

East Central Area Plan 2nd draft summary of changes

Chapter	Page	Change
2.1	31	Added language to Policy L1 to recommended Large Development Review for large institutional sites
2.1	32	Refined Places map to better align with height recommendations in southern Capitol Hill
2.1	34	Policy L3 – These strategies have been updated to clarify that affordable housing associated with the height incentive shall be provided on-site.
2.1	34	Policy L3 has been updated to recommend coordination of strategies to add more low and very low income housing
2.1	34	Policy L3 has been updated to clarify that open space must be publicly accessible
2.1	34	Added language to Policy L3 that City Council must approve specific benefit requirements for any development using height incentives
2.1	35	Refined Maximum Building Heights map to better match existing height allowances in Row House areas of southern Capitol Hill and western Cheesman Park
2.1	39	Policy L5 – This policy has been updated to recommend that ADUs should allowed as accessory to duplex and rowhouse forms
2.1	45	Modified Policy L9 to articulate the use of the Discover Denver survey
2.1	45	Added Policy L11 to recommend strategies for equitable community engagement
2.2	56	Added BIDs to Policy E3
2.2	58	Added strategy E4.I - Evaluate the impacts of construction on local businesses and develop strategies to mitigate those impacts.
2.2	58	Added strategy E4.H - Ensure on-street parking is effectively managed to support local businesses (see Policies M10 & M11).
2.2	60	Added sub-strategy E7.C.1 - Establish a working group with BIDs and the city to develop strategies for how BIDs can help new businesses move into permanent locations.
2.2	64	Strategy E8.A – Foreclosure prevention was added to the list of programs to help residents stay in their homes.
2.2	65	Strategy E10.C – Non-profit housing developers was added to the list of partners that the City should support in acquiring land for affordable housing development
2.2	65	Strategy E10.F.4 – This strategy was clarified to state that affordable housing should provide long-term affordability and be dedicated for a period of time consistent with or greater than adopted policy.
2.2	65	Policy E10.B – These strategies have been updated to clarify that affordable housing associated with the height incentive shall be provided on-site.
2.3	83	Added pedestrian priority to 16th Avenue transformative street on the Transformative Street Opportunities map

2.3	90	Updated M1.K to include enhanced review of historic parkway and clarify trail materials.
2.3	92	Added Policy M1.N.2.b to improve pedestrian environment on 13th Ave between Washington and Grant Streets.
2.3	93	Added M1.P.1.d to explore near-term implementation of pedestrian and bicycle priority elements tested in COVID-19 Shared Street due to community feedback.
2.3	97	Added proposed high comfort bikeway on Pennsylvania St to Bike Network map due to community feedback.
2.3	101	Added sub-strategy M3.H to study feasibility of a high comfort bikeway on Pennsylvania St, due to community feedback.
2.3	101	Per community feedback, clarified language in M3.A to recognize success and community support for COVID-19 Shared Street on 11th Ave and outline considerations for corridor study.
2.4	160	Policy Q17: A strategy focused on reducing crime through environmental design has been revised to focus on practices that are more likely to have equitable outcomes. The policy now prioritizes community-led implementation that focuses on inclusivity.
2.4	161	Policy Q17: The Pedestrian Lighting Priority Areas have been updated on the Street Activation through Design Concepts map. The previous version mapped these along the Vision Zero High Injury Network (HIN) and on streets that Blueprint designated as pedestrian priority areas. The updated version maps them along the HIN and on streets that the Mobility section of this plan designates as pedestrian priority streets.
4	257	Strategy C-L1.A.1 - language added about balancing the needs of streetscapes, amenity zones, landscaping, on-street parking, and right-of-way dedication
4	257	Modified Policy C-L1.D to include all lots in the evaluation of parking requirements (instead of just small lots with MS-3 zoning) and to recommend that the evaluation focus on the impact of parking requirements through an equity lens, including affordable housing, pedestrian and bicycle safety, and technological changes (e.g. vehicle automation, ridesharing, goods delivery, etc.) in addition to impacts on street parking supply.
4	258	Policy C-L2 – These strategies have been updated to clarify that affordable housing associated with the height incentive shall be provided on-site.
4	258	Policy C-L2 has been clarified to make clear that affordable housing is a priority for the height incentive, but the other community benefits should also be considered