plan of 2014 within Capitol Hill. Recommendations from that plan that are still relevant to the area west of the alley between Lincoln Street and Sherman Street are carried forward by this plan, creating an opportunity to capitalize on the cultural facilities and creative uses within the Golden Triangle neighborhood when transitioning to Capitol Hill.

   1. These need to align better with the 2010 Denver Zoning Code and current trends and issues.
   2. Many guidelines may be applicable and able to be carried forward.
   3. Use new development (past 10 years) as a way to critique the standards and update as necessary.
   4. Consider whether the recommended Design Standards and Guidelines for Centers and Corridors (see Policy L8) could be a replacement or if this area still warrants their own document and process.
   5. Particular concerns with multi-unit and mixed use construction from the neighborhood workshop included: materials, ground floor design, variation in massing and variation in details.

A. For Colfax Avenue-related properties, see Part 4.
   B. Consider the following priorities for community benefits:
      1. Implementation of the 5280 Trail design along this stretch of Sherman Street.
      2. Improved streetscape and activation of the ground floor level.
      3. Preservation of existing community-serving uses, such as grocery stores, in new development.
      4. Additional housing units, with a percentage of affordable units.

A. Update the D-GT zone district and Golden Triangle design guidelines to ensure that the height and overall mass of new development preserves the neighborhood’s design context and is compatible with adjacent, smaller-scale buildings and promotes a high-quality pedestrian experience.
   1. Continue to allow a maximum building height of 16 stories along Broadway and Lincoln Street.

B. Allow for and promote a range of arts-related land uses, to preserve the distinctive artistic character and cultivate a new “creative class” of artists to enrich the neighborhood

C. Enhance the current configuration of the Broadway/ Lincoln couplet by introducing new streetscapes, “parklet” spaces, enhancements and mobility improvements that create a unified Grand Boulevard.
CAPITOL HILL
RECOMMENDATIONS

CH-L4
Improve transitions to historic districts and properties.

The historic integrity of landmarked properties can be negatively impacted by nearby development that does not transition appropriately.

A.

1. Modify the Denver Zoning Code to include transition requirements for landmarked properties in mixed-use zone districts.

B.

1. Consider treating landmark buildings and districts as “Protected Districts” in the DZC (see Policy L8).

CH-L5
Promote the character of the Civic Center area through appropriate uses and quality design.

This plan replaces the Civic Center District Plan of 2005 within (North) Capitol Hill. However, some recommendations from that plan remain relevant and should be advanced to enhance the unique civic and cultural character of the Civic Center area located west of Grant Street between 13th Avenue and 16th Avenue.

A.

1. Maintain the strong presence of government uses in the area mixed with some private uses.

B.

1. Orient development to the axis connecting the Capitol and the City and County Building.

2. Maintain the integrity of the Civic Center landmark district.

C.

1. Maintain the Civic Center Height Restrictions and State Capitol and City Park – Natural History Museum view planes.

D.

1. Enhance the Sherman Street streetscape to promote views of the Capitol and provide a more pleasant approach to the Capitol for pedestrians and cyclists.

E.

1. Require parking structures to have active ground floor uses and high-quality design.
Consider Landmark Preservation where appropriate.
Capitol Hill Recommendations

A. Through the medical facilities working group (discussed in Policy ED 1), identify training needs and potential partnerships with DPS and other higher education institutions to help provide the training.
   1. Identify potential facilities to house the training, including any underused DPS facilities in the area.

B. Work with Downtown Denver Partnership to develop a program to identify workforce training needs among downtown businesses, and ultimately connect the businesses to job trainees and seekers in the area.

See POLICY E3: Partner with Denver Public Schools, the Downtown Denver Partnership, and other major area employers/projects in connecting East Central residents to job opportunities.

See POLICY E11: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

In Capitol Hill, 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 Capitol Hill households are renters. According to Blueprint Denver’s Vulnerability to Displacement measure, all areas of Capitol Hill are considered vulnerable to displacement due to the high percentage of renters and median income below Denver’s median.

See a complete list of strategies in Section 2.2 Economy and Housing.

See POLICY E8: Stabilize residents at risk of involuntary displacement.

While Capitol Hill has a high percentage of middle- and high-density housing (97% of units are attached or multi-unit), the neighborhood is lacking in larger unit sizes (74% of units are studios and one-bedrooms) and homeownership opportunities (21% of households are owner-occupied). Consistent with Blueprint Denver, this Plan aims to provide housing choice by diversifying housing options in all neighborhoods.

See POLICY E9: Preserve existing affordability and housing quality.

Capitol Hill has approximately 600 subsidized units, many of which could be at jeopardy of expiring over the next 20 years. Further, Capitol Hill has many aging, small multi-unit buildings that provide an opportunity for conversion to income-restricted housing or ownership.

See a complete list of strategies in Section 2.2 Economy and Housing.

See POLICY E2: Stabilize residents at risk of involuntary displacement.

POLICY

See POLICY E1: Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.

B. Encourage more family-friendly development.

Background

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 East Central or Denver as a whole. In addition, the presence of the multiple DPS properties in the neighborhood provides an opportunity, along with proximity to Downtown Denver and the Uptown Hospitals, to find unique partnerships to provide training and access to high-quality jobs.

In Capitol Hill, 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 Capitol Hill households are renters. According to Blueprint Denver’s Vulnerability to Displacement measure, all areas of Capitol Hill are considered vulnerable to displacement due to the high percentage of renters and median income below Denver’s median.

See a complete list of strategies in Section 2.2 Economy and Housing.

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POLICY

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Capitol Hill has approximately 600 subsidized units, many of which could be at jeopardy of expiring over the next 20 years. Further, Capitol Hill has many aging, small multi-unit buildings that provide an opportunity for conversion to income-restricted housing or ownership.

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See POLICY E2: Stabilize residents at risk of involuntary displacement.

Background

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 East Central or Denver as a whole. In addition, the presence of the multiple DPS properties in the neighborhood provides an opportunity, along with proximity to Downtown Denver and the Uptown Hospitals, to find unique partnerships to provide training and access to high-quality jobs.

In Capitol Hill, 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 Capitol Hill households are renters. According to Blueprint Denver’s Vulnerability to Displacement measure, all areas of Capitol Hill are considered vulnerable to displacement due to the high percentage of renters and median income below Denver’s median.

See a complete list of strategies in Section 2.2 Economy and Housing.
CAPITOL HILL
RECOMMENDATIONS

MOBILITY

See POLICY M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

Capitol Hill contains many wide, high-speed roads that residents called out as difficult to cross, including Colfax Ave, 13th Ave, 14th Ave, Broadway, and Lincoln St. Repurposing space for people traveling without a car helps to provide more options and a safer environment for all. An average of 54% of commuters in Capitol Hill drive alone to work, representing one of the best opportunities to further the City’s Mobility Action Plan goal of 50% or less SOV trips citywide by 2030.

Priority Locations for Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Colfax Avenue – Transit and Pedestrian Priority
B. Broadway – Transit, Bicycle, and Pedestrian Priority
C. Corona Street - Transit and Pedestrian Priority
D. Downing Street - Transit and Pedestrian Priority
E. Lincoln Street – Transit and Pedestrian Priority
F. 6th Avenue – Transit and Pedestrian Priority
G. 8th Avenue – Transit and Pedestrian Priority
H. 12th Avenue – Transit and Bike Priority
I. 13th Avenue – Pedestrian Priority
J. 14th Avenue – Bicycle and Pedestrian Priority

See POLICY M2: Implement and upgrade planned Denver Moves: Bikeways.

Less than 10% of Capitol Hill survey respondents noted the area as being very easy for biking, with a number stating current conditions make biking fairly easy. Bike crashes are concentrated in Capitol Hill relative to other East Central neighborhoods, primarily near Colfax and Broadway/Lincoln, as well as east/west routes throughout the neighborhood. Prioritizing space and designing safer intersections for cyclists helps improve safety for all modes while allowing people of all ages and abilities to bike.

See POLICY M3: Install new bikeways not previously identified in Denver Moves: Bikes.

Priority Locations for Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Upgrade planned conventional bike lanes on Washington and Clarkson between 7th and 20th to a protected bike lane, due to safety benefits of greater separation from auto traffic and install new crossings.
B. Upgrade Denver Moves: Bikes shared roadway to bike lanes on 12th Ave. between Broadway and Cheesman Park
C. Install Denver Moves: Bikes recommendation of a neighborhood bikeway on 7th Avenue between Broadway and Williams St.
D. Extend proposed Grant St. protected bike lane, currently planned from 20th Ave. to 18th Ave., several blocks further south to 7th Ave. to ensure the project ties into the Cherry Creek Trail and Broadway multimodal project improvements.
E. Upgrade shared roadway to neighborhood bikeway on Sherman St. between Colfax and 20th Ave. to complete this leg of the 5280 Loop.
F. Conduct corridor study that includes 11th Avenue and 12th Avenue to determine community preference and best placement for transit and bicycle improvements. Also see Quality-of-Life Infrastructure improvements
G. Study the feasibility of adding a high comfort bikeway on 9th between Broadway and Colorado Blvd. Also see Quality-of-Life Infrastructure improvements
H. Study feasibility of adding a protected bike lane on 14th between Broadway and Colorado

Added Transformative Street recommendation for Downing St and Corona St due to public feedback.
This is amazing! The protected bike lane will increase safety and traffic flow drastically. I think the intersections will also be safer as a result of this due to increased visibility. I live on Washington and also bike down it occasionally - as it is, biking is dangerous with the speed cars are going. Thank you for including this!

where is the northbound protected bike lane? why not Logan?

In the Colfax Ave BID Master Streetscape Plan, we've designed Grant to be a "dual-track" bike lane so that there is a lane going in each direction: north and south. Perhaps this is what is implied here.

11th avenue is where one of the two primary neighborhood retail areas exist. This street should get more attention in terms of ped, bike and streetscape.
CAPITOL HILL RECOMMENDATIONS

MOBILITY

See POLICY M4: Install new sidewalks

While the majority of Capitol Hill survey respondents felt the neighborhood was very easy or fairly easy to walk in, several sections of sidewalk in the neighborhood are substandard width (below 4 ft).

A. Bring sidewalks up to standard in the Capitol Hill neighborhood.

Priority Locations for Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Lincoln Street at 11th and 12th Avenues
B. Broadway at 10th, 11th, and 12th Avenues
C. Colfax Avenue at Lincoln, Pennsylvania, and Downing Streets
D. 8th Avenue at Grant, Washington, and Clarkson Streets
E. 11th Avenue at Grant, Washington, and Clarkson Streets
F. 13th Avenue at Washington and Clarkson Streets
G. 14th Avenue at Washington and Clarkson Streets

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

A concentration of crashes involving pedestrians occur in the area, specifically near Colfax and Broadway/Lincoln, and 13th Ave.

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

Added intersection improvement priority to 11th/Grant, 11th/Washington, and 11th/Clarkson due to public feedback.

Priority Locations for Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Washington Street between 8th and 11th Avenues (bike crossing priority)
   1. Priority intersection: 9th Avenue due to grocery and other businesses along 9th Avenue and existing signals at 9th Avenue, Corona, and Downing Streets
B. Sherman Street at 7th, 8th, and 10th Avenues.
C. 10th Avenue at Corona and Downing Streets.
Thank you!!

#384

Posted by Nancy Locke on 06/05/2020 at 6:35pm [Comment ID: 3696] - Link
Type: Suggestion
Agree: 1, Disagree: 0
The shift in the roadway at 11th between Logan and Grant is dangerous for pedestrians - line of sight, pedestrian safety, continuity of walkways. This has to be addressed.
CAPITOL HILL
RECOMMENDATIONS

MOBILITY

See POLICY M7: Prioritize implementing transit along corridors in East Central

The Capitol Hill neighborhood has a medium-high transit score and high transit propensity – in other words, investing in transit frequency and infrastructure in this area would likely yield significant increases in ridership. Approximately 90% of sidewalks in the neighborhood are greater than 4 feet wide, providing a complete network that facilitates easy access across different ways of travel.

Priority Locations for Capitol Hill (see a complete list of strategies in Section 2.3 Mobility):

A. Advance implementation of High Capacity Transit Corridors
   1. Colfax Avenue
   2. Broadway
   3. Lincoln Street

B. Advance implementation of Medium-Capacity Transit Corridors
   1. 12th Avenue Between Broadway and Cheesman Park
   Also see Quality of Life Infrastructure improvements

C. Advance implementation of Speed and Reliability Transit Corridors
   1. 8th Avenue

See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs

Priority Locations for Capitol Hill (see a full list of strategies in Section 2.3 Mobility):

A. Install customer amenities priority locations:
   1. Colfax Avenue at Broadway and Downing St
   2. Lincoln Street at 7th Ave
   3. Broadway at 9th and 13th Ave
   4. 12th Avenue at Washington and Downing Streets
   Also see Quality of Life Infrastructure improvements
#385

Posted by nancy locke on 06/05/2020 at 6:39pm [Comment ID: 3697] - Link

Type: Typo

Agree: 0, Disagree: 0

amenities at
CAPITOL HILL RECOMMENDATIONS

MOBILITY

Priority Locations for Capitol Hill (see a full list of strategies in Chapter 2.3 Mobility):

A. Commercial Nodes
   1. Colfax Avenue
   2. Washington Street from Colfax to 14th
   3. Ogden Street from Colfax to 14th
   4. 13th Avenue from Broadway to Grant Street, Pennsylvania to Clarkson Streets, and Ogden to Marion Streets
   5. Lincoln Street from 12th to 13th Avenues
   6. 11th Avenue from Emerson to Corona Streets
   7. 9th Avenue from Ogden to Marion Streets
   8. Corona Street from 10th to 8th Avenues

See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes and recreation centers

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 13th, 14th, and 8th Avenues carrying over 17,000 vehicles per day.

Improve curbside management strategies in Capitol Hill

An average of 22% of households in Capitol Hill do not have a vehicle, 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.

A. See Policy M10: Manage and more efficiently use curbside resources
B. See Policy M11: Strengthen parking management tools that reflect the City’s strategic parking goals

See POLICY M12: Adopt TDM strategies and policies to shift people’s travel behavior and meet City goals

Because there is easy access to transit, bike routes, and sidewalks in the Capitol Hill neighborhood, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.

See a complete list of strategies in Section 2.3 (Mobility).
#386

Posted by **nancy locke** on **06/05/2020** at **6:43pm** [Comment ID: 3698] - [Link](#)

**Type: Suggestion**

Agree: 0, Disagree: 0

Uber, Ubereats and other curbside services also struggle for space to do pick-ups/drop-offs. We also need to accommodate these services on our busy streets, like Logan, Grant, Washington, Clarkson, Downing, Corona

#387

Posted by **Zachary Smith** on **06/02/2020** at **11:14am** [Comment ID: 3677] - [Link](#)

**Type: Suggestion**

Agree: 0, Disagree: 0

This should help greatly with safety and the frequent accidents along Washington and it's cross streets between Colfax and 8th.
CAPITOL HILL RECOMMENDATIONS

**CH-Q1**

See POLICY Q2: Develop new Contemporary Parkways that connect the community to open space, parks and recreational assets, as well as serve multiple community functions.

**CH-Q2**

See POLICY Q5: Strengthen the existing tree canopy and increase tree canopy coverage within the public right-of-way.

Several corridors in Capitol Hill, including 9th Avenue, 12th Avenue, and Sherman Street, are opportunities to implement the Contemporary Parkway Concept.

Tree canopy in the East Central area is notably missing along major transportation and commercial corridors and residential streets within the Capitol Hill neighborhood. A healthy tree canopy along sidewalks and within the public right-of-way reduces the discomfort for pedestrians.

**CH-Q3**

Increase recreational programming for all ages and interests, particularly children and youth, in Governors Park.

Residents enjoy the parks and amenities but would like to see activation of underused park spaces such as Governors Park.

See Section 2.4 Quality of Life

**CH-Q4**

See POLICY Q6: Protect and preserve the existing tree canopy in all redevelopment efforts

Capitol Hill is a neighborhood with a lower than average tree canopy percentage. The neighborhood has also witnessed a high level of redevelopment in recent years which often results in the damage or destruction of the existing tree canopy on private property.

See Section 2.4 Quality of Life

See Section 2.4 Quality of Life

See Section 2.4 Quality of Life
3.3.5 TRANSFORMATIVE PROJECT: 11TH & OGDEN
INFILL AND INTERSECTION IMPROVEMENTS

- Improved intersections with bulb-outs
- Increased tree canopy and pedestrian amenity
- Mixed-Use infill with active ground floor uses
- Incentive Areas - height shown only available if community benefit provided
- Mixed-Use infill on Snarf’s parking lot with active ground floor uses
- Mixed-Use infill on former Whole Foods site with active ground floor uses

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#388

Posted by **Sophie Bieluczyk** on **06/23/2020** at **8:48pm** [Comment ID: 3853] - [Link](#)

Type: Question  
Agree: 0, Disagree: 0

Should this note be updated since Whole Foods will be reopening with a bar with a seating area and a patio?

#389

Posted by **nancy locke** on **06/05/2020** at **6:51pm** [Comment ID: 3699] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: 0

We should be exploring more innovative housing concepts here, and thinking about the exterior spaces that cover more than just the streetscape. Can we integrate a variety of housing types - townhomes, stacked townhomes, other "missing middle" housing types? Break up the mass of these blocks. The rendering, though nice, looks like more of the same. This part of capitol hill does not want to feel like the redevelopment at uptown.

#390

Posted by **nancy locke** on **06/05/2020** at **6:53pm** [Comment ID: 3700] - [Link](#)

Type: Suggestion  
Agree: 0, Disagree: 0

A "transformative" project needs to go beyond the concept of mixed-use. Can we speak to character, goals, other?
3.4 CITY PARK WEST

3.4.1 PLAN ON A PAGE

KEY OPPORTUNITIES

22nd Avenue – Make 22nd Avenue into a contemporary parkway with improved landscaping and water quality treatments. See Policy CPW-Q3.

Stabilize Residents – Reduce the risk of involuntary displacement for residents of City Park West. See Policy CPW-E4.

Uptown Healthcare District – Work with the hospitals to bring new jobs and housing while ensuring they continue to be good neighbors. See Policy CPW-L1 and Policy CPW-E1.

17th Avenue – Improve safety and make 17th Avenue a better place to walk and take transit by transforming the street. See Policy CPW-M1.

16th Avenue and Park Avenue – Make crossing Park Avenue safer for bikes and pedestrians while enhancing the small triangle parks. See Policy CPW-M2.

Historic Architecture – Ensure existing landmarks are protected and deploy new tools to preserve valuable buildings. See Policy CPW-L2 and Policy CPW-L3.
Post COVID-19, 16th needs to be a permanent shared street.
3.4.2 OVERVIEW

NEIGHBORHOOD VITALS

Era of construction - City Park West is one of East Central's more diverse neighborhoods in terms of building construction dates. 9% of the neighborhood is still vacant or parking lots, which opens up some opportunity for new construction. 60% of all buildings were built prior to 1925, but 10% of all new buildings have occurred since 2001.

Land use - 50% of the neighborhood is currently being occupied by residential uses, 25% of which is multi-unit housing, 21% single-unit and only 3% two-unit. The hospital campuses makeup 23% of the neighborhood's uses and 20% is occupied by commercial/office and retail mixes.

Zoning - Most of the neighborhood (58%) is zoned residentially when combined (MU-34%, SU-14%, and TU-10%), 20% is zoned for campus/hospital, and 20% is zoned for a mix of uses. The remaining 2% is zoned open space for the triangle parks located along Park Ave.
3.4.3 PRESERVING & ENHANCING NEIGHBORHOOD CHARACTER

**STREET PATTERN**

City Park West has only one one-way pair – the east-west pair of 17th and 18th Avenues. It does have the significant two-way five lane arterial of York St, which is a barrier between the neighborhood and City Park. It also has three two-way collectors: Downing Street, Franklin Street and 23rd Avenue. 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. Consequently, the neighborhood has a large proportion of livable streets.

**PARKS/OPEN SPACE**

The neighborhood has no real parks within it other than City Park which lies just outside of the neighborhood study boundary. The small triangular parks along Park Ave have potential to be usable pocket parks, which could be of great value to the neighborhood, but are presently little more than left-over spaces.

**OVERLAYS AND SPECIAL DISTRICTS**

City Park Mountain View Ordinance which establishes a rising height cap from the west face of the Museum of Nature and Science to the edge of downtown along Broadway. Other overlays include pockets of UO-3 (Historic Structure Use Overlay), UO-1 (Adult Use Overlay), and UO-2 (Billboard Overlay). Historic districts include Wyman, a couple blocks surrounding Lafayette Street, and between Race and Vine Streets north of 21st Avenue. There are three “Areas of Significance” determined by the Discover Denver team that should be studied further.

**VISUAL LANDMARKS**

St. Joseph’s Hospital, Kaiser’s Franklin Clinic, Presbyterian/Saint Luke’s Hospital, and Saint Ignatius Loyola church just outside of the neighborhood study boundary and at the neighborhood’s northeast gateway.
THE UPTOWN NEIGHBORHOOD PLAN FROM 1986 COVERS THE NORTH CAPITOL HILL AND CITY PARK WEST NEIGHBORHOODS. THE PLAN RECOMMENDED ENCOURAGING MIXED-USE DEVELOPMENT, IMPROVING THE URBAN DESIGN IN THE NEIGHBORHOOD, PROVIDING A RANGE OF HOUSING TYPES, FACILITATING MULTIMODAL TRANSPORTATION, STRENGTHENING LOCAL BUSINESSES, AND BETTER CONNECTING THE NEIGHBORHOOD TO PARKS. THESE RECOMMENDATIONS CONTINUE TO BE RELEVANT AND ARE CONSISTENT WITH THE POLICIES IN THIS EAST CENTRAL AREA PLAN.

The Uptown Healthcare District Plan Update from 2007 covers the hospital campus and surrounding areas in City Park West. The plan includes recommendations for the redevelopment of the former Children’s Hospital site and for how to ensure future hospital development is compatible with the surrounding neighborhood. While the Children’s Hospital redevelopment has been largely completed, the other recommendations continue to be relevant and advanced in this East Central Area Plan.
CITY PARK WEST
RECOMMENDATIONS

LAND USE

CPW-L1

Improve transitions to historic districts and properties.

A. Modify the Denver Zoning Code to include transition requirements for landmarked properties in mixed-use zone districts.
  1. Consider treating landmark buildings and districts as “Protected Districts” in the DZC (see Policy L8).
  2. Consider updating and expanding the DO-3 (Design Overlay 3 for Lafayette Street), which was developed in concert with developers and neighbors and provides specific language with regards to how new development should transition sensitively to the Humboldt Street Historic District.

CPW-L2

Ensure development in the Uptown Healthcare District promotes the success of the medical uses and maintains compatibility with the surrounding neighborhood.

This plan replaces the Uptown Healthcare District Plan Update of 2007 within City Park West. While much of the plan deals with the redevelopment of the former Children’s Hospital site which has been largely completed, some recommendations are still relevant for the area between Downing and High Streets and between 18th and 21st Avenues.

A. Promote hospital zoning that provides clarity and predictability for future healthcare development and ensures that appropriate transitions between the hospital districts and adjacent residential districts are respected.
   1. Rezone hospital zone districts to appropriate non-hospital zone districts if hospital uses are no longer present.

B. Develop circulation patterns for the healthcare uses that do not adversely impact the surrounding residential communities

C. Identify shared open space and programs with overarching theme of health and wellness:
   1. Small pockets of open space with workout equipment for all to use.
   2. Community garden plots and/or container gardens.
   3. Offer free health and wellness clinics.
   4. Sponsor neighborhood fitness and wellness classes, such as yoga, tai chi, meditation, etc.

BACKGROUND

The historic integrity of landmarked properties can be negatively impacted by nearby development that does not transition appropriately.
Consider Landmark Preservation where appropriate.
CITY PARK WEST
RECOMMENDATIONS

POLICY

Promote and protect the existing small commercial areas north of 21st Avenue.

There are several small multi-tenant retail buildings in City Park West north of 21st Avenue (22nd Ave. and Lafayette St., 22nd Ave. and Humboldt St., 21st Ave. and York St.). These buildings provide space for community-serving retail uses but are too small to be designated as Local Centers on the place map. The continued success of these areas and businesses is important for providing access to services, preserving neighborhood character, and achieving the community’s vision for the area.

A. Maintain appropriate, small-scale, compatible mixed-use zoning on these sites. Consider requirements for maintaining retail uses on the ground floors of buildings.

B. Ensure allowed building forms, uses, and other regulations promote compatibility with the surrounding residential areas, while providing for desired uses to locate and be successful in these locations.

C. Expansion of existing mixed-use areas should be discouraged, however there are several institutional uses in this part of City Park West that may be appropriate for expanded uses if they become vacant and historic buildings are preserved (See Policy L2).

D. Provide support for community-serving businesses at these locations (See Policies ED 4, 5, 6, & 7).

BACKGROUND

Consider additional protection for buildings that have architectural merit, but are not landmarked in Residential Office zone districts.

City Park West includes significant architecture that should be protected, such as Victorians and Denver Squares. Some of these do not currently fall within an historic district and therefore, additional tools should be considered.

A. Consider a program, like the Historic Structure Use Overlay (UO-3), that encourages protection of significant architecture that contributes to the neighborhood (Victorians, Denver Squares, etc.) by allowing additional uses.

B. Consider conservation overlays or other tools to discourage demolition and ensure additions and new construction are compatible with the neighborhood character (see Policy L9).
Wholeheartedly agree with this sentiment. Of all the neighborhoods in the plan area CPW seems to be most lacking in commercial/retail amenities. The few existing areas (which are within walking distance of hospitals and therefore can serve hospital workers, patients, and visitors) should be bolstered or even expanded.

Is there any chance the Conservation overlays could be part of the implementation of these plans?

Is this a new designation. The UO-3?

Yes, please protect the remaining examples of historic and unusual architecture (such as shown at right). They make the neighborhood fascinating.
CITY PARK WEST RECOMMENDATIONS

ECONOMY

CPW-E1

See POLICY E1: Bolster the healthcare and wellness sector as the foundation for economic growth in the East Central Area.

City Park West is the home to St. Joseph’s Hospital and Presbyterian/St. Luke’s Hospital, along with many other providers of medical and related services. The continued strength of the medical sector presents an opportunity to support the growth and prosperity of the entire East Central area while limiting the detrimental impacts on surrounding residential areas.

A. Convene a working group of the Uptown district facilities, National Jewish Health, Rose Medical Center, Denver Health, and appropriate City staff.
B. Through the working group, address common issues.

CPW-E2

See POLICY E2: Strengthen the professional services market by promoting the development of small office space.

The hospitals in City Park West, combined with the abundance of Mixed Use, Main Street, and Residential Office zoning, make the neighborhood an ideal location for small professional services offices, especially medical.

A. Continue to support small office uses where they are currently allowed in Residential Office (RO) zone districts while ensuring they are compatible with existing neighborhood character.

CPW-E3

See POLICY E3: Partner with Denver Public Schools, the Downtown Denver Partnership, and other major area employers/projects in connecting East Central residents to job opportunities.

City Park West has higher poverty rates (34% in the southern portion, 15% in the northern portion) and higher unemployment rates (7% in the southern portion, 10% in the northern portion) than the averages for the East Central Area or Denver as a whole. In addition, the presence of the hospitals in the neighborhood provides an opportunity to find unique partnerships to provide training and access to high-quality jobs.

A. Through the medical facilities working group (discussed in Policy ED 1), identify training needs and potential partnerships with DPS and other higher education institutions to help provide the training.
   1. Identify potential facilities to house the training, including any underused DPS facilities in the area.
Seems relevant but, since Children's Hospital left years ago, the medical spaces in the neighborhood have converted to schools, residential, some dentists and physical therapy but, generally, not hospital related. If new hospital serving buildings are desired, the zoning density should be adjusted. today's doctors are not looking for older Victorian homes.
There seems to be a conflict in the plan goals to keep historic properties yet attract new medical uses. Allowing higher density ADUs, or neighboring development will allow the historic to stay while accommodating new business demands.
Please increase the allowable density for "business serving" development in CPW. similar to community serving development incentives in other areas.

Seems like improved or expanded retail/commercial businesses that serve workers, patients, and visitors to medical facilities in the neighborhood would be a relevant goal.
**POLICY BACKGROUND**

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. According to Blueprint Denver’s Vulnerability to Displacement measure, 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. See a complete list of strategies in Section 2.2 Economy and Housing.

**CITY PARK WEST RECOMMENDATIONS**

See **POLICY E8**: Stabilize residents at risk of involuntary displacement.

**POLICY E9**: Preserve existing affordability and housing quality.

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.

See a complete list of strategies in Section 2.2 Economy and Housing.

See **POLICY E10**: Create new affordable housing with access to transit and amenities.

**POLICY E11**: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

City Park West has a diverse range of housing costs and a high percentage of middle- and high-density housing (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 according to the Housing + Transportation Index. In this area, the housing and transportation costs for a typical household in the region would exceed 45% of its income. This plan aims to provide housing choice by diversifying housing options in all neighborhoods.

See a complete list of strategies in Section 2.2 Economy and Housing.

A. Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.

B. Integrate accessory dwelling units (ADUs) and missing middle housing in appropriate locations.
Only if affordability comes naturally, through density, instead of just clustering all the Section 8 housing in one neighborhood.

"Congress Park" should read "City Park West", or, alternatively, you're using the wrong statistics.

Any one neighborhood shouldn't bear the burden of providing more than its fair share of affordable/subsidized housing; spread affordable/subsidized housing throughout *all* Denver neighborhoods.

Adjust and increase ADU heights and densities to better reflect the existing building forms in CPW today. 2 stories in CPW is not the same as 2 stories in CP.
CITY PARK WEST
RECOMMENDATIONS

City Park West contains three High Injury Network segments along Colfax, Park, and 17th Ave. The York/Josephine couplet was identified by the community as wide, high-speed, and difficult to cross. Repurposing space for people traveling without a car helps to provide more options and a safer environment for all. An average of 57.5% of commuters in City Park West drive alone to work, representing one of the best opportunities to further the City’s Mobility Action Plan goal of 50% or less SOV trips citywide by 2030.

Priority Locations for City Park West (see a complete list of strategies in Section 2.3 Mobility):

A. Colfax Avenue – Transit and Pedestrian Priority Also see Colfax Ave chapter.
B. Downing Street - Transit and Pedestrian Priority
C. Josephine Street – Transit and Pedestrian Priority
D. York Street – Transit and Pedestrian Priority
E. 16th Avenue between Broadway and City Park Esplanade – E403 Priority
F. 17th – Transit and Pedestrian Priority
G. 18th Avenue – Transit and Pedestrian Priority

See POLICY M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

See POLICY M2: Implement and upgrade planned Denver Moves: Bikeways.

Less than 10% of City Park West survey respondents noted the area as being very easy for biking. Bike crashes are concentrated in the neighborhood along Colfax Ave and High Injury Network segments on York Street and 16th and 17th Avenues. Prioritizing space and designing safer intersections for cyclists helps improve safety for all modes while allowing people of all ages and abilities to bike.

Priority Locations for City Park West (see POLICY M2: Implement and upgrade planned Denver Moves: Bikeways):

A. Upgrade existing Denver Moves: Bikes shared roadway to a high comfort bikeway on Franklin St. between 12th and 23rd Ave. due to connection between 16th Ave., Cheeseman Park, and the medical campus to the north.
B. Upgrade planned Denver Moves: Bikes buffered bike lanes recommendation to a neighborhood bikeway or protected bike lane on 16th Ave. between Broadway and City Park Esplanade in the short-term and study the feasibility of significantly limiting vehicular access in the long-term
C. Upgrade 23rd Ave. from bike lane and sharrows to high comfort bikeway such as buffered or protected bike lanes, and focus on transition to 22nd Ave. Bike Lane

See POLICY M3: Install new bikeways not previously identified in Denver Moves: Bikes.

Priority Locations for City Park West (see POLICY M3: Install new bikeways not previously identified in Denver Moves: Bikes):

A. Study feasibility of adding a high comfort bikeway on Lafayette and Gaylord Streets between 12th and 16th Avenues.

Background

See POLICY M2: Implement and upgrade planned Denver Moves: Bikeways.

See POLICY M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

See POLICY M3: Install new bikeways not previously identified in Denver Moves: Bikes.

Added Transformative Street recommendation for Downing St due to public feedback.
Given the COVID-19 trial, and success, this should no longer be a bicycle priority, but also pedestrian. Vehicular traffic should be allowed to cross 16th but, not trave east / west for more than 2 blocks.
CITY PARK WEST
RECOMMENDATIONS

See POLICY M4: Install new sidewalks

About 25% of City Park West survey respondents felt the neighborhood was very easy to walk in, with most sidewalks at or above 4 feet in width. Pedestrian and bike crashes occur throughout the neighborhood, but are concentrated on wider, busier streets with faster traffic.

Priority Locations for City Park West (see a complete list of strategies in Section 2.3 Mobility):

A. Bring sidewalks up to standard in the City Park West neighborhood.

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

City Park West contains three High Injury Network segments along Colfax, Park, and 17th Ave. The York/Josephine couplet was identified by the community as wide, high-speed, and difficult to cross.

Priority Locations for City Park West (see a complete list of strategies in Section 2.3 Mobility):

A. 16th Avenue at Park Avenue
B. Colfax Avenue at Downing and York Streets
C. 17th Avenue at York Street
D. York Street at 23rd, 21st, and 18th Avenues

Added intersection improvement priority to 23rd/Gaylord due to public feedback.

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

There are two segments of road along 17th and 18th Ave with greater than 1/4 mile between crossings, which can create conditions that encourage unsafe crossings. City Park West contains three High Injury Network segments along Colfax, Park, and 17th Ave. The York/Josephine couplet was identified by the community as wide, high-speed, and difficult to cross.

Priority Locations for City Park West (see a full list of strategies in Chapter 2.3 Mobility):

A. 17th Avenue between Williams and York Streets (pedestrian crossing priority)
   1. Priority intersection: Humboldt Street and Vine Street due to adjacent bus stop and proposed signal at Colfax Avenue and Vine Street in planned Colfax BRT

B. 23rd Avenue at Gaylord Street
As noted above, 71% of CPW households are rented. Tenants have no control over the sidewalks outside their homes, so Landlords need to be accountable for their obligations to maintain/repair sidewalks.

YES!
Including snow removal in the winter.
CITY PARK WEST
RECOMMENDATIONS

POLICY

See POLICY M7: Prioritize implementing transit along corridors in East Central

The City Park West neighborhood has a medium transit score and high transit propensity – by investing in transit frequency and infrastructure, transit could become a more attractive travel option for many residents. Approximately 85% of sidewalks in the neighborhood are greater than 4 feet wide, providing a fairly complete network that facilitates easy access across different ways of travel.

Priority Locations for City Park West (see a complete list of strategies in Section 2.3 Mobility):

A. Advance implementation of High Capacity Transit Corridors
   1. Colfax Avenue
   2. Park Avenue between Colfax/Franklin/Park and 20th Ave.

B. Advance implementation of Medium-Capacity Transit Corridors
   1. York Street Between 6th and 23rd (within the University Corridor in Denver Moves: Transit)

C. Advance implementation of Speed and Reliability Transit Corridors
   1. 17th Avenue
   2. 18th Avenue between Broadway and York

See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs

Priority Locations for City Park West (see a complete list of strategies in Section 2.3 Mobility):

A. Install customer amenities at priority locations
   1. Colfax Avenue at Franklin, Downing, and York Streets
From Colfax to 20th on Park Ave seems to be an awfully short distance for a high-capacity transit line. Why not continue to the Ballpark neighborhood in the short-term and then across the river to join the Northside via 38th Ave. It would be so wonderful to be able to take transit to the Oriental Theater and Tennyson Street and vice-versa.
CITY PARK WEST
RECOMMENDATIONS

See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes and recreation centers

Within the East Central area, City Park West has the third highest concentration of vehicular crashes; the area as a whole has nearly double the citywide rate of crashes per resident. Crashes involving bicycles are particularly concentrated in this neighborhood, especially near the 16th Ave/Park and Colfax/Park intersections. High volume streets in this area include York Street, Colfax Avenue, and 17th Avenue with 19,000, 37,000, and 16,000 average daily trips, respectively.

Priority Locations for City Park West (see a complete list of strategies in Section 2.3 Mobility):

A. Commercial Nodes
   1. Colfax Avenue
   2. Humboldt Street from Colfax to 16th Avenue
   3. Park Avenue from Humboldt Street to Colfax
   4. 17th Avenue from Lafayette to Franklin Streets, Gilpin to Williams Streets, and Race to Gaylord Streets
   5. York Street from 17th Ave to Colfax

B. Primary and Secondary Schools
   1. Denver Center for 21st Century Learning at Wyman Middle School/High School

C. Hospitals and Recreation Centers
   1. Saint Joseph Hospital
   2. Presbyterian St Luke’s Medical Center/Spalding Rehabilitation Hospital At PSLMC/Kindred Hospital- Denver

D. Parks
   1. City Park: Follow recommendations from City Park Master Plan to improve safety along the park’s internal roadways for people biking, walking, and rolling, and strategically pilot car free days for parts of the loop, like what is proposed for Cheeseman Park.
   2. Park Avenue Parks Also see Quality of Life Infrastructure improvements

See POLICY M12: Adopt TDM strategies and policies to shift people’s travel behavior and meet City goals

Because there is easy access to transit, bike routes, and sidewalks in the City Park West neighborhood, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.

See a complete list of strategies in Section 2.3 (Mobility).
A.3. and D.2. combined for a park/plaza where Park Ave and Colfax meet makes sense considering the high-capacity transit planned for Park Ave and the imminent BRT on Colfax. It would create a great community space.
CITY PARK WEST
RECOMMENDATIONS

CPW-Q1
See POLICY Q1: Examine the role of Historic Park Avenue in the transportation network to connect existing open space, parks and recreational assets.

Members of the community suggested that the parkway, which forms a border of City Park West, could play a key role in connecting people to open space, parks, and recreational assets.

See Section 2.4 Quality of Life

CPW-Q2
See POLICY Q17: Incorporate design elements that activate public spaces and improve safety, particularly in areas that have historically seen higher rates of crime.

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.

See Section 2.4 Quality of Life

CPW-Q3
See POLICY Q2: Develop new Contemporary Parkways that connect the community to open space, parks and recreational assets, as well as serve multiple community functions.

Several corridors in City Park West, including 16th Avenue and 22nd Avenue, are opportunities to implement the Contemporary Parkway concept.

See Section 2.4 Quality of Life
Posted by Will McClain on 06/18/2020 at 11:34am [Comment ID: 3780] - Link

Type: Suggestion
Agree: 0, Disagree: 0

More lighting between Colfax and 16th (14th in other neighborhoods) would be appreciated. One light between intersections along north/south blocks is nowhere near enough.
3.4.5 TRANSFORMATIVE PROJECT: PARK AVE

Activate and improve existing park spaces

- Increased tree canopy
- Traffic diverters on 16th Ave
- Dedicated pedestrian/bikeway crossing of Park Ave
- High Capacity Transit

Denver Fire Station 8

PARK AVE
MARION ST
HUMBOLDT ST
LAFAYETTE ST
16TH AVE
Looks great!
**KEY OPPORTUNITIES**

**City Park** – Encourage continued utilization of park amenities while managing the impacts on surrounding neighborhoods. See Policy CIP-E1 and Policy CIP-Q1.

**Calm Traffic** – Improve safety by slowing cars and prioritizing pedestrians and cyclists. See Policy CIP-M9.

**17th Avenue and Garfield Street** – Connect the Garfield Street neighborhood bikeway into City Park with a safe crossing across 17th Avenue. See Policy CIP-M5.

**Preserve Character** – Ensure additions and new development are compatible while incorporating new types of housing into the neighborhoods. See Policy CIP-L1 and Policy CIP-E2.

**Colfax Avenue and Colorado Boulevard** – Incentivize new affordable housing by directing growth to the planned intersection of two BRT lines. See Policy CIP-E3 and Policy CIP-M7.
3.5.2 OVERVIEW

NEIGHBORHOOD VITALS

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 of the new construction has occurred on Colfax Ave. and Colorado Blvd.

Land use – East High School makes up 11% of the neighborhood's land-use, the 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 only make up 3% of the area.

Zoning - Most of the neighborhood (69%) is zoned Open Space, for the Park, Denver Zoo and Nature and Science Museum complexes. Only 24% is zoned for residential only uses (TU at 13% and MU at 11%). The remaining 5% is zoned for Mixed-Use (MS and MX) and is concentrated along Colfax Ave.
A neighborhood with so much park access and such low density is embarrassing from a city goals perspective. The entire 17th avenue frontage should allow no less than 5 stories in height but ideally 20+ stories like Cheesman Park. The huge park to the north should not be an exclusive space for a few, but rather shared by the City, thus aptly named City Park.

Why are small lots limited to less than 5 stories in height in this area? the proximity to east high and the lower density uses to the east lead to an opportunity to provide a 4 or 5 story brownstone development. For some reason, the code does not allow that. Full development height should be allowed here.
3.5.3 PRESERVING & ENHANCING NEIGHBORHOOD CHARACTER

STREET PATTERN

Because of City Park, East High, and shifts in the street grid, only Colfax and 17th Avenues continue east-west beyond the neighborhood. Similarly, the only north-south streets that continue beyond the neighborhood are its bounding streets of Colorado Boulevard and York Street. This leaves virtually all of the neighborhood’s streets quiet and discontinuous. The Colfax corridor and popular Bluebird District is the neighborhood’s retail, entertainment, restaurant, and services center.

PARKS/OPEN SPACE

The neighborhood has only one park: City Park, a large regional park separated from the neighborhood by the barrier of the 5-lane 17th Avenue. Only a few interior cross streets have signalized pedestrian crossings into the Park: the Esplanade, Fillmore and Steele Streets. Along with City Park’s running paths and children’s play area, the newly built Carla Madison Recreation Center provides the neighborhood with excellent recreation facilities.

OVERLAYS AND SPECIAL DISTRICTS

City Park View Plane Ordinance, and many blocks and individual properties are included in the UO-3 historic overlay. Historic districts include the City Park Esplanade and East High School. The core area of City Park neighborhood is identified as an “Area of Interest” that should be studied further for historic significance.

VISUAL LANDMARKS

East High School, City Park Pavilion, Denver Museum of Nature and Science, Denver Zoo.
3.5.4 COMMUNITY FEEDBACK & URBAN QUALITY TOOL

PREVIOUS PLANS

The East Colfax Plan from 2004 covers the blocks north and south of Colfax Avenue between Sherman Street and Colorado Boulevard. The plan recommended commercial and residential development and multi-modal transportation along Colfax Avenue with high-quality urban design that complements the surrounding neighborhoods. These recommendations continue to be relevant and are consistent with the policies in this East Central Area Plan.

URBAN QUALITY TOOL RESULTS

The area has some unscreened parking lots, which feel empty and uninviting at certain hours, scoring a 7/10 in bustling with activity. The buildings in the area do have distinctive architecture, which should be prioritized and added to, so that visitors are more likely to be reminded of their experience and continue to return to the area. The Bluebird district scored a 8/10 in memorable environment. The sidewalks in the area are close to the street and not well separated by greenery or plantings, which make them less pleasant and uninviting, scoring a 5/10 in pedestrian comfort.

TOP IMPROVEMENTS

- Keep existing and support new local business
- Provide places to sit and eat outside
- Add/keep iconic elements with local flavor
- Provide more trees and shade
- Make crossing the street easier
- Add benches and greenery along the sidewalk
CITY PARK RECOMMENDATIONS

CIP-L1
Prioritize land use policies that aim to maintain character in City Park.

City Park includes significant architecture that should be protected. Multiple tools should be considered to ensure additions and new development is compatible and the neighborhood character is retained.

A. Update regulations in residential zone districts to remove barriers to additions and renovations (see Policy L4).
B. Modify zoning regulations to create an incentive for preserving existing houses by allowing an additional unit if the existing house is preserved (see Policy L5).
C. Preserve existing multi-unit and mixed-use buildings that contribute to neighborhood character and ensure new buildings are designed to be compatible (see Policy L6).
D. Manage the scale and improve design quality of new construction in Low Residential Places (see Policy L7).
E. Update transition standards for Protected Districts (see Policy L8).
F. Consider Landmark designations where appropriate (see Policy L9).
Since 2 units are allowed on most lots in SCP today, consider increasing the threshold to 3 units if existing is preserved. Otherwise, it is better to just tear down existing and rebuild with 2 units.
CITY PARK
RECOMMENDATIONS

CIP-E1
Promote the continued success of cultural institutions while managing the impacts on surrounding neighborhoods and park land.

The City Park neighborhood is home to several cultural institutions, including the Denver Museum of Nature and Science and the Denver Zoo, as well as events like Jazz in the Park. These institutions add to the cultural richness and quality of life in the neighborhood, the East Central area, and Denver as a whole. Their continued success is vital for achieving the vision for East Central, as long as that success does not negatively impact nearby residents.

A. Work with cultural institutions to identify their long-term goals for continued success and growth and develop plans with the community to achieve them.

B. Promote partnerships between cultural institutions and local businesses where there are opportunities for mutual benefit.

C. Encourage walking, biking, and transit to access cultural institutions to limit the impacts on neighborhoods from traffic and parking.

CIP-E2
See POLICY E11: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

City Park would benefit from more ownership opportunities (40% of households are owner-occupied), and integration of more housing types would help to provide more attainable housing options than are currently available in the neighborhood today. Consistent with Blueprint Denver, this plan aims to provide housing choice by diversifying housing options in all neighborhoods.

A. Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.

B. Integrate accessory dwelling units (ADUs) and missing middle housing in appropriate locations.

CIP-E3
See POLICY E10: Create new affordable housing with access to transit and amenities.

City Park currently has approximately 156 income-restricted units. Increasing the number of income-restricted housing units in the neighborhood provides the opportunity to give residents easy access to transit, services, and amenities.

See a complete list of strategies in Section 2.2 Economy and Housing.
#412

Posted by Andy Baldyga on 06/27/2020 at 11:54pm [Comment ID: 3897] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Revise the ADU height limitations in CPW and SCP. the ADU in this image is not allowed under todays zoning. Yet, it a great example of an ADU.

#413

Posted by EKR on 07/01/2020 at 11:10pm [Comment ID: 4407] - Link
Type: Suggestion
Agree: 0, Disagree: 0
My biggest concern as a resident of this neighborhood is affordability for renters who want to either stay renters or want to become home owners. We are often middle income earners. It feels impossible to stay in this neighborhood because we don't qualify for low income housing, but don't make 200k a year.

Reply by EKR on 07/01/2020 at 11:11pm [Comment ID: 4408] - Link
Type: Suggestion
Agree: 0, Disagree: 0
This should be a significant consideration, given the priority of cultural institutions and hospitals. Many of us work here, but are unable to live here permanently.
CITY PARK
RECOMMENDATIONS

POLICY

See POLICY M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

City Park contains High Injury Network segments near the periphery of the neighborhood along Colfax, Josephine, 17th Ave, and Colorado Boulevard. Repurposing space for people traveling without a car helps to provide more options and a safer environment for all. An average of 71% of commuters in City Park West drive alone to work; the citywide average is 70%. In order to meet City goals of fewer single occupancy vehicle trips and a safer environment for all, bold changes must be made to the current network.

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):
A. Colfax Avenue – Transit and Pedestrian Priority Also see Colfax Ave chapter.
B. York Street – Transit and Pedestrian Priority
C. Josephine Street – Transit and Pedestrian Priority
D. Colorado Boulevard – Transit and Pedestrian Priority Also see Quality of Life Infrastructure improvements
E. 16th Avenue between Broadway and City Park Esplanade – Bicycle Priority Also see Quality of Life Infrastructure improvements
F. 17th Avenue – Transit and Pedestrian Priority
G. 18th Avenue – Transit and Pedestrian Priority

See POLICY M2: Implement and upgrade planned Denver Moves: Bikeways.

About 60% of survey respondents noted the City Park neighborhood as being very easy or fairly easy to bike. Bike crashes are concentrated in the neighborhood along Colfax Ave and other High Injury Network segments on 17th Ave, Josephine Street, and Colorado Boulevard. Prioritizing space and designing safer intersections for cyclists helps improve safety for all modes while allowing people of all ages and abilities to bike.

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):
A. Reroute planned St Paul St. neighborhood bikeway to Steele St., due to signal at Colfax Ave. and Steele St., and extend Steele St. neighborhood bikeway between 6th and 17th Avenues
B. Upgrade planned Denver Moves: Bikes buffered bike lanes recommendation to a neighborhood bikeway or protected bike lane on 16th Ave. between Broadway and City Park Esplanade in the short-term and study the feasibility of significantly limiting vehicular access in the long-term
C. Install planned Garfield St. Neighborhood Bikeway connecting City Park to the Cherry Creek Trail.
D. Upgrade 23rd Ave. from bike lane and sharrows to high comfort bikeway such as buffered or protected bike lanes, and focus on transition to 22nd Ave. Bike Lane

See POLICY M3: Install new bikeways not previously identified in Denver Moves: Bikes.

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):
A. Improve crossing at 17th Ave and Colorado Blvd.
B. Study the feasibility of adding a neighborhood bikeway on Detroit between 6th and 17th
CITY PARK
RECOMMENDATIONS

MOBILITY

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):
A. Install new sidewalks where they are missing in the City Park neighborhood
B. Bring sidewalks up to standard in the City Park neighborhood.

See POLICY M4: Install new sidewalks

About 25% of City Park survey respondents felt the neighborhood was very easy to walk in, however, a significant amount of sidewalks are below 4 feet in width, specifically between Colfax and 16th Avenues near Colorado Boulevard.

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

City Park contains High Injury Network segments near the periphery of the neighborhood along Colfax, Josephine, 17th Ave, and Colorado Boulevard. Pedestrian and bike crashes occur throughout the neighborhood, but are concentrated on wider, busier streets with faster traffic, such as Colfax Ave and 17th Ave.

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):
A. Colfax Avenue at Steele St, Garfield St, and Colorado Blvd
B. 17th Avenue at Josephine St, Steele St, City Park Esplanade, and Garfield St
C. York Street at 23rd, 21st, 18th, 17th, and Colfax Avenues
D. Colorado Boulevard at Montview Blvd, 23rd and 17th Avenues Also see Quality of Life Infrastructure improvements

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

City Park is bounded to the east by Colorado Boulevard, a wide, heavily trafficked street that creates a barrier for bicycle and pedestrian crossings. While crashes involving bikes in the neighborhood are concentrated along Colfax Ave, crashes involving pedestrians increase along Colorado Blvd and Colfax Ave.

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):
A. Colfax Avenue at Detroit Street
B. Colorado Boulevard between Colfax and 23rd Avenues (bike and pedestrian crossing priority) Also see Quality of Life Infrastructure improvements
   1. Priority intersections: 17th Ave. due to City Park connections, speeding concerns, planned protected bike lane on 17th Ave., and "One Build" opportunity to coordinate with other projects in the area. 12th Ave. due to current bike volumes and crash statistics.
CITY PARK
RECOMMENDATIONS

POLICY

See POLICY M7: Prioritize implementing transit along corridors in East Central

See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs

BACKGROUND

The City Park neighborhood has a medium transit score and low transit propensity. Approximately 70% of sidewalks in the neighborhood are greater than 4 feet wide, though many sidewalks are completely missing along roads in City Park. This creates an unreliable network for connections to/from transit.

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):

A. Advance implementation of High Capacity Transit Corridors
   1. Colfax Avenue
   2. Colorado Boulevard Also see Quality of Life Infrastructure improvements

B. Advance implementation of Medium-Capacity Transit Corridors
   1. York Street (within the University Corridor in Denver Moves: Transit)
   2. Josephine Street

C. Advance implementation of Speed and Reliability Transit Corridors
   1. 17th Avenue

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):

A. Install customer amenities are priority locations
   1. Colfax Avenue at York Street, Josephine Street, and Colorado Boulevard
   2. 17th Avenue at City Park Esplanade Parkway
CITY PARK
RECOMMENDATIONS

See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes and recreation centers

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

Priority Locations for City Park (see a complete list of strategies in Section 2.3 Mobility):

A. Commercial Nodes
   1. Colfax Avenue
   2. York Street from 17th Ave to Colfax
   3. Josephine Street from Colfax to 17th Ave
   4. Colorado Boulevard from 17th to 14th Avenues

B. Recreation Centers
   1. Carla Madison Recreation Center

C. Schools
   1. East High School

D. Grocery Stores
   1. Sprouts

E. Parks
   1. City Park: Follow recommendations from City Park Master Plan to improve safety along the park’s internal roadways for people biking, walking, and rolling. Consider piloting car free days where all, or part, of the City Park loop is closed to through traffic and open for people to walk, bike, and roll in. These pilots will inform a potential longer-term closure of the park loop, similar to Washington Park.

See POLICY M10: Manage and more efficiently use curbside resources

An average of 12% of households in City Park do not have a vehicle, almost equal to the citywide average of 11%. Residents, workshop participants, and survey respondents noted the need for flexible and efficient curb use space to address current and future needs.

A. See Policy M10: Manage and more efficiently use curbside resources

B. See Policy M11: Strengthen parking management tools that reflect the City’s strategic parking goals

See POLICY M12: Adopt TDM strategies and policies to shift people’s travel behavior and meet City goals

Transportation Demand Strategies can help to support necessary network and design changes in the City Park neighborhood to encourage mode shift towards walking, biking, rolling or taking transit versus driving a vehicle.

See a complete list of strategies in Chapter 2.3 Mobility.
CITY PARK RECOMMENDATIONS

CIP-Q1

Increase recreational programming for all ages and interests, particularly children and youth, in City Park.

Residents enjoy the parks and amenities but would like to see better maintenance of existing facilities, additional amenities, and activation of underused park spaces.

CIP-Q2

See POLICY Q8: Create a system of green streets and alleys to complement the network of existing Historic Parkways and new Contemporary Parkways and encourage sustainable water management practices including stormwater management, flood protection, water quality, runoff reduction, and water use.

The City Park neighborhood contains several low-lying areas where stormwater can accumulate during rain events and cause flooding with depths ranging from 12 inches to six feet.

City Park Master Plan was updated by Denver Parks and Recreation in 2018, and it provides a vision to guide the preservation and improvement of City Park. The plan identifies repair and improvement to facilities, access, circulation, and infrastructure in balance with the continuity of park character. It addresses recreational and facility needs, and provides policy and implementation strategies to address short- and long-term priorities.
5.5.5 TRANSFORMATIVE PROJECT: COLFAIX AVE & COLORADO BLVD

- Promote development of small office space.
- Support creation of small businesses.
- Proposed Colfax BRT and center stations.
- Implement a height incentive program that allows additional height in specific areas in exchange for community benefit.
- Increase tree canopy.
- Create new affordable housing with access to transit and amenities.
- High capacity transit service on Colorado Blvd.
- Improved public space at transit stops.
- Bolster the healthcare and wellness sector as the foundation for economic growth.

COLFAIX AVE
COLORADO BLVD
Too tall, it creates a “build a wall to keep them out” feel to the neighborhood.
TRANSFORMATIVE PROJECT: 17TH & GARFIELD

- Shared multi-use path (existing)
- Proposed bike path connecting in with City Park's street and path system.
- Dedicated bike crossing
- Neighborhood Bikeway
- New signalized intersection with pedestrian crossings and median with pedestrian refuge area.
3.6 CHEESMAN PARK

3.6.1 PLAN ON A PAGE

KEY OPPORTUNITIES

Transitions – Protect the historic character of the neighborhood by promoting appropriate transitions from mixed-use areas. See Policy CHP-L1.

14th Avenue – Provide an east-west bicycle route and improve pedestrian safety by transforming the street. See Policy CHP-M1.

13th Avenue and Vine Street – Improve the crossing to protect pedestrians visiting the shops at this intersection. See Policy CHP-M5.


Cheesman Park and Botanic Gardens – Promote access and utilization of the park and gardens while managing the impacts on surrounding neighborhoods. See Policy CHP-E1 and Policy CHP-Q1.

8th Avenue – Enhance pedestrian safety and transit function while making the street easier to cross. See Policy CHP-M1.
add a north / south bicycle priority street
**3.6.2 OVERVIEW**

**NEIGHBORHOOD VITALS**

**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 is reserved for parking only, providing some space for newer infill to occur.

**Land use** – With 40% of the neighborhood being dedicated to Park and Cultural uses (Denver Botanic Gardens) the remainder of the neighborhood is primarily residential in use (54%), with the remaining 16% being a mix of uses mostly along Colfax Ave.

**Zoning** - Most of the neighborhood (53%) is zoned Multi-Unit with only a few small pockets (11%) being zoned for Single Unit Residential.
3.6.3 PRESERVING & ENHANCING NEIGHBORHOOD CHARACTER

STREET PATTERN

This neighborhood, due to the large Cheesman Park and Denver Botanic Gardens at its center, has a number of quiet, discontinuous streets with only two one-way pairs as well as 8th Ave one-way - the half of a one-way pair on the neighborhood’s southern border. Of the seven east-west streets (not counting Colfax), four are quiet discontinuous two-way streets. Of the 12 north-south streets, 10 are quiet, two-way discontinuous streets.

PARKS/OPEN SPACE

Cheesman Park has one large park and the Denver Botanic Gardens – two major city attractions. The neighborhood has a small neighborhood node at 13th and Vine and the 17th and Downing node is on the border. Colfax Avenue and 8th Avenue (out of the neighborhood study area) serve as its other retail/entertainment centers.

OVERLAYS AND SPECIAL DISTRICTS

The area is overlaid by a small piece of the City Park Mountain View Ordinance and the Cheesman Park Mountain View ordinance which establish rising height caps from their points of origin at City Park’s Museum of Nature and Science and at Cheesman Park’s Cheesman Pavilion. Other overlays include UO-3 (Historic Structure Use Overlay), which encompasses most of the neighborhood and protects its historic assets by allowing some commercial uses in landmarked structures. Historic districts include Wyman, Humboldt Street, and East 7th Avenue.

VISUAL LANDMARKS

Cheesman Park pavilion, Boettcher Memorial Center, and the residential towers around Cheesman Park.
Expand the Cheesman Park view plane to the southwest to protect the view toward Pikes Peak. The Cheesman Garden Towers have irretrievably ruined this view from Cheesman Park.

Sorry, meant to say the Country Club Towers (not Cheesman Gardens) at 1101 E Bayaud. These structures have destroyed the view plane toward Pikes Peak from Cheesman Park. A new view plane should extend to the I-25 corridor.
3.6.4 COMMUNITY FEEDBACK & URBAN QUALITY TOOL

PREVIOUS PLANS

The Capitol Hill/Cheesman Park Neighborhood Plan from 1993 covers the Capitol Hill and Cheesman Park neighborhoods. The plan recommended continuing to provide diverse housing options, maintaining the historic character while promoting the distinct nature of different subareas, and improving the retail areas, mobility systems, and public spaces in the neighborhoods. These recommendations continue to be relevant and are consistent with the policies in this East Central Area Plan.

13TH AVE NODES - Cheeseman Park's primary commercial nodes are located along 13th Ave. and are fairly small in nature, spanning one to two blocks each. The UQT proved out that 13th Ave. is a difficult pedestrian crossing, due to high speed traffic and volume.

URBAN QUALITY TOOL RESULTS

This area does not have enough local businesses that draw visitors, so it feels a bit empty and uninviting. The restaurants in the area do not have outdoor seating, which contributes to a lack of activity and excitement on the sidewalk, scoring a 2/10 in bustling with activity. This area is not well-lit at night and feels poorly maintained, leading to the area feeling unwelcoming, particularly to families with small children, scoring a 3/10 in memorable environment.

There is a busy one-way street that makes the sidewalk feel uncomfortable, discouraging pedestrians from spending time there, scoring a 5/10 in pedestrian comfort.

13TH AVE TOP IMPROVEMENTS

- Provide places to sit and eat outside
- Keep existing and support new local business
- Prioritize building edges and memorable buildings
- Add/keep iconic elements with local flavor
- Slow down vehicular traffic
- Widen sidewalks and reduce driveways
Support existing commercial nodes only at the identified areas. No other commercial nodes are needed along 13th Avenue.
CHEESMAN PARK RECOMMENDATIONS

LAND USE

CHP-L1

CHP-L2

Improve transitions to historic districts and properties.

The historic integrity of landmarked properties can be negatively impacted by nearby development that does not transition appropriately.

A. Modify the Denver Zoning Code to include transition requirements for landmarked properties in mixed-use zone districts.
   1. Consider treating landmark buildings and districts as “Protected Districts” in the DZC (see Policy L8).

Prioritize land use policies that aim to maintain character in Cheesman Park.

Cheesman Park includes significant architecture that should be protected. Multiple tools should be considered to ensure additions and new development is compatible and the neighborhood character is retained.

A. Update regulations in residential zone districts to remove barriers to additions and renovations (see Policy L4).

B. Modify zoning regulations to create an incentive for preserving existing houses by allowing an additional unit if the existing house is preserved (see Policy L5).

C. Preserve existing multi-unit and mixed-use buildings that contribute to neighborhood character and ensure new buildings are designed to be compatible (see Policy L6).

D. Update transition standards for Protected Districts (see Policy L8).

E. Consider Landmark designations where appropriate (see Policy L9).
Preserving the flagstone sidewalks should be an important factor in the neighborhood character. Repairing existing or replacing is a priority.

Also, keep existing zoning front setbacks and spacing between the house and garage to reduce impervious surfaces for water control, except in isolated instances. The neighborhood character is important as well as not shadowing the adjacent property more than it already is.
Promote the continued success of cultural institutions while managing the impacts on surrounding neighborhoods and park land.

A. Work with cultural institutions to identify their long-term goals for continued success and growth and develop plans with the community to achieve them.

B. Promote partnerships between cultural institutions and local businesses where there are opportunities for mutual benefit.

C. Encourage walking, biking, and transit to access cultural institutions to limit the impacts on neighborhoods from traffic and parking.

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. According to Blueprint Denver’s Vulnerability to Displacement measure, 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.

See a complete list of strategies in Section 2.2 Economy and Housing.

See POLICY E8: Stabilize residents at risk of involuntary displacement.
CHEESMAN PARK
RECOMMENDATIONS

ECONOMY

See POLICY E9: Preserve existing affordability and housing quality.

Eighty-eight percent of Cheesman Park’s housing units are in attached or multi-unit structures. These may provide an opportunity for conversion to income-restricted housing or ownership.

See a complete list of strategies in Section 2.2 Economy and Housing

See POLICY E10: Create new affordable housing with access to transit and amenities.

Cheesman Park currently has approximately 250 income-restricted units. Increasing the number of income-restricted housing units in the neighborhood provides the opportunity to give residents easy access to transit, services, and amenities.

See a complete list of strategies in Section 2.2 Economy and Housing

See POLICY E11: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

Cheesman Park has a diverse range of housing costs and a high percentage of middle- and high-density housing (88% of units are in attached or multi-unit structures). 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). Consistent with Blueprint Denver, this Plan aims to provide housing choice by diversifying housing options in all neighborhoods.

See a complete list of strategies in Section 2.2 Economy and Housing

A. Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.

B. Encourage more family-friendly development.
Priority Locations for Cheesman Park (see a complete list of strategies in Section 2.3 Mobility):

A. Colfax Avenue – Transit and Pedestrian Priority
Also see Colfax Ave chapter.

B. Downing Street - Transit and Pedestrian Priority

C. Josephine Street – Transit and Pedestrian Priority

D. York Street – Transit and Pedestrian Priority

E. 6th Avenue – Transit and Pedestrian Priority

F. 7th Avenue Parkway between Colorado Boulevard and Williams Street – Bicycle and Pedestrian Priority
Also see Quality of Life Infrastructure improvements

G. 8th Avenue – Transit and Pedestrian Priority

H. 12th Avenue – Transit and Bicycle Priority
Also see Quality of Life Infrastructure improvements

I. 13th Avenue – Pedestrian Priority

J. 14th Avenue – Bicycle and Pedestrian Priority

Priority Locations for Cheesman Park (see a complete list of strategies in Section 2.3 Mobility):

A. Upgrade existing Denver Moves: Bikes shared roadway to a high comfort bikeway on Franklin St. between 12th and 23rd Ave. due to connection between 16th Ave., Cheeseman Park, and the medical campus to the north.

B. Upgrade entrance to Cheeseman Park at Williams and 13th Ave., install new signals on Williams at 13th and 18th Aves., upgrade progression signal at 14th Ave., upgrade bicycle crossing at Colfax Ave. intersection

C. Upgrade Denver Moves: Bikes shared roadway to bike lanes on 12th Ave. between Broadway and Cheeseman Park

D. Upgrade Denver Moves: Bikes recommendation of a neighborhood bikeway to a protected bike lane on 7th Ave. Parkway between Colorado Boulevard and Williams St.

Priority Locations for Cheesman Park (see a complete list of strategies in Section 2.3 Mobility):

A. Conduct corridor study that includes 11th Avenue and 12th Avenue to determine community preference and best placement for transit and bicycle improvements. Also see Quality-of-Life Infrastructure improvements

B. Study the feasibility of adding a high comfort bikeway on 9th between Broadway and Colorado Blvd. Also see Quality-of-Life Infrastructure improvements

C. Study feasibility of adding a protected bike lane on 14th between Broadway and Colorado

D. Study feasibility of adding a high comfort bikeway on Lafayette and 13th Streets between 12th and 16th Avenues.
#421

Posted by Cindy Sestrich on 06/30/2020 at 4:30pm [Comment ID: 4081] - Link
Agree: 1, Disagree: 0

Lafayette St. is not a viable street for a bikeway due to it’s narrow width, just enough for 2 cars, and a very busy street. Also there are many curb cuts due to the 60’s housing types creating bad sight lines for autos exiting driveways. The curbside parking lane is always full throughout the day creating bad sight lines also.

#422

Posted by Cindy Sestrich on 06/30/2020 at 4:41pm [Comment ID: 4082] - Link
Agree: 1, Disagree: 0

The COVID closure of 11th has been very nice to calm traffic and safer for bicycle/pedestrian traffic. To make 9th or 11th a parking/pedestrian/bicycle street with limited auto access is a great idea for a better neighborhood feel. Do not take out any parking in this area because it is at a premium and just gets more infiltrated with street parking. When we begin to see a reduction in auto use, then we can plan differently. Right now it's getting worse to find parking. There are many multifamily buildings and large homes with greater density without the amenity of off-street parking.
**CHEESMAN PARK RECOMMENDATIONS**

**MOBILITY**

See POLICY M4: Install new sidewalks.

Cheesman Park has a complete network of sidewalks, save for some missing in Cheesman Park, but there are areas of substandard sidewalk with narrow widths or long distances between signalized crossings.

**POLICY**

A. Bring sidewalks up to standard in the Cheesman Park neighborhood.

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

While the majority of Cheesman Park survey respondents felt the neighborhood was very easy or fairly easy to walk in, a concentration of crashes involving pedestrians occur in the area, specifically near Colfax Ave, 14th Ave, 13th Ave, and 12th Ave.

**POLICY**

A. Colfax Avenue at Downing and York Streets

B. York Street at 12th Avenue

Added intersection improvement priority to 10th/Downing due to public feedback.

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

Cheesman Park has several areas with high pedestrian and bicycle traffic and lacking intersection safety infrastructure. While these locations are concentrated along 13th and 14th Ave, 8th Ave was identified by the community as a particularly difficult street to cross.

**POLICY**

A. York Street at 9th Avenue

B. 8th Avenue between York and Downing Streets (bike and pedestrian crossing priority).
   1. Priority intersection: Williams Street due to neighborhood bikeway and entrance to Cheesman Park.

C. 10th Avenue at Downing Street

D. 14th Avenue between High St. and Colorado Blvd. (Alley) (short term: pedestrian crossing priority, long term: bike crossing priority).
   1. Priority intersections: Race Street due to existing signal at Colfax Avenue and recommended crossing at 17th Avenue.

E. 13th Avenue at Vine Street

Priority Locations for Cheesman Park (see a complete list of strategies in Section 2.3 Mobility):

A. York Street at 9th Avenue

B. 8th Avenue between York and Downing Streets
   1. Priority intersection: Williams Street

C. 10th Avenue at Downing Street

D. 14th Avenue between High St. and Colorado Blvd. (Alley)
   1. Priority intersections: Race Street

E. 13th Avenue at Vine Street

**BACKGROUND**

While the majority of Cheesman Park survey respondents felt the neighborhood was very easy or fairly easy to walk in, a concentration of crashes involving pedestrians occur in the area, specifically near Colfax Ave, 14th Ave, 13th Ave, and 12th Ave.

Cheesman Park has several areas with high pedestrian and bicycle traffic and lacking intersection safety infrastructure. While these locations are concentrated along 13th and 14th Ave, 8th Ave was identified by the community as a particularly difficult street to cross.

See POLICY M4: Install new sidewalks.

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

Priority Locations for Cheesman Park (see a complete list of strategies in Section 2.3 Mobility):

A. Colfax Avenue at Downing and York Streets

B. York Street at 12th Avenue

Added intersection improvement priority to 10th/Downing due to public feedback.

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#423

Posted by Cindy Sestrich on 06/30/2020 at 4:50pm [Comment ID: 4089] - Link
Agree: 0, Disagree: 0
Existing red flagstone sidewalks should be preserved or replaced with similar flagstone to keep in character of the historic neighborhood.

#424

Posted by Cindy Sestrich on 06/30/2020 at 4:47pm [Comment ID: 4086] - Link
Agree: 0, Disagree: 0
For Cheesman Park sidewalks, please refer to the Historic Cheesman Park Master Plan.
The Cheesman Park neighborhood has a medium transit score and high transit propensity – in other words, investing in transit frequency and infrastructure in this area would likely yield significant increases in ridership. Approximately 70% of sidewalks in the neighborhood are greater than 4 feet wide, with significant gaps of missing sidewalk along roads in Cheesman Park. This provides a fairly well-connected network to travel between transportation choices.

Priority Locations for Cheesman Park:

A. Advance implementation of High Capacity Transit Corridors
   1. Colfax Avenue

B. Advance implementation of Medium-Capacity Transit Corridors
   1. York Street (within the University Corridor in Denver Moves: Transit)
   2. Josephine Street between 6th and 17th
   3. 12th Avenue Between Broadway and Cheesman Park Also see Quality of Life Infrastructure improvements

C. Advance implementation of Speed and Reliability Transit Corridors
   1. 8th Avenue

See POLICY M7: Prioritize implementing transit along corridors in East Central

See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs
Installs customer amenities at (not are) priority locations.
CHEESMAN PARK RECOMMENDATIONS

See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes and recreation centers.

Vehicular crashes in Cheesman park are concentrated in the northern section of the neighborhood, near Colfax Ave. Crashes involving pedestrians and bikes are similarly grouped along Colfax, but are also distributed throughout the neighborhood, particularly near entrances to Cheesman Park. 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, 15,000 average daily trips, respectively.

Priority Locations for Cheesman Park (see a complete list of strategies in Section 2.3 Mobility):

A. Commercial Nodes
   1. Colfax Avenue
   2. 13th Avenue from Corona to Marion Streets and High to Vine Streets
   3. 9th Avenue from Ogden to Marion Streets

B. Parks
   1. Cheesman Park: Consider piloting car free days where all, or part, of the Cheesman Park loop is closed to through traffic and open for people to walk, bike, and roll in. These pilots will inform a potential longer-term closure of the park loop, similar to Washington Park. Denver Parks and Rec and RTD are key stakeholders for this recommendation as they manage the park and operate the Route 10 on park roads, respectively.

See POLICY M10: Manage and more efficiently use curbside resources

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.

A. See Policy M10: Manage and more efficiently use curbside resources
B. See Policy M11: Strengthen parking management tools that reflect the City’s strategic parking goals

See POLICY M11: Strengthen parking management tools that reflect the City’s strategic parking goals

Because there is easy access to transit, bike routes, and sidewalks in the Cheesman Park neighborhood, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.

See a complete list of strategies in Chapter 2.3 Mobility.
Until Denver or private enterprise constructs a parking garage which is easily accessible, the Cheesman neighborhood is going to be a place to store cars on the street. They are needed for weekend travel to the mountains, work demands for a car or driving to other locations in Metro Denver that are not easily accessible by available transit. There will be a demand for parking for the future. The city has to plan for the foreseeable future for curbside parking demand.

Great pilot during the COVID closure of center loop south of 12th Ave.
Residents enjoy the parks and amenities but would like to see better maintenance of existing facilities, additional amenities, and activation of underused park spaces.

Increase recreational programming for all ages and interests, particularly children and youth, in Cheesman Park.

See Section 2.4 Quality of Life
3.6.5 TRANSFORMATIVE PROJECT: 13TH AND VINE

- Parklet
- Stormwater Retention
- Additional bike parking
- New signal
- Curb extensions
3.7 CONGRESS PARK

3.7.1 PLAN ON A PAGE

KEY OPPORTUNITIES

**National Jewish Health** – Work with the hospital to ensure future growth is compatible with the neighborhood while allowing the hospital to thrive. See Policy COP-E1.

**Neighborhood Park** – Create a new neighborhood park with a community garden to meet park access goals. See Policy COP-Q2.

**Colfax Avenue and Colorado Boulevard** – Provide enhanced transit facilities and improved crossings at the junction of two future transit lines. See Policy COP-M7 and Policy COP-M8.

**Character Preservation** – Incentivize preservation of existing houses while sensitively integrating new units to achieve affordability goals. See Policy COP-L1 and Policy COP-E5.

**Josephine and York Streets** – Transform the streets to provide safer crossings and access to the park and gardens while improving transit. See Policy COP-M1.

**7th Avenue** – Preserve the historic character of the parkway while making walking and biking easier and safer. See Policy COP-M1.
#428

Posted by **brad** on **06/20/2020** at **3:32pm** [Comment ID: 3833] - [Link](#)

Agree: 0, Disagree: 0

Important idea for the pedestrian crossing right here at Milwaukee and 8th. My fam will use this ALL the time. There need to be similar ones to approach the southern boarder of the park (e.g. Elizabeth) and several more between Steele and Colorado. Thank you for this work--it will improve the safety of Denver!

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#429

Posted by **brad** on **06/20/2020** at **3:02pm** [Comment ID: 3821] - [Link](#)

Agree: 0, Disagree: 0

All four corners surrounding Reach need to be fully controlled intersections*--my daughter walks to school here.

All-way stops would be good. Better yet would be the introduction of several traffic circles/roundabouts in the neighborhood to increase safety and discourage speeding cars/trucks.
3.7.2 OVERVIEW

NEIGHBORHOOD VITALS

**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.

**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.

**Zoning** - Most of the neighborhood (84%) is zoned residential (SU at 46%, TU at 15%, or RH at 23%) with only 6% being zoned for Mixed-Use (MX and MS). With the exception of the commercial nodes at 12th & Madison and 12th & Clayton, most of the mixed-use zoning is concentrated along Colfax Ave. and Colorado Blvd.
3.7.3 PRESERVING & ENHANCING NEIGHBORHOOD CHARACTER

STREET PATTERN

Because of Congress Park/Reservoir, Botanic Gardens/ Cheesman Park, 7th Ave Parkway medians, and shifts in the street grid, only Colfax, 14th Ave., 13th Ave. 8th Ave., and 6th Ave continue east-west beyond the neighborhood. Similarly, the only north-south streets that continue far beyond the neighborhood are its bounding streets of Colorado Blvd., and Josephine St. This leaves a large number of quiet, generally discontinuous streets.

PARKS/OPEN SPACE

The neighborhood has one park: Congress Park - a well-proportioned flexible space with a set of distinctive stone steps providing bleacher seating. It is adjoined by the covered reservoir which provides open space to the neighborhood, but dogs are not allowed. Teller Elementary School provides a children’s play area.

OVERLAYS AND SPECIAL DISTRICTS

North and west portions of the neighborhood are included in UO-3 (Historic Structure Use Overlay) which allows some commercial uses within landmarked structures. Historic districts include East 7th Avenue and Frank S. Snell Subdivision along Colfax A and B Places. The core of the neighborhood is identified as an “Area of Interest” and should be studied further for historic significance.

VISUAL LANDMARKS

Congress Park radio tower, National Jewish Health, Lowenstein Theater.
3.7.4 COMMUNITY FEEDBACK & URBAN QUALITY TOOL

PREVIOUS PLANS
The Congress Park Neighborhood Plan from 1995 covers the Congress Park neighborhood. The plan recommended maintaining the historic character and tree coverage, supporting a diverse community, encouraging safe multi-modal mobility, and managing the transitions between commercial and residential areas. These recommendations continue to be relevant and are consistent with the policies in this East Central Area Plan.

The Colorado Boulevard Healthcare District Plan from 2007 covers the National Jewish Hospital campus and the block between Colorado Boulevard and Harrison Street and 9th Avenue and 10th Avenue. The plan recommends supporting the continued success of the hospitals while minimizing impacts on surrounding neighborhoods, improving bike and pedestrian safety, and enhancing urban design. These recommendations continue to be advanced in this East Central Area Plan.

URBAN QUALITY TOOL RESULTS
The 12th Ave. nodes are well-loved by the neighborhood. Yet, a lack of plaza space, public art, or truly unique urban design elements limit the nodes sense of character and gathering spaces, averaging 5/10 in bustling with activity. The buildings do have distinctive architecture, which should be prioritized, so visitors are more likely to be reminded of their experiences and return to the area. The 12th Ave. nodes average a 7/10 in memorable environments. Traffic speeding and some surface parking between the sidewalk and building entrances make the nodes less pedestrian friendly, averaging a 7/10 in pedestrian comfort.

12TH & MADISON
- Located at a four-way stop, this neighborhood scale intersection is one of the highest scoring nodes in East Central at 8/10. People enjoy the small-scale corner shops, but the parking lot on the corner could use a facelift of landscaping and screening.

12TH & ELIZABETH
- Traffic speeding down 12th Ave. is the biggest issue with this node, scoring a less pedestrian friendly range, due to difficult intersection crossings. Overall this node scores well, at 7/10.

12TH & MADISON TOP IMPROVEMENTS
- Provide places to sit and eat outside
- Keep existing and support new local businesses
- Prioritize building edges and memorable buildings
- Add / keep iconic elements with local flavor
- Add benches and greenery along the sidewalk
- Slow down vehicular traffic

12TH & ELIZABETH TOP IMPROVEMENTS
- Provide places to sit and eat outside
- Keep existing and support new local businesses
- Provide more trees and shade
- Add / keep iconic elements with local flavor
- Add benches and greenery along the sidewalk
- Make crossing the street easier

Changed 12 & Madison Busling with activity recommendation from “Replace vacant/parking lots with buildings” to “Keep existing and support new local businesses.”
#430

Posted by Patrick Donovan on 06/30/2020 at 9:13pm [Comment ID: 4213] - Link
Agree: 0, Disagree: 0
Glad to see this comment on the parking lot was edited

#431

Posted by Kate and Lou Kintz on 06/11/2020 at 3:50pm [Comment ID: 3752] - Link
Agree: 1, Disagree: 0
Yes! Thank you.
CONGRESS PARK
RECOMMENDATIONS

Prioritize land use policies that aim to maintain character in Congress Park.

Congress Park includes significant architecture that should be protected. Multiple tools should be considered to ensure additions and new development is compatible and the neighborhood character is retained.

A. Update regulations in residential zone districts to remove barriers to additions and renovations (see Policy L4).
B. Modify zoning regulations to create an incentive for preserving existing houses by allowing an additional unit if the existing house is protected (see Policy L5).
C. Preserve existing multi-unit and mixed-use buildings that contribute to neighborhood character and ensure new buildings are designed to be compatible (see Policy L6).
D. Manage the scale and improve design quality of new construction in Low Residential Places (see Policy L7).
E. Update transition standards for Protected Districts (see Policy L8).
F. Consider Landmark designations where appropriate (see Policy L9).
#432

Posted by Patrick Donovan on 06/07/2020 at 11:23am [Comment ID: 3707] - Link
Agree: 3, Disagree: 0
As owner of historic house in congresspark I support allowing additional units if original home is preserved and when this is approved I intend to add an additional unit while preserving and enhancing the historical character of our lot.

#433

Posted by Jeff Hopfenbeck on 06/14/2020 at 8:28am [Comment ID: 3768] - Link
Type: Answer
Agree: 2, Disagree: 0
This policy could be a win-win for our community - reducing the number of fugly scrapes + maintaining the visual character of the neighborhood, while adding badly needed affordable/attainable units.
CONGRESS PARK
RECOMMENDATIONS

COP-E1
See POLICY E1: Bolster the healthcare and wellness sector as the foundation for economic growth in the East Central Area.

COP-E2
See POLICY E8: Stabilize residents at risk of involuntary displacement.

BACKGROUND

Congress Park is the home to National Jewish Hospital, along with several other providers of medical and related services. The continued strength of the medical sector provides an opportunity to support the growth and prosperity of the entire East Central area while limiting the detrimental impacts on surrounding residential areas.

A. Work with National Jewish Health on their long-term plans for their remaining undeveloped properties in and adjacent to East Central (on both sides of Colorado Boulevard) to ensure development integrates well with the community and advances the vision for the area.

COP-E3
See POLICY E9: Preserve existing affordability and housing quality.

Sixty-one percent of Congress Park’s housing units are in attached or multi-unit structures. Some of the smaller, aging multi-unit buildings provide an opportunity for conversion to income-restricted housing or ownership.

See a complete list of strategies in Section 2.2 Economy and Housing
**CONGRESS PARK RECOMMENDATIONS**

**BACKGROUND**

Congress Park currently has approximately 269 income-restricted units. Increasing the number of affordable housing units in the neighborhood provides the opportunity to give residents easy access to transit, services, and amenities. In addition, the presence of National Jewish Hospital offers an opportunity to provide workforce housing that would be beneficial for both the hospitals and neighborhood residents. 

The southern part of Congress Park, which is predominantly single-unit residential, is considered unaffordable according to the Housing + Transportation Index. In this area, the housing and transportation costs for a typical household in the region would exceed 45% of its income. Integrating new, compatible housing types would help to provide more attainable options in the neighborhood. During neighborhood workshops, Congress Park participants identified encouraging more ADUs and housing for a variety of household types as their top housing priority. ADUs, secondary detached single-family homes, and live-work units were the top housing types that participants would like to see. Consistent with Blueprint Denver, this Plan aims to provide housing choice by diversifying housing options in all neighborhoods.

See a complete list of strategies in Section 2.2 Economy and Housing

**POLICY**

A. Partner with area hospitals, Denver Public Schools, and other major employers to create and/or fund affordable, workforce housing.

See POLICY E10: Create new affordable housing with access to transit and amenities.

See POLICY E11: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

B. Partner with area hospitals, Denver Public Schools, and other major employers to create and/or fund affordable, workforce housing.

See a complete list of strategies in Section 2.2 Economy and Housing

The southern part of Congress Park, which is predominantly single-unit residential, is considered unaffordable according to the Housing + Transportation Index. In this area, the housing and transportation costs for a typical household in the region would exceed 45% of its income. Integrating new, compatible housing types would help to provide more attainable options in the neighborhood. During neighborhood workshops, Congress Park participants identified encouraging more ADUs and housing for a variety of household types as their top housing priority. ADUs, secondary detached single-family homes, and live-work units were the top housing types that participants would like to see. Consistent with Blueprint Denver, this Plan aims to provide housing choice by diversifying housing options in all neighborhoods.

See a complete list of strategies in Section 2.2 Economy and Housing

A. Integrate accessory dwelling units (ADUs) and missing middle housing in appropriate locations
CONGRESS PARK RECOMMENDATIONS

MOBILITY

See POLICY M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

Congress Park contains many wide, high-speed roads that residents called out as difficult to cross, including Colfax Ave, 6th, 8th, 13th Ave, 14th Ave, and York/Josephine St. Repurposing space for people traveling without a car helps to provide more options and a safer environment for all. An average of 68% of commuters in Cheesman Park drive alone to work, representing one of the city’s better opportunities to further the City’s Mobility Action Plan goal of 50% or less SOV trips citywide by 2030.

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):
A. Colfax Avenue – Transit and Pedestrian Priority
B. Colorado Boulevard – Transit and Pedestrian Priority
C. Josephine Street – Transit and Pedestrian Priority
D. York Street – Transit and Pedestrian Priority
E. 6th Avenue – Transit and Pedestrian Priority
F. 7th Avenue Parkway between Colorado Boulevard and Williams Street – Bicycle and Pedestrian Priority
G. 8th Avenue – Transit and Pedestrian Priority
H. 12th Avenue – Transit and Bicycle Priority
I. 13th Avenue – Pedestrian Priority
J. 14th Avenue – Bicycle and Pedestrian Priority

See POLICY M2: Implement and upgrade planned Denver Moves: Bikeways.

About 60% of Congress Park survey respondents noted the area as being very easy or fairly easy for biking. Bike crashes are concentrated in Congress Park near Colfax Ave, Colorado Boulevard, and 12th Ave approaching an entrance to Cheesman Park. Prioritizing space and designing safer intersections for cyclists helps improve safety for all modes while allowing people of all ages and abilities to bike.

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):
A. Upgrade Denver Moves: Bikes recommendation of a buffered bike lane to a protected bike lane on 7th Ave. Parkway between Williams St and Colorado Boulevard.
B. Reroute planned St Paul St neighborhood bikeway to Steele St., due to signal at Colfax Ave. and Steele St., and extend Steele St. neighborhood bikeway between 6th and 17th Avenues.
C. Install planned Garfield St. Neighborhood Bikeway connecting City Park to the Cherry Creek Trail.

See POLICY M3: Install new bikeways not previously identified in Denver Moves: Bikes.

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):
A. Conduct corridor study that includes 11th Avenue and 12th Avenue to determine community preference and best placement for transit and bicycle improvements. Also see Quality-of-Life Infrastructure improvements
B. Study the feasibility of adding a high comfort bikeway on 14th St between Broadway and Colorado Blvd. Also see Quality-of-Life Infrastructure improvements
C. Study feasibility of adding a protected bike lane on 14th between Broadway and Colorado
D. Study the feasibility of adding a neighborhood bikeway on Detroit between 6th and 17th
I live on 9th Ave. This needs to be enacted as soon as possible. Lots of people on bikes on this street.

great idea for this bike lane i use this street on my bike daily.
CONGRESS PARK
RECOMMENDATIONS

MOBILITY

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

A. Install new sidewalks where they are missing in the Congress Park neighborhood.
B. Bring sidewalks up to standard in the Congress Park neighborhood.

See POLICY M4: Install new sidewalks

Several areas of sidewalk are substandard width (less than 4ft) in Congress Park, and some sections are missing entirely, largely around Congress Park.

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

While the majority of Capitol Hill survey respondents felt the neighborhood was very easy or fairly easy to walk in, a concentration of crashes involving pedestrians occur in the area, specifically near Colfax and Broadway/Lincoln, and 13th Ave.

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

A. Colfax Avenue at York Street, Steele Street, Garfield Street, and Colorado Boulevard
B. Colorado Boulevard at 8th, 9th, 12th, 13th, 14th, and Colfax Avenues Also see Quality of Life Infrastructure improvements

COP-M5

1. Priority intersections: Detroit Street, Steele Street due to planned neighborhood bikeway and planned BRT stop at Colfax Avenue and Steele Street. Madison due to connectivity to commercial nodes on 12th Ave.

D. Garfield Street at 14th Avenue

1. Priority intersections: Detroit Street. Steele Street. Josephine St. due to pedestrian traffic to and from National Jewish.

Added intersection improvement priority to Josephine/8th due to public feedback.

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

Several segments of streets in the Congress Park neighborhood - including 13th Ave, 14th Ave, Josephine St, Colorado Blvd, and 8th Ave - have distances greater than 1/4 mile between signalized crossings. This can encourage unsafe crossing behavior. Community input also called for improved crossings along Josephine St to connect to Congress Park and the soon-to-be renovated pool.

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

A. Colfax Avenue at Detroit Street
B. 6th Avenue at Detroit and Steele Streets
C. 8th Avenue at Detroit, Josephine, and Steele Streets
D. 9th Avenue at York and Josephine Streets to connect to new congress park pool
E. 13th Avenue between Garfield and Josephine (bike and pedestrian crossing priority)

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

Priority Location for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

C. 12th Avenue at York and Josephine Streets
D. Garfield Street at 14th Avenue

1. Priority intersections: Detroit Street. Steele Street. Josephine St. due to pedestrian traffic to and from National Jewish.

While the majority of Capitol Hill survey respondents felt the neighborhood was very easy or fairly easy to walk in, a concentration of crashes involving pedestrians occur in the area, specifically near Colfax and Broadway/Lincoln, and 13th Ave.

BACKGROUND

See POLICY M4: Install new sidewalks

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

BACKGROUND

While the majority of Capitol Hill survey respondents felt the neighborhood was very easy or fairly easy to walk in, a concentration of crashes involving pedestrians occur in the area, specifically near Colfax and Broadway/Lincoln, and 13th Ave.

Several segments of streets in the Congress Park neighborhood - including 13th Ave, 14th Ave, Josephine St, Colorado Blvd, and 8th Ave - have distances greater than 1/4 mile between signalized crossings. This can encourage unsafe crossing behavior. Community input also called for improved crossings along Josephine St to connect to Congress Park and the soon-to-be renovated pool.
Saw this elsewhere but not mentioned here, but crossing Colorado Boulevard at 9th Avenue to get to Trader Joe's needs to be improved.
CONGRESS PARK RECOMMENDATIONS

MOBILITY

The Congress Park neighborhood has a medium transit score and medium transit propensity – in other words, investing in transit frequency and infrastructure in this area would likely yield significant increases in ridership. Significant portions of sidewalks in the neighborhood are below 4 feet in width, and sidewalks are missing on the periphery of Congress Park, as well as along sections of 7th Ave. This creates difficulties in making connections between transportation options.

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

A. Advance implementation of High Capacity Transit Corridors
   1. Colfax Avenue
   2. Colorado Boulevard Also see Quality of Life Infrastructure improvements

B. Advance implementation of Medium-Capacity Transit Corridors
   1. York Street (within the University Corridor in Denver Moves: Transit)
   2. Josephine Street

C. Advance implementation of Speed and Reliability Transit Corridors
   1. 6th Avenue
   2. 8th Avenue

See POLICY M7: Prioritize implementing transit along corridors in East Central

See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs

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Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

A. Install customer amenities are priority locations
   1. Colfax Avenue at York Street, Josephine Street, and Colorado Boulevard

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Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

A. Install customer amenities are priority locations
   1. Colfax Avenue at York Street, Josephine Street, and Colorado Boulevard
CONGRESS PARK
RECOMMENDATIONS

MOBILITY

Vehicular crashes in Cheesman park are concentrated along the periphery of the neighborhood, near High Injury Network streets. Crashes involving pedestrians and bikes are similarly grouped along the northern and eastern borders, though some occur along wide, higher speed corridors including 13th and 14th Avenues. Colfax Ave and Colorado Boulevard 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 at or slightly about 15,000 average daily trips. The Congress Park Safe Streets Committee conducted a neighborhood traffic study with recommendations that have been incorporated into this plan.

Priority Locations for Congress Park (see a complete list of strategies in Section 2.3 Mobility):

A. Commercial Nodes
   1. Colfax Avenue
   2. Colorado Boulevard from 6th to 9th Ave and 14th to 17th Ave
   3. 12th Avenue from Columbine to Clayton Streets and Cook to Monroe Streets

B. Schools
   1. Teller Elementary

C. Health Facilities
   1. National Jewish Health

D. Parks
   1. Congress Park

E. Other
   1. Detroit St alley between 8th and 10th Aves

See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes and recreation centers

See POLICY M10: Manage and more efficiently use curbside resources

See POLICY M11: Strengthen parking management tools that reflect the City’s strategic parking goals

See POLICY M12: Adopt TDM strategies and policies to shift people’s travel behavior and meet City goals

An average of 9% of households in Congress Park do not have a vehicle, just under the citywide average of 11%. Residents prioritize efficiently using curb space to meet various needs, including on-street parking.

Because there is easy access to transit, bike routes, and sidewalks in the Congress Park neighborhood, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.
The left hand turn from Colorado Blvd to 8th is extremely poorly designed and very confusing.
CONGRESS PARK
RECOMMENDATIONS

COP-Q1
Create new community open space, parks, and recreation facilities.

Residents identified a need for more parks and open space, such as community gathering places, dog parks, and community gardens. Redevelopment of a parking lot at National Jewish Health was identified as a priority location because of potential land availability and its location in a park access gap identified in Game Plan for a Healthy City.

A. Create additional community park, recreation and cultural spaces as part of the redevelopment within the National Jewish Health campus.
   1. A new park in this location should be the size of a neighborhood park or larger. While there is no clear minimum size for a neighborhood park, Denver Parks and Recreation generally considers neighborhood parks to be at least 1.5 acres.
   2. A new park should also be publicly accessible with usable community space that supports a community garden as well as gatherings and active use.
   3. The negative impacts of surrounding arterial streets, such as Colorado Boulevard, should be mitigated.

B. Explore partnership opportunities between City agencies (Community Planning and Development, Denver Parks and Recreation) and National Jewish Health to complement and augment the existing Large Development Review (LDR) requirements to develop open space as part of large redevelopments. Partnerships should consider acquisition, funding, and maintenance structures for a new community open space. (See Policy L2)

C. Incentivize and/or require publicly-accessible outdoor spaces, particularly in centers and corridors, as part of high-quality design. These publicly-accessible amenities can be a community benefit in exchange for taller heights, particularly along major corridors and near Bus Rapid Transit (BRT) stations. Establish standards and guidelines that ensure public accessibility, design, and features that respond to the community context. See Land Use Policy 3, Policy 10, and Colfax Corridor Policy 2.

COP-Q2
Increase recreational programming for all ages and interests, particularly children and youth, in Congress Park.

Residents enjoy the parks and amenities but would like to see better maintenance of existing facilities, additional amenities, and activation of underused park spaces.

See Section 2.4 Quality of Life

COP-Q3
See POLICY Q2: Develop new Contemporary Parkways that connect the community to open space, parks and recreational assets, as well as serve multiple community functions.

Several corridors in Congress Park, including 12th Avenue, are opportunities to implement the Contemporary Parkway concept.

See Section 2.4 Quality of Life
3.7.5 TRANSFORMATIVE PROJECT: COMMUNITY GARDENS & NEIGHBORHOOD PARK

Support more widespread food growing production and innovative community food access projects with new development.

Create new community open space, parks and recreation facilities.

Increase impervious surface coverage.

Increase tree canopy coverage in the public right-of-way.
TRANSFORMATIVE PROJECT: COLFAX AVE & COLORADO BLVD

- Promote development of small office space.
- Support creation of small businesses.
- Implement a height incentive program that allows additional height in specific areas in exchange for community benefit.
- Increase tree canopy.
- Create new affordable housing with access to transit and amenities.
- Bolster the healthcare and wellness sector as the foundation for economic growth.
- Improved public space at transit stops.
- Proposed Colfax BRT and center stations.
- High capacity transit service on Colorado Blvd.
- Improved public space at transit stops.
4 COLFAVX CORRIDOR

IN THIS SECTION:

4.1 INTRODUCTION (P. 246)
4.2 CHARACTER ANALYSIS (P. 246)
4.3 TOD ANALYSIS (P. 248)
4.4 RECOMMENDATIONS (P. 251)
4.1 INTRODUCTION

Colfax Avenue touches all six neighborhoods in East Central, both uniting and dividing them. The corridor has its own unique history and character and is constantly evolving. Additional change is coming with the advent of Bus Rapid Transit and significant public investments in the streetscape. Given all this, the Colfax corridor requires special attention. This chapter will analyze the character development potential of the corridor and give specific recommendations for achieving the community’s vision across all topics on Colfax.

4.2 CHARACTER ANALYSIS

Character is hard to define on a street that has been defined by change. Due to this, “Colfax character” takes on many forms. From its beginning, Colfax has served as a path to opportunity – carrying hopeful people westward on horseback in the late 1800s during the Gold Rush. Remnants of its turn-of-the-century days as a residential corridor can still be found in East Central, some hiding behind added-on storefronts from when the corridor transitioned from residential to commercial uses following the age of the streetcar. After the automobile was invented and Denver’s streetcar system came to a halt, the corridor once again transformed, taking out tree lawns and wide sidewalks to make way for a wider road and parking.

Colfax Avenue has long been a key east-west transportation route for Downtown Denver, Auraria Campus, Anschutz Medical Campus and nearly 50 schools — it is also a thriving community, with retail, nightlife and residential development creating a “Main Street” feel along one of the area’s oldest, most historic streets. With population and business growth in the area expected to increase significantly in the next 20 years, it is time to re-imagine how Colfax functions, looks and feels while accommodating an increasing need for enhanced mobility and safety along the corridor through Colfax Bus Rapid Transit (BRT) implementation.

This rich history provides a backdrop to the “stage” of Colfax. Although the places may continue to change and evolve, the storyline shall not be lost.

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. In the past few years, the Business Improvement Districts have stepped up to help beautify the sidewalks by adding amenities like colorful banners, pedestrian lights, custom bike racks and trash cans. General obligation bonds passed in 2017 will contribute to upgrades in intersection safety improvements, streetscaping in certain locations, and construction of the BRT system.

PREVIOUS PLANS

The East Colfax Plan from 2004 covers the blocks north and south of Colfax Avenue between Sherman Street and Colorado Boulevard. The plan recommended commercial and residential development and multi-modal transportation along Colfax Avenue with high-quality urban design that complements the surrounding neighborhoods. These recommendations continue to be relevant and are consistent with the policies in this East Central Area Plan.

BUS RAPID TRANSIT

After more than seven years of studying East Colfax Avenue and gathering significant community input, the City and County of Denver is looking to implement center-running bus rapid transit (BRT) along the corridor, with a dedicated transit lane in each direction from Broadway to Yosemite. Rolling out BRT along one of Denver’s busiest corridors to move more people, more efficiently, is a key component of Denver’s Mobility Action Plan.
Since it isn't safe to ride public transportation due to health concerns, and since RTD already has money, driver and ridership difficulties, we would not want to see the current conditions on Colfax ruined, and lots of tax money wasted, to make BRT a reality very soon. Maybe when riding a bus is safe again, but not now.
MAINTAINING CHARACTER

Throughout the plan process, the community agreed that the character on Colfax should be maintained, to the extent feasible. Generally speaking, there are two types of character: architectural and cultural.

- **ARCHITECTURAL CHARACTER** – this is portrayed through the physical form of prominent buildings. There are generally two types of architecture that contribute to the character of Colfax:
  - **Landmarked and historic or contributing buildings.** These buildings have architectural integrity that have already been identified and protected (historic landmark or district).
  - **Potentially historic, character-contributing and storefront buildings.** These buildings contribute to the character of Colfax. Many of these buildings may be applicable for historic status, which should be explored. Many of them are home to iconic businesses while others provide affordable rents for small businesses. These buildings are desired to remain and be reused to the extent feasible.

- **CULTURAL CHARACTER** – this is portrayed through people and events. Colfax has a rich cultural history, from the edgy adult nightclubs of the 60s and 70s to today's abundant LGBTQ businesses and pride. Colfax has its own marathon and is the epicenter for the Pridefest parade. It boasts local businesses and has a reputation for attracting and welcoming all walks of life. These cultural aspects are less tangible – cannot be “mapped” – but are desired to remain.

Another factor to consider when looking at which areas may redevelop, and which ones might remain for the next 20 years is taking into account buildings of substantial size that are fairly new. Examples include the Carla Madison Recreation Center, Sprouts, The Tattered Cover, and the Renaissance Uptown Lofts at Pearl and Colfax.

These properties are highlighted on the map below. More research is necessary to define historic or contributing status.

HISTORIC, ADAPTIVE REUSE AND NEW BUILDINGS

Since Tattered Cover is an example of adaptive use, would recommend changing example to Sie Film Center.
4.3 TOD ANALYSIS

In the East Central area, within the "community corridor" designation (or MS-zoned properties) for Colfax Avenue, the next 20 years could see up to 2,200 additional households and 3,300 more jobs based on city forecasts. This translates to approximately 2 million square feet of potential new development. The vision calls for concentrating this growth in appropriate areas around BRT stations in what is known as transit-oriented development (TOD).

In preparing for TOD and expected growth around BRT, it is important to first understand what the existing entitlements and compare that with the growth projections. The map below shows the allowed maximum heights (colored bars) versus the scale of on-the-ground buildings in 2019 (white line). This shows graphically that there appears to be quite a bit of available space to grow up.

However, recent examples of redevelopment are not maximizing available space. Instead, many new developments have been one-story commercial chains (7-11, Starbucks, McDonald’s, Chic-Fil-A).

MAXIMUM ALLOWED HEIGHTS VERSUS WHAT IS BUILT
There are multiple barriers to vertical development on Colfax today. High priority issues are listed below:

**ADAPTIVE REUSE CHALLENGES**

As identified in the character analysis, a lot of the buildings along the corridor contribute to the unique character of Colfax and are desired to remain. However, the process of reusing a building – specifically when changing the use from how the building functions today – is very challenging. This “change in use” qualifier triggers a slew of necessary upgrades – both inside the building and on the property. Additionally, 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.

**SMALL AND NARROW LOT CHALLENGES**

What the maximum allowed heights map does not show is the unique challenges of narrow and small lots that can make vertical development challenging. Therefore, lot sizes and depths were examined for their potential to redevelop. There are a few depth dimensions that are critical to be able to accommodate vertical development:

- **75’ depth.** This depth is critical for rear parking with a building fronting Colfax. It provides a five foot buffer in the rear (required when adjacent to a residential zone without an alley, which is very common) and then 40 feet for a drive aisle and 90-degree parking on one side, leaving 30 feet for ground floor uses. Upper floors can be built over the parking creating more space above. With existing parking rules, on a standard width lot of 100-125 feet, this type of lot would likely result in a 2-story building.

- **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

Realistically, these lots would probably be assembled to create larger parcels. The orange and blue lots are most developable. Through detailed zoning analysis and conceptual lot testing, realistic floor area ratios (FARs), i.e. the amount of square footage of development on a given lot size, were assigned based on existing zoning rules to all of these lots. 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.

Given this analysis, yet 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, along with other tools described below, would be the best way to achieve multiple goals for the corridor and adjacent neighborhoods.
Throughout the planning process, the community has emphasized the importance of character preservation and quality development along Colfax Avenue.

The Urban Quality Tool (UQT) diagnostic results and community feedback for three of the Colfax Avenue nodes are as follows:

**NODE 2 COLFAX FROM PEARL TO OGDEN**
- When surveyed, it scored a 3/10 in “Bustling with Activity” and 4/10 in “Pedestrian Comfort” and “Memorable Environment”

**NODE 2 TOP IMPROVEMENTS**
- Replace vacant/parking lots with new buildings
- Keep existing and support new local business
- Encourage a variety of retail, business, and housing
- Add/keep iconic elements with local flavor
- Provide more trees and shade
- Promote windows and ground floor visibility
- Make crossing the street easier
- Slow down vehicular traffic

**NODE 3 COLFAX FROM LAFAYETTE TO GILPIN**
- When surveyed, it scored a 3/10 in “Bustling with Activity” and 3.5/10 in “Pedestrian Comfort” and 4/10 in “Memorable Environment”

**NODE 3 TOP IMPROVEMENTS**
- Replace vacant/parking lots with new buildings
- Keep existing and support new local business
- Provide places to sit and eat outside
- Add/keep iconic elements with local flavor
- Provide more trees and shade
- Add benches and greenery along the sidewalk
- Make crossing the street easier

**NODE 6 COLFAX AROUND YORK AND JOSEPHINE**
- When surveyed, it scored a 3.5/10 in “Bustling with Activity” and 4.5/10 in “Pedestrian Comfort” and 4/10 in “Memorable Environment”

**NODE 6 TOP IMPROVEMENTS**
- Keep existing and support new local business
- Replace vacant/parking lots with new buildings
- Provide places to sit and eat outside
- Add/keep iconic elements with local flavor
- Provide more trees and shade
- Add benches and greenery along the sidewalk
- Make crossing the street easier

### “What are the priorities for new development on Colfax?”

<table>
<thead>
<tr>
<th>Category</th>
<th>Percent of Responses (227)</th>
</tr>
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<tbody>
<tr>
<td>Preserving Existing Buildings</td>
<td>24%</td>
</tr>
<tr>
<td>Design Review</td>
<td>19%</td>
</tr>
<tr>
<td>Keep Businesses</td>
<td>15%</td>
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<tr>
<td>Open Space</td>
<td>14%</td>
</tr>
<tr>
<td>Transitions</td>
<td>14%</td>
</tr>
</tbody>
</table>

Source: February 2018 Community Workshops
4.4 RECOMMENDATIONS

**C-L1** Reduce regulatory barriers to make it easier to reuse existing buildings and develop lower-scale buildings on small lots

The community’s vision emphasizes incorporate existing buildings as new development occurs on the corridor. However, as described above, current requirements can make reusing an existing structure difficult. The community also values recognizing the history of Colfax beyond preserving buildings. Creating a historic district, which was also recommended in previous Colfax plans, would offer a higher level of protection for some of the more significant buildings on the corridor and ensure that new development responds to and reflects the unique history.

A. Modify standards to be more proportional to the proposed project and site conditions while ensuring consistency with the vision for a pedestrian-friendly Colfax, consideration include:
   1. Land dedication requirement for Colfax right-of-way when it would result in a lot being less than 75-feet deep.
   2. Alley access rules.
   3. Adopting International Existing Building Code or certain provisions, including health, fire, and change of use.
   4. An adaptive reuse ordinance as a tool to simultaneously address barriers across multiple departments and codes.

B. Provide financial assistance or design alternatives for required streetscape improvements for lots less than 75 feet deep or if preserving a character building

C. Eliminate parking requirements for older structures more than 50 years old.

D. Evaluate parking requirements for small lots with MS-3 (3-story maximum) zoning and reduce or eliminate if found to be unreasonably restricting redevelopment. Coordinate street parking management program with any parking reduction to mitigate impacts on adjacent neighborhoods.

E. Provide dedicated staff for technical assistance to adaptive reuse and small scale development to help small businesses navigate the permitting process in an efficient, predictable, and timely manner.
   1. Evaluate health and fire code standards to make development more feasible while maintaining safety.
   2. Adopt and abide by the International Existing Building Code (IEBC). Adjust definition of buildings of historic value in the IEBC to address Colfax-specific situations and ease changes in use.

F. Create a Local Historic or Cultural District.
   1. Consider application of a Transfer of Development Rights (TDR) program as an incentive to encourage property owners to participate in a historic district.
   2. Consider additional incentives, such as tax rebates, to encourage property owners to participate in a historic district.
   3. Work with Historic Denver, Landmark Preservation staff and the Business Improvement Districts to establish criteria and goals, as well as operational aspects of the TDR program.
   4. Establish design standards and guidelines so that new development responds appropriately to the history and character. See Policy L8.

**Updated Policy to include parking evaluation for small lot development**
Why use "50 years?" Isn't there some historic designation at 30 years? Let's have there be consistency with ages. If 30 years is a marker for historic designation of some sort, then let's harmonize the time frame.

Alley access "rules" is unclear ("Bill and Ted" style "RULES!" is probably not what you meant) so can you add a few more words to describe this?
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 is overwhelmingly desired and needed in the East Central neighborhoods and it was expressed by the community that Colfax, with future BRT, is a preferred location for adding affordable units. Many tools will be needed to meet affordable housing goals. Incentive programs offer one way to contribute to affordable housing goals, as well as other desired community benefits.

A. Refer to Land Use and Built Form chapter for height and community benefit recommendations and also consider the following Colfax-specific community benefits refinements:
   1. Affordable housing targets will be a prerequisite for the program. Other Colfax-specific community benefits that this program could help implement include:
      a. Providing publicly accessible open space around transit stations, such as small plazas, that provide places to sit outside and socialize. These areas should have a high degree of programming to activate them as well as be surrounded by active ground floor uses and lighting to provide eyes on the spaces and keep them safe.
      b. Linking the TDR program to the incentive program by encouraging a developer to purchase additional development rights from an existing property that is desired to remain or to incorporate existing buildings in new development.
      c. Offering in-lieu fees to go toward a small business retention fund to help existing small businesses remain in a changing corridor and economy or incorporate existing small business space into new development.

B. Modify building form and transition standards to take into account the challenging size of lots on Colfax and to encourage better outcomes. This zoning flexibility could be offered through design guidelines and/or by modifying base zoning standards. Consider the following:
   1. Reducing the front step-back of 20’ after 5-stories to be a lesser dimension and for only a portion of the façade.
   2. Allow increased setbacks on the ground floor when they contribute to a desired goal, such as café seating along the sidewalk or small open spaces such as courtyards and pedestrian passages.
   3. Modify required rear step-backs to achieve specific goals. For example, on the north side of the street where shading of neighbors is a concern, allow modifications of the required step backs so long as a sun study can determine an equal or greater amount of sun access. On the south side, consider relaxing step-back requirements while still considering privacy of neighboring properties (i.e. limit placement of balconies and upper level outdoor space).
   4. 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.
   5. Modify building forms and standards so that ground floor residential in areas not directly adjacent to BRT stations is more feasible. Adding “General” or “Apartment” forms with modified build-to and transparency requirements could help.
Agreed. Thanks.

#443

Posted by **Andy Baldyga** on **06/28/2020 at 10:52pm** [Comment ID: 3972] - Link
Type: Suggestion
Agree: 1, Disagree: 0

consider no step back requirement on Colfax, or more flexibility in meeting intent during the SDP phase. These specific height and stepback numbers have unintended consequences due to construction methods and market forces. flexibility will keep this documents intent relevant for decades.

#444

Posted by **Frank Locantore** on **06/30/2020 at 5:11pm** [Comment ID: 4108] - Link
Type: Suggestion
Agree: 0, Disagree: 0

I hope that the City of Denver has a much better handle on affordable housing within the next five years and homelessness is near solved in the next 10 years. So, our "community benefits" should be created with some flexibility in order to peg the right benefit at the right time.

#445

Posted by **Andy Baldyga** on **06/28/2020 at 10:47pm** [Comment ID: 3971] - Link
Type: Suggestion
Agree: 1, Disagree: 0

Consider removing affordable housing as a prerequisite. not that is is not important but, it would be unfortunate to lose other good ideas and designs just because they were not providing affordable housing. This plan is intended to live for decades, let's make it as flexible as possible.
CITY PARK TRANSITION

Establish side street setback rule next to historic and protected districts where new development matches the neighboring property’s setback for a portion of the facade.

Increase upper story rear step-backs above 31-feet to help with concerns about mass and scale, privacy and sun access.

Modify build-to requirements to facilitate cafe seating.

Decrease upper story front step-backs on Colfax to achieve the intent of establishing a pedestrian-scaled street but allow for upper stories to come closer to the street.
meeting the intent is key to Colfax development. there are lots of challenges which vary by block. allow variation in solutions to avoid detrimental effects.

I am in favor of increased setbacks for taller buildings to insure that the sun is not blocked from Colfax (and other essential corridor streets). Selective approval for taller buildings along Colfax is OK, but turning Colfax into a "canyon street" bounded by high buildings would be aesthetically-displeasing, but given the city's challenges for clearing snow, would make it miserable and dangerous to walk/bike/drive this corridor during the winter and hot/stagnant during the summer.
Encourage redevelopment along and activation of alleys.

Alleys are underutilized public spaces that have the potential to be improved as shared or pedestrian-only spaces and can function as much-needed public open space. They can be activated by adjacent buildings with windows, doors, lighting, benches, café seating and public art. If opened up, they may provide more affordable “back door” commercial spaces for new small businesses.

A. Work with Business Improvement Districts and Arts and Venues to create an “Activate Alleys” program that provides financial or technical assistance to property owners for public art and public realm enhancements.
   1. Find a willing property owner to pilot an alley activation project for a summer.
   2. Provide financial assistance to property owners who wish to relocate utilities.
   3. Allow building over the 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.

B. Where redevelopment occurs along an alley, encourage enhanced design solutions and small commercial spaces to help activate these spaces and make them feel safer.
   1. Include design guidelines for alleys in the guidelines for centers and corridors. See Policy L8.
If this page is focusing on alleys, would recommend the photo be of an alley.

This recommendation has even more relevance in the current CV-19 world. relax regulations for pilot projects.
Amend sign regulations to allow creative solutions to signs that fit the character of Colfax.

Signage along Colfax is part of its history. Allowing more flexibility for signs can help preserve the corridor’s character while also benefiting its businesses.

A. Allow neon and chasing neon light signs and encourage the preservation of existing signs of this nature.
B. Allow creative and artistic signs, such as signs fused with art and signs integrated with iconic distinctive features, that reflect the history or character of Colfax.
C. Allow blade signs.
D. Amend square footage rules to encourage more creativity and artistic expression.
E. Allow roof signs.
F. Revise rules about murals and the amount that can contribute to advertising/allowable sign square footage.
G. Ensure signage does not negatively impact surrounding residential areas.

Discourage low utilization of land and auto-oriented uses along Colfax.

Drive-thrus and other small buildings with large parking lots are incompatible with this plan’s vision for a vibrant and walkable Colfax corridor. Restricting these types of development will encourage more efficient use of land, ensuring more residents, employees, and business patrons can enjoy the area.

A. Consider modifications to regulations to discourage drive-thrus and encourage multi-story, mixed-use development, such as:
   1. Updating limitations on the drive through building form to include the Colfax corridor.
   2. Changing the current minimum height in MS-5 or higher from 24 feet to two stories.
Isn't there a policy prohibiting "curb cuts" within 1/4-mile of light rail transit? That same policy should exist on Colfax where the buses carry more passengers daily than most LR lines. Eliminating the curb cuts is one strategy to limiting drive-thrus. Focusing on reducing climate impacts is another way to reduce drive-thrus.

Agreed.

Wish this were in place sooner. too bad to see a new gas station and drive thru uses introduced steps away from heavily used transit stops.

Is a "roof sign" different than a billboard? How so? Is there a demand for roof signs? What purpose do they serve in an area that is working to transition from auto-centric to neighborhood-centric? It seems a bit out of place within the context we're operating in.

I'm visualizing the Illegal Pete's sign at Race. That's quite large and on the side of the building. If they had it on their roof,
who is going to see it?

Reply by Frank Locantore on 06/30/2020 at 5:32pm [Comment ID: 4122] - Link
Type: Question
Agree: 0, Disagree: 0
Also, I know that the data Public Safety has been collecting is showing a correlation between billboard signs and crime. I don't think that is something we'd want to contribute to.
**COLFAX CORRIDOR RECOMMENDATIONS**

**ECONOMY**

See POLICY E2: Strengthen the professional services market by promoting the development of small office space.

As Colfax Avenue transitions from an auto-dominated corridor to a transit-rich multimodal corridor, and with changes in the role of retail space in the larger economy, there may be areas where retail is less viable and alternative uses would be appropriate. While it is important to retain retail uses around the stations of the future BRT, office uses are a way to bring people to the corridor and generate street activity in between stations.

**A.** Coordinate with BIDs on work plans to provide services that help property owners to better utilize existing real estate along Colfax for small professional services.

**B.** Where retail or restaurants might be difficult to accommodate and/or in areas outside of anticipated retail nodes near BRT stations, encourage and allow ground floor activation (beyond retail and restaurant uses) with office uses, services, or innovation/flex spaces.

Provide additional support to community-serving retail businesses and improve the development environment along Colfax.

Colfax is the primary retail corridor in East Central, with 51% of the area’s retail businesses located along the street. While the corridor currently performs fairly well, with just 4.5% of storefronts vacant, rising rents threaten to displace existing businesses cherished by the community, while the barriers to development described above make it difficult to add new space or adaptively reuse existing spaces for retail.

**A.** See Policy E4: Improve the regulatory process to provide additional support for existing and new small businesses in the area.

**B.** See Policy E5: Work in tandem with Business Improvement Districts (BIDs) to provide technical assistance to existing small independent businesses to help them succeed and prevent involuntary displacement.

**C.** See Policy E6: Broaden the range of financial incentives for small independent businesses and landlords to strengthen the area’s tenant mix and help prevent displacement.

**D.** See Policy E7: Support and develop new community-minded ownership models that have a goal of maintaining East Central’s variety of small, local businesses.
#454

Posted by Frank Locantore on 06/30/2020 at 5:36pm [Comment ID: 4124] - Link

Type: Question

Agree: 0, Disagree: 0

Ibid - exactly what department will be working with BIDs?

#455

Posted by Frank Locantore on 06/30/2020 at 5:34pm [Comment ID: 4123] - Link

Type: Question

Agree: 1, Disagree: 0

Whenever there is a suggestion like this - "coordinate with..." exactly which department within should be doing the "coordinating?" I fear that recommendations like this -- without a clear entity responsible -- will just get lost.
Create a multi-faceted BRT construction mitigation program for small businesses along the Colfax corridor to help them thrive during the period of construction.

While the BRT will create an improved Colfax corridor, it will require significant construction that will potentially disrupt businesses near future stops. A range of strategies are recommended to help mitigate this disruption and ensure businesses have an opportunity to thrive once BRT is complete.

A. For the BRT construction period, dedicate a City staff position that assists small business owners within the BRT impact area to carry out the mitigation initiatives listed as strategies B-H below.

B. Expand and adapt the pilot Business Impact Opportunity (BIO) Fund to the Colfax corridor, using city general funds, a portion of the BRT project budget, and other available sources.
   1. Offer grants to small businesses to make up portions of a documented revenue gap experienced during construction months. (See profile of the BIO Fund.)
   2. Make funds available for extra marketing and special events during periods of construction.
   3. Pursue additional funding opportunities, such as federal grants, to bolster resources for BRT small business mitigation.

C. Encourage station-by-station construction patterns that minimize the disruption to businesses around individual BRT station areas. Coordinate construction scheduling to account for seasonality, time of day, loading/unloading, and other concerns, acknowledging that this may differ by station area depending on the makeup of businesses.

D. Create temporary wayfinding and signage on key routes, including 13th, 14th, 17th, and 18th Avenues to account for reduced visibility and access to Colfax businesses during construction.

E. Evaluate and implement innovative ways to maintain pedestrian connectivity and access (across Colfax and crossing streets) during road closures.

F. Require the BRT construction contractors to hire local subcontractors, use local services from within East Central during the planning and construction periods, and encourage construction employees to patronize Colfax businesses.

G. Leverage Transportation Management Association’s (TMA) in the area to offer transit passes for corridor employees (Eco-Passes) to help mitigate BRT construction impacts and free up parking spaces for customers (see Policy C-E4).

H. Ensure the public art projects required by the Denver Public Art program enhance the pedestrian environment and contribute to the unique character of Colfax.
The lessons learned during the emergency relief fund grants through DEDO during CV-19 provide an initial framework for how this could be done.
Help businesses prepare for a future BRT multi-modal retail environment that is more neighborhood oriented and pedestrian friendly.

With the introduction of BRT, the Colfax corridor will evolve from an auto-oriented thoroughfare into a neighborhood-serving, multimodal main street. Businesses prepared for this improvement will reap the benefits of a more appealing retail environment and an expanded customer base.

A. Evaluate the best option for the Colfax corridor to join an existing regional Transportation Management Association (TMA) to encourage a variety of transportation modes in the East Central Area. The TMA will help implement strategies B-F below (see Policy M12).

B. Work with BIDs and TMAs to offer Transportation Demand Management (TDM) services and training that help businesses and could include:
   1. Online ordering and delivery services
   2. Online sales via business websites
   3. Large-item delivery services, for goods such as home décor and gardening supplies

C. Work with BIDs and TMAs to find solutions for parking and loading challenges.
   1. 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.
   2. Ensure residential parking permit programs consider the impacts to neighborhood businesses.
   3. Formally allow use of alleys for business loading/unloading.
   4. Work with businesses to schedule merchandise deliveries during off-peak hours.

D. Ensure pedestrian safety enhancements are incorporated into BRT implementation. Priority improvements should include:
   1. Enhanced crosswalks at lighted intersections
   2. Pedestrian crossings at median gaps
   3. Pedestrian-scale lighting
   4. Improved sidewalks, landscaping, and street furniture
   5. Street trees and stormwater planters

E. Conduct outreach to large employers to promote employee carpool, rideshare, and teleworking programs.

F. Offer transit passes for corridor employees (Eco-Passes) to help kickstart BRT, support citywide TDM goals, and free up parking spaces for customers.

G. Provide technical assistance for small independent businesses to attract more customers from the surrounding neighborhoods through marketing and other tools.

H. Partner with BIDs, RTD, and other organizations for streetscape improvements that enhance safety and well-being of visitors, including public restrooms (see Policy Q17).

Case Study:
Stabilizing and Preserving Local Businesses: Carniceria Sanchez

At Carniceria Sanchez, one can find such items as asada and chicken adobo. Located in Elyria-Swansea, Maria Montoya owns the business and property and operates with the help of one full-time and three part-time employees. Maria’s business was assisted with Denver’s Business Impact Opportunity Fund (BIO Fund) in 2019. A program offering financial and technical assistance to small businesses impacted by changing neighborhood conditions and public infrastructure projects, the BIO Fund has assisted eight businesses with cash grants, and marketing and back-office support. All are minority- and/or woman-owned and have been operating in their neighborhoods for more than 15 years. The program is offered through a partnership of Denver’s Economic Development & Opportunity, North Denver Cornerstone Collaborative and Mile High United Way.

Photo Source: North Denver Cornerstone Collaborative
The fees from residential parking permits could help fund TMA work or shared parking facilities.
Create new affordable housing along Colfax Avenue, providing residents access to transit and amenities.

With access to great transit service and the planned BRT improvements, Colfax Avenue provides a significant opportunity for new affordable housing development. Locating housing along the corridor will give residents convenient access to jobs, education, services, and amenities.

See complete list of strategies in Section 2.2 Economy and Housing.

A. Ensure that the value of increased development potential is shared with the community through the provision of affordable housing or other community benefits (See Policy E10 and C-L2).

B. 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.

C. 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.

D. Ensure new affordable housing is
   1. Affordable to households earning very low, low, and moderate incomes, consistent with adopted city policy.
   2. Helping to address the shortage of units affordable to very low-income households in the plan area.
   3. Designed to accommodate a range of households, including families, multi-generational living, aging in place, residents with disabilities, and residents needing supportive services.
   4. Dedicated as affordable for a period of time consistent with or greater than adopted city policy.
   5. Of similar types to market-rate housing built within the plan area.

E. Work with affordable housing developers and managers on transportation demand strategies that help ensure residents have access to multimodal transportation options (Also see Policy C-M9).

F. Enhance park and recreation access in proximity to affordable housing to help improve health outcomes for low-income households (see Policies Q3 and Q4).

G. Partner with area hospitals, Denver Public Schools, and other major employers to create and/or fund affordable workforce housing (See Policy E3).
there are very few new housing units along Colfax. encouraging any type of housing along the corridor will be beneficial, and create "naturally occurring affordable housing" in the adjacent neighborhoods.
COLFAX CORRIDOR
RECOMMENDATIONS

POLICY

See POLICY M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.

Transformative streets identified in the East Central Plan represent the best opportunities to dramatically increase safety and transportation options within Denver. Colfax Ave has the highest number of pedestrian and bicycle related crashes in East Central and currently runs RTD’s highest ridership bus route (15, 15L). Public Works’ 2017 Pedestrian Crash Analysis found that 14% of all crashes between pedestrians and motorists occurred on Colfax Avenue. The BRT project presents an opportunity to provide a wholesale safety improvement along the Colfax Ave corridor and help meet the City’s Vision Zero goals of no traffic deaths or serious injuries.

$55 million in funding for Colfax BRT is included in the Elevate Denver Bond Program approved by voters in 2017. Given that preliminary cost estimates for the full vision for East Colfax BRT are greater than $55M, the City’s path forward is to leverage the bond funding – and additional dollars from other sources – as match dollars for upcoming grant opportunities. Denver is currently developing a detailed project description to determine what local, regional, state and federal grant opportunities would be the best fit for the project.

BACKGROUND

A. Colfax Avenue - Transit and Pedestrian Priority
   1. Interim
      a. Improve intersections and crossings at high crash and high community priority intersections along Colfax through the Vision Zero Program to improve pedestrian safety and comfort.
   2. Short-Term
      a. Conduct next phase of study and design to advance the vision of center-running bus rapid transit (BRT) and a high-quality pedestrian environment from Colfax Corridor Connections 10% design project.
      b. During next phase of study and design, consider potential station changes and/or additions. Any additional station placements will require appropriate land use changes.
         i. Study moving proposed Williams Station to Franklin St
         ii. Study adding an additional stop between Steele St and Colorado Blvd
      c. Identify funding opportunities to build full center-running BRT vision for corridor.
      d. 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 beautified...
This sentence seems to be missing relevant info.

Change to DOTI?
EAST COLFAX BRT

Colfax Avenue has long been a key east-west transportation route for Downtown Denver, Auraria Campus, Anschutz Medical Campus and nearly 50 schools - it is also a thriving community, with retail, nightlife, and residential development creating a "Main Street" feel along one of the area’s oldest streets. With current population and business growth in the area, as well as significant expected increases over the next 20 years, there is an opportunity to reimagine how Colfax functions, looks, and feels, while accommodating an increasing need for enhanced mobility and safety along the corridor.

BUS RAPID TRANSIT

After years of studying East Colfax Avenue and gathering significant community input, the City and County of Denver is looking to implement center-running bus rapid transit (BRT) along the corridor, with a dedicated transit lane in each direction from Broadway to Yosemite. The study began in 2012 with an analysis of current and future needs for the corridor. The recommendation for center-running bus rapid transit was presented in 2018, after six years of outreach and community input. Implementing BRT along one of Denver’s busiest corridors to move more people, more efficiently as Denver continues to grow is a key component of City goals to increase mobility choice and safety, while reducing single occupancy vehicle commuter rates.

Goals of the East Colfax BRT project include:
- Improving mobility, connectivity, safety, accessibility, and economic vitality
- Meeting current and future person-trip demand
- Encouraging a shift of auto trips to alternative modes
- Interacting seamlessly, efficiently, and safely with other transportation corridors, systems, and modes in a fiscally sustainable manner

FUNDING

$55 million in funding for Colfax BRT is included in the Elevate Denver Bond Program approved by voters in 2017. Given that preliminary cost estimates for the full vision of East Colfax BRT are greater than $55M, the City's path forward is to leverage the bond funding - and additional dollars from other sources - as match dollars for upcoming grant opportunities. This aligns with nationwide best practices of how other projects of a similar size and scope are funded.

Voters also approved $20M for pedestrian improvements on Colfax Avenue in the Elevate Denver Bond program. These funds will provide permanent improvements including medians, curb extensions, and enhanced crosswalks at key intersections, and deliver streetscape improvements such as furniture, trees, and lighting in certain business improvement districts (BIDs). The BIDs include West Colfax, Colfax BID, Bluebird BID, and Colfax-Mayfair BID. Construction of permanent civil and safety improvements on East Colfax will be linked to BRT project implementation. Because pedestrian improvements on West Colfax are not tied to the East Colfax BRT project, the City is moving forward with improvements prioritizing safety needs from Sheridan to Irving.

PROJECT SCHEDULE

Referring to typical timelines for large-scale, federally-funded projects in Denver, it is anticipated that the project could be completed as early as 5-8 years after a contractor is procured for the next step of environmental and preliminary design process. At the time of writing this plan, the City and County of Denver is in the process of procuring a contractor to conduct this next phase of work on the project.

PROJECT MAP
WHAT ARE THE BENEFITS OF BRT ON COLFAX?

The goal of the project is to improve transit, overall mobility, safety, and livability within the corridor now and for generations to come.

Benefits of BRT on Colfax include, but are not limited to:

- Significant shift from vehicles to transit due to improved bus travel times, reliability, and convenience
- Bus ridership more than doubles - from 22,000 daily riders today to 50,000 daily riders by 2035
- Transit trips could take up to 15 minutes less during peak hours across the corridor by 2035
- Improved safety, connectivity, accessibility, and mobility options for all travelers
- Increased streetscaping and economic development opportunities
- Improved access to 280,000 jobs and nearly 50 schools along and near Colfax Avenue

The City is moving forward with BRT on Colfax because doing nothing is not an option. Over the next 20 years, the corridor is expected to experience 25% growth in the number of travelers, 67% growth in employment, and 25% growth in population. Denver cannot continue to grow and create people-friendly spaces without safely and efficiently moving more people through the East Colfax corridor.
Colfax Avenue has the highest number of crashes involving pedestrians and bicyclists in the city. Bus rapid transit improvements to more efficiently accommodate more people traveling in the corridor furthers City goals of decreasing single occupancy vehicle trips to 50% of all trips by 2030 and creates a safer environment for all, especially through providing safe crossings for people walking, rolling, or biking.

**MOBILITY**

**COLFAX CORRIDOR RECOMMENDATIONS**

**C-M2**

See POLICY M4: Install new sidewalks.

Colfax Avenue has the highest number of crashes involving pedestrians and bicyclists in the city. New crossings are prioritized in areas with high volumes of pedestrians and cyclists.

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Bring sidewalks up to standard along the Colfax corridor.

**C-M3**

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Colfax Avenue at Broadway, Lincoln, Pennsylvania, Downing, York, Steele, and Garfield Streets and Colorado Boulevard

**C-M4**

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

Colfax Avenue currently supports the region's highest bus ridership routes (15, 15L) with over 22,000 average daily riders. Providing transit infrastructure improvements that increase transit reliability and frequency can help to improve the transit experience.

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Colfax Avenue at Detroit Street

**C-M5**

See POLICY M7: Prioritize implementing transit along corridors in East Central

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Implement high capacity transit (full BRT to rail).
   1. Colfax Avenue
This is unclear. Can you provide more info about what you mean with this list?

How will the City reach this goal of <50% SOV mode share without the East Central goal being changed to <25% SOV mode share?
POLICY STRATEGIES

Because there is easy access to transit, bike routes, sidewalks, and businesses along the Colfax corridor, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Install customer amenities are priority locations.
   1. Colfax Avenue at Broadway, Downing Street, Park Ave, York Street, Josephine Street, and Colorado Boulevard.

B. See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs

Colfax Avenue is the highest ridership corridor in the region and has high ridership stops. Creating hubs of access to key mobility connections and alternate modes along the corridor can help to improve mode shift and the overall transit experience.

C. See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes, and recreation centers

Most transit trips begin with walking, and the high ridership transit corridor on Colfax generates significant pedestrian trips. Calming traffic around commercial nodes and destinations on Colfax can help to create a safe, comfortable, and accessible street for everyone.

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Commercial Nodes
   1. Colfax Avenue from Broadway to Colorado
   2. Washington Street from Colfax to 14th Ave
   3. Clarkson Street from Colfax to 16th Ave
   4. Ogden Street from Colfax to 14th Ave
   5. Humboldt Street from Colfax to 16th
   6. Park Avenue from Humboldt to Colfax
   7. York Street from 17th Ave to Colfax

B. Recreation Centers
   1. Carla Madison Recreation Center

C. Schools
   1. East High School

D. Grocery Stores
   1. Sprouts

E. Health Facilities
   1. National Jewish Health

See POLICY M12: Adopt TDM strategies and policies to shift people’s travel behavior and meet City goals.

Because there is easy access to transit, bike routes, sidewalks, and businesses along the Colfax corridor, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.

See a complete list of strategies in Section 2.3 Mobility.

See POLICY M10: Manage and more efficiently use curbside resources

Colfax Avenue has a wide variety of demands on curbside space, ranging from parking to passenger and freight loading to placemaking opportunities.

A. See POLICY M10: Manage and more efficiently use curbside resources

B. See POLICY M11: Strengthen parking management tools that reflect the city’s strategic parking goals.
We might walk more if scooters and bicycles are kept off the sidewalk. We won't be riding bikes or scooters, period. RTD is not an attractive option for disease, safety, and convenience reasons, at least for now. Businesses we cannot access by car will mostly be too inconvenient for us, at least, to patronize.

The Covid-19 Era makes this seem like an unreasonable expectation for the next several years.

Colfax and Broadway / Lincoln is in horrible shape and makes for a depressing transition from Colfax to 16th St Mall. The years of renovations of the bus station have not significantly helped this area. All city involved and tourist organizations need to work together to figure out a solution. Add language to encourage this please.
COLFAK CORRIDOR RECOMMENDATIONS

C-Q1

See POLICY Q1: Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.

Members of the community suggested that the parkway, which intersects with Colfax Avenue, could play a key role in connecting people to open space, parks, and recreational assets.

See Section 2.4 Quality of Life

C-Q2

See POLICY Q4: Create new community open space, parks, and recreation facilities.

New development along Colfax Avenue provides an opportunity to add open space to the corridor.

See Section 2.4 Quality of Life

C-Q3

See POLICY Q17: Incorporate design elements that activate public spaces and improve safety, particularly in areas that have historically seen higher rates of crime.

Members of the community cited crime and feeling unsafe as barriers to enjoying Colfax Avenue. Additionally, there is a higher concentration of violent crime along the corridor compared to the rest of East Central.

See Section 2.4 Quality of Life

See Section 2.4 Quality of Life
**COLFAX CORRIDOR RECOMMENDATIONS**

**QUALITY OF LIFE**

Strengthen the existing tree canopy and increase tree canopy coverage within the public right-of-way.

Tree canopy coverage is notably missing along Colfax Avenue where the development pattern includes larger building footprints and more surface parking lots. The community values a robust tree canopy along Colfax Avenue and, as improvements along Colfax Avenue begin to take place, tree canopy coverage will continue to be a critical green asset.

A. Coordinate with the City and County of Denver Office of the City Forester to continue to support removal and replacement of deficient existing trees within the public right-of-way to ensure a healthy and sustainable tree canopy and unique community asset.

B. Increase coverage of the tree canopy through a city-sponsored community replacement program utilizing Denver-appropriate trees.

C. Prioritize preservation of tree canopy in right-of-way design and other city projects.

D. Develop educational programming and partnerships within the community to increase understanding around maintenance and care of the tree canopy.

E. Support the development of an Urban Forest Plan to meet citywide canopy goals for preservation, maintenance, implementation and funding.

**BACKGROUND POLICY STRATEGIES**

Increase the pervious surface coverage through the design and implementation of green infrastructure systems to increase environmental performance (infiltration, evaporation, evapotranspiration, carbon sequestration, shade, and urban heat).

High impervious surface coverage along Colfax Avenue results from historical development patterns in which permeable surfaces were replaced with parking lots, sidewalks, and rooftops.

A. Explore opportunities to convert existing impervious surface within public right-of-way to pervious surface through the addition of street trees, tree lawn or bulb-outs, trails, parkland or native vegetation.
   1. Coordinate with the design of future contemporary parkways (see Policy Q2).
   2. Integrate with BRT design along Colfax Avenue and the redesign of public right-of-way streetscape and remnant parcels to improve infiltration and reduce runoff.

B. Develop design guidelines for a contemporary tree lawn.
   1. Remove and replace impervious areas between the sidewalk and street with 4”-6” depressed lawn or streetscape that improves infiltration and reduces runoff.
   2. Coordinate implementation through city roadway, stormwater and sanitary projects within the right-of-way.
   3. Increase the requirements for pervious acreage, water conservation in landscaping and inclusion of natural vegetation for redevelopment and new development.
   4. Work with private property owners, Business Improvement Districts and other neighborhood organizations to transition underutilized paved lots to pervious surfaces.
5 IMPLEMENTATION

IN THIS SECTION:

5.1 IMPLEMENTATION (P. 273)
5.1 IMPLEMENTATION

The East Central Area Plan sets forth the community’s vision for the area and includes many recommendations for achieving that vision. To make that vision reality, the plan recommendations must be implemented. This section will describe the types of implementation tools available, identify the recommendations that are priorities for implementation, and explain how implementation efforts will be monitored and tracked. Successfully implementing this plan will require the combined efforts of the city, external organizations, and the community.

5.1.1 TYPES OF IMPLEMENTATION

Implementation activities generally fall into three categories: regulatory changes, public infrastructure, and partnerships. Each fills a different role, but all are necessary to successfully achieve the vision.

REGULATORY

Most community development comes from private investment. The city can ensure private investment advances city goals by adopting or amending appropriate regulations. These regulations may include rules, requirements, procedures, fees, or laws. Typical examples include Denver Zoning Code text and map amendments, Public Works requirements for infrastructure improvements associated with development projects, and Parks and Recreation requirements regarding the provision of publicly accessible parks and open space. Developing these regulations based on the guidance of this plan will involve additional community engagement. Regulatory and policy implementation priorities for East Central include the following:

- Strategies for incentivizing historic preservation (see Policies L5, L6, & L9).
- Creating an adaptive reuse ordinance (see Policies L4 & C-L1).
- New standards for quality design (see Policies L6, L7, & L8).
- Targeted financial and technical assistance to small businesses along Colfax (see Policies C-E3 & C-E4) in preparation of BRT.

PUBLIC INFRASTRUCTURE

To ensure community members have access to all the amenities that make a complete neighborhood, the city must provide infrastructure and public facilities that complement the private investment. Examples include public investment in street reconstruction, bicycle lane installations, new transit routes, park improvements, or new or expanded recreation centers. The City, or other governmental entities, typically take the lead in designing, constructing and funding these projects and may use a variety of public funding mechanisms or partnerships with the private sector. New streets, utilities, open space and other major public infrastructure associated with new development are typically led and funded by private developers or through public-private partnerships (see Partnerships below). Some strategies may require detailed studies and further assessment to identify appropriate solutions that must consider existing and projected mobility demands. These studies will inform future needs and capacities and also determine project costs and funding eligibility. Public infrastructure implementation priorities for East Central include the following:

- Building high quality sidewalks and safe crossings on Colfax (see Policy M1-A).
- Making 13th (see Policy M1-L), 14th (see Policy M1-M), 16th (see Policy M1-N), and 17th (see Policy M1-O) streets much safer to cross and travel down.

PARTNERSHIPS

Where neither the city nor the private sector can alone achieve the vision, partnerships offer an opportunity to work together to advance community goals. Many partnerships focus on services, with the city working alongside an outside organization to provide for community needs. Other partnerships can provide infrastructure through public-private financing arrangements. There are many different potential partners identified for specific recommendations throughout the plan to accomplish many different goals. Partnership implementation priorities for East Central include the following:

- Enhanced social services to residents experiencing homelessness (see Policies E12, E13, & E14).
- Permanently preserving current affordable housing and units with expiring income restrictions (see Policy E9).
- Targeted areas to focus tree planting efforts (see Policy Q5).
#466

Posted by KHahn on 07/01/2020 at 6:50pm [Comment ID: 4338] - Link
Type: Suggestion
Agree: 0, Disagree: 0

DOTI
5.1.2 PRIORITIES

Over the 20-year life of this plan, the city will evolve, recommendations will be implemented, and circumstances will change. All of these will impact which recommendations are the highest priorities for the city to focus on. An appendix will identify the current top priorities and will be updated regularly to reflect the changing situation.

5.1.3 SUMMARY OF UPDATES TO BLUEPRINT DENVER

The East Central Area Plan is adopted as a supplement to Comprehensive Plan 2040 and updates Blueprint Denver. This plan advances the vision of Comprehensive Plan 2040 and is consistent with Blueprint’s overall approach including topics, maps, legend categories, and system hierarchies. This plan takes a closer and more detailed look at East Central and is intended to refine Blueprint Denver’s guidance for this part of the city. Where this plan addresses topics also addressed by Blueprint, Blueprint’s maps should be updated to be consistent with this plan, including the following maps:

- Neighborhood Context (Section 2.1.2)
- Future Places (Section 2.1.3)
- Growth Strategy (Section 2.1.4)
- Street Types (Section 2.3.1)
- Transformative Streets (Modal Priority) (Section 2.3.3)
5.1.4 PROGRESS METRICS

Each topic within the Area Wide Recommendations section has associated performance measures to evaluate whether this plan is having the desired impact in achieving the community’s vision. However, in addition to measuring the outcomes from the plan, it is also important to track how the recommendations of this plan are implemented. To determine how much progress the city is making in implementing this plan, the number of individual projects the plan calls for under each topic that have been completed will be tracked. See the numbers to the right for the implementation targets.

18 LAND USE & BUILT FORM PROJECTS
35 ECONOMY & HOUSING PROJECTS
142 MOBILITY PROJECTS
9 QUALITY-OF-LIFE INFRASTRUCTURE PROJECTS