EAST area plan
EXISTING CONDITIONS BRIEFING BOOK
I. INTRODUCTION
A. Purpose & Background p. 3
B. Geographic Boundaries p. 6
   • Regional Context
   • Study Area
   • Aerial
   • Key Indicators
C. Council & Neighborhood Boundaries p. 7
   • Council Districts
   • RNO’s

II. EXISTING CONDITIONS
A. Demographics p. 12
   • Population
   • Age
   • Race/Ethnicity
B. Strong & Authentic Neighborhoods p. 13
   • Neighborhood Histories
   • Land Use
   • Public Land & Facilities
   • Historic Landmarks and Districts
   • Age of Structure
   • Building Heights
   • Zoning
   • Land Use/Zoning Mismatch
   • Underutilized Properties
   • Permit Activity
C. Economically Diverse and Vibrant p. 31
   • Employment Density
   • Household Income
   • Individual Wages
   • Poverty
   • Unemployment
   • Special Districts
   • Schools/Educational Facilities
   • Childcare
   • Sales Tax
D. Equitable, Affordable, and Inclusive p. 41
   • Housing Density
   • Housing Characteristics
   • Household Types
   • Cost Burdened Households
   • Housing + Transportation Costs
   • Income-Transportation Costs
   • Gentrification Vulnerability
E. Well Connected, Safe, and Accessible Places p. 51
   • Travel Habits
   • Auto Use
   • Street Network
   • Vehicular traffic Collisions
   • Ped & Bike Crashes
   • Bus Stop Amenities
   • Transit Frequency by Route
   • Transit Frequency by Stop
   • TransitScore
F. Healthy and Active p. 69
   • Violent Crime
   • Other Crime
   • Street Lights
   • Equity Index
   • Park Access
   • Food Access
   • Healthcare Access
   • Obesity
G. Environmentally Resilient p. 81
   • Tree Canopy
   • Impervious Surface
   • Stormwater Basins; Flood Areas
   • Temperature

III. OTHER PLANS & STUDIES
A. Adopted Plans p. 87
B. Completed and Ongoing Studies p. 91
C. Surrounding Plans p. 101
PURPOSE AND BACKGROUND
The East Area Briefing Book serves as a resource for the planning process for the neighborhoods of South Park Hill, Hale, Montclair and East Colfax. The briefing book was developed to offer planning participants with a clear and detailed context from which the planning discussion will emerge. Offering a collection of historical background information, existing conditions data, benchmark comparisons, and summaries of existing plans and studies, the briefing book may be read as a narrative document or used as an evolving reference guide to be consulted and built upon throughout the planning process.
The East Area is located adjacent to the eastern boundary of the City and County of Denver; however, it is centrally located within the greater Denver region. Its location between major healthcare and education campuses including Rose, National Jewish, St. Joseph’s/St. Luke’s, and Auraria to the west and Anschutz to the east provide convenient access to services and thousands of jobs for those living in the area’s residential neighborhoods.
INTRODUCTION

STUDY AREA
The East Area includes the statistical neighborhoods adjacent to Colfax Avenue between Colorado Boulevard and Yosemite Street (Denver’s eastern city limit), including South Park Hill, Montclair, Hale, and East Colfax. The boundaries are Colorado Boulevard on the west, Yosemite Street on the east, 23rd Avenue and Montview Boulevard on the north, and 6th Avenue and 11th Avenue on the south.
# Key Indicators

The table summarizes key indicators that have been compiled from analyses throughout the Briefing Book. The table is organized by Vision Element and provides a comparison of how the plan area performs relative to the city as a whole. These data help identify strengths and weaknesses unique to the East area for further discussion and analysis during the planning process. The Strong and Authentic Neighborhoods Vision Element is excluded from the table, as the data related to land use and urban design in this character of development but are not intended as indicators of performance.

<table>
<thead>
<tr>
<th>Elements</th>
<th>Indicators</th>
<th>East</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Equitable, Affordable, and Inclusive</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overcrowded Housing Units</td>
<td>4%</td>
<td>3.4%</td>
<td></td>
</tr>
<tr>
<td>Cost-Burdened Households</td>
<td>31%</td>
<td>36%</td>
<td></td>
</tr>
<tr>
<td>Severely Cost-Burdened Households</td>
<td>18%</td>
<td>17%</td>
<td></td>
</tr>
<tr>
<td>Combined Housing and Transportation Costs as a % of Household Income</td>
<td>43%</td>
<td>43%</td>
<td></td>
</tr>
<tr>
<td><strong>Healthy and Active</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Violent Crime per 1,000 residents</td>
<td>25</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Equity Index</td>
<td>3.16</td>
<td>3.15</td>
<td></td>
</tr>
<tr>
<td>Percent of households with low access to food</td>
<td>29%</td>
<td>33%</td>
<td></td>
</tr>
<tr>
<td>Obesity</td>
<td>21.2%</td>
<td>26.5%</td>
<td></td>
</tr>
<tr>
<td><strong>Environmentally Resilient</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree Canopy Coverage</td>
<td>41%</td>
<td>19%</td>
<td></td>
</tr>
<tr>
<td>Impervious Surface</td>
<td>56%</td>
<td>44%</td>
<td></td>
</tr>
<tr>
<td>High Surface Temperature</td>
<td>7%</td>
<td>19%</td>
<td></td>
</tr>
<tr>
<td><strong>Economically Diverse and Vibrant</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jobs per Household</td>
<td>0.76</td>
<td>1.56</td>
<td></td>
</tr>
<tr>
<td>Sales tax increase 2012-2016</td>
<td>63%</td>
<td>37%</td>
<td></td>
</tr>
<tr>
<td>Adults over 15 with at least a bachelor’s degree</td>
<td>60.4%</td>
<td>45%</td>
<td></td>
</tr>
<tr>
<td>Average annual wage</td>
<td>$70,766</td>
<td>$60,123</td>
<td></td>
</tr>
<tr>
<td>Poverty rate</td>
<td>18.1%</td>
<td>15.7%</td>
<td></td>
</tr>
<tr>
<td>Unemployment rate</td>
<td>6.1%</td>
<td>5.5%</td>
<td></td>
</tr>
<tr>
<td>Children under 5 per daycare place</td>
<td>1.43</td>
<td>3.78</td>
<td></td>
</tr>
<tr>
<td><strong>Well Connected, Safe, and Accessible Places</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Households with No Vehicle</td>
<td>11%</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Households within a 1/4 mile of a transit stop</td>
<td>82%</td>
<td>75%</td>
<td></td>
</tr>
<tr>
<td>Residents who drive alone to work</td>
<td>70%</td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>Pedestrian Crashes per 100,000 residents</td>
<td>305</td>
<td>316</td>
<td></td>
</tr>
<tr>
<td>Bicycle Crashes per 100,000 residents</td>
<td>175</td>
<td>221</td>
<td></td>
</tr>
<tr>
<td>Vehicle Crashes per 100,000 residents</td>
<td>15,298</td>
<td>10,859</td>
<td></td>
</tr>
<tr>
<td>Missing Sidewalks</td>
<td>17%</td>
<td>9%</td>
<td></td>
</tr>
<tr>
<td>Missing Sidewalks - Low Income Areas</td>
<td>23%</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Signal Spacing along High Injury Network</td>
<td>0.2 miles</td>
<td>0.18 miles</td>
<td></td>
</tr>
</tbody>
</table>
As of 2015, 33,082 people live in the East Area, making up about 5 percent of Denver’s 649,654 residents. The greatest number of people live in East Colfax (11,256) and South Park Hill (9,150). When comparing population density, East Colfax is the densest at 16.4 people per acre and Montclair is the least dense at 9.1 people per acre.
INTRODUCTION

REGISTERED NEIGHBORHOOD ORGANIZATIONS (RNOS)
COUNCIL DISTRICT 5

RNOs are groups formed by residents and property owners within a neighborhood who register with the City. RNOs are an important part of the fabric of the city and play a key role in the ongoing effort to make Denver a great place to live and work. RNOs choose their own boundaries and membership. RNOs in the East Area include:

- ABC Streets Association
- Bellevue-Hale Neighborhood Association
- City Park Friends and Neighbors
- Colfax Mayfair Business Improvement District
- Cranmer Park – Hilltop Civic Association
- Denver Arts and Culture Initiative
- Denver Neighborhood Association, Inc.
REGISTERED NEIGHBORHOOD ORGANIZATIONS (RNOS)
COUNCIL DISTRICT 8

- East Colfax Neighborhood Association
- Fax Partnership
- Greater Park Hill Community, Inc.
- Historic Montclair Community Association
- Inter-Neighborhood Cooperation
- Jasmine Place Townhomes
- Mayfair Neighbors, Inc.
- Opportunity Corridor Coalition of United Residents
- Stapleton United Neighbors
- Stapleton Master Community Association
EXISTING CONDITIONS

PLACE OF BIRTH AND LANGUAGE
Fourteen percent of East Area residents were born in another country, and 19% speak a language other than English at home.

When looking at the individual neighborhoods, East Colfax has the largest percentage of foreign born residents (23%) and non-English speakers (33%). For comparison, 16% of the Denver population is foreign born and 27% speak a language other than English.
**AGE**

Age distribution in the East Area is similar to Denver, with a slightly lower percentage of children ages 5-17 and adults ages 25-34. Overall, there are 6,630 people under age 18 and 3,490 people 65 and over in the plan area.

**RACE & ETHNICITY**

Sixty-three percent of the East Area is Non-Hispanic White, as compared to 53% of the overall Denver population.

Nearly 37% of East Area residents, including 63% of East Colfax residents, are a race or ethnicity other than Non-Hispanic White. The most prevalent minority populations include 16% Hispanic or Latino, 12% Black or African American, and 5% Asian.
STRONG AND AUTHENTIC NEIGHBORHOODS

The Strong and Authentic Neighborhoods section provides data and analysis related to the physical form and character of urban development. Topics within this Vision Element include land use, urban design, zoning, and historic preservation.
SOUTH PARK HILL HISTORICAL HIGHLIGHTS

Park Hill was initially platted in 1887 by the Prussian Baron Allois Guillaume Eugene von Winckler as a 32-block neighborhood named after the adjacent City Park. The original neighborhood was bounded by Colorado Boulevard, Dahlia Street, Montview Boulevard and 26th Avenue. The neighborhood expanded, and a building boom began in the early 1900s and continued through the 20s and 30s. Residents were and continue to be attracted to Park Hill because of its adjacency to cultural and recreational amenities such as City Park, the Museum of Nature and Science, and the Denver Zoo, its proximity to hospitals and downtown, its historic parkways, and the wide variety of housing styles. Key elements of the neighborhood’s history include the following:

- Hartman’s Addition, platted in 1871, was laid out in square blocks commonly called “Park Hill Squares” which are often have carriage and garden plots in the center of block today.
- Street cars ran along Colorado Boulevard, 23rd Avenue, and Colfax Avenue home to many of the commercial destinations and neighborhood nodes today.
- The City Beautiful movement of the early 1900s led to the creation of the many historic parkways in the Park Hill neighborhood: Montview Boulevard (1903); 17th Avenue Parkway (1911); Monaco Parkways (1911); Forest Parkway (1913)
- Colorado Woman’s (Women’s) College opened at the site of what is now home to Johnson & Wales University in 1909. Colorado Women’s College merged with the University of Denver in 1982.
- Housing styles include Foursquares (Denver Squares), Arts and Crafts, Tudor Revival, French Eclectic, and Colonial Revival.

- Integration & Civil Rights
  - Dating back to the late 1800s, Park Hill was home to several African-American families, primarily living near the end of the street car at Holly and 23rd.
  - Restrictive covenants were commonly utilized in neighborhood additions, which prohibited non-white householders.
  - As African-American migration began from neighborhoods closer to downtown, several Park Hill churches joined to form the Park Hill Action Committee which worked to encourage an integrated, diverse community.
  - In the 1960s, Park Hill was at the center of the battle to achieve the desegregation of public schools. Ultimately, a lawsuit went to the Supreme Court, which found that the school board had shown an intent to segregate and order DPS to rearrange school boundaries and desegregate.
  - Martin Luther King gave several speeches in the Denver area at 1964, including one at Montview Boulevard Presbyterian Church

- Historically significant structures include:
  - Park Hill Branch Library (1920)
  - Montview Boulevard Presbyterian Church (1918)
  - Park Hill Methodist Episcopal Church (1921)
  - Streetcar node at 23rd and Dexter (1913)
  - Treat Hall (1909)
HALE

The Hale neighborhood was first platted in the 1880s. Bellevue Addition, platted in 1886 between Birch and Holly Streets from 13th Avenue to Colfax Avenue, was named for its views of the mountains and City Park. The early suburb attracted residents due to its higher elevation above air pollution that was common within the city at the time. Hale’s history is rich – with waves of residential development from the 1880s through post-WW II, a core health care district that continues to evolve today, and the prominent Hale Parkway that shares the neighborhood name. Key elements of the neighborhood’s history include the following:

- The expansion of the streetcar system down Colfax Avenue and south through the neighborhood toward Fairmont Cemetery encouraged further development housing, largely promoted by real estate developer Milo Smith from the 1880s through the early 1900s.
- 6th Avenue Parkway was designed by Olmstead and constructed between 1909 and 1912. Development did not occur along the parkway until post-WW1, with many stately Tudor and Renaissance Revival manors.
- Hale Parkway was constructed in the 1940s to address flood control (as part of the Upper Montclair Basin) and as a key connection to Lowry Air Force Base. It initially included open water channels, which was later replaced with below-grade piping.
- Health Care
  » National Jewish Hospital was built in 1893 and opened in 1899 to treat people suffering from tuberculosis. The hospital has expanded several times, including onto the site of the former Gove Junior High School (originally built in 1911) at Colorado and 14th Avenue.
  » “TB Houses” were also built throughout the surrounding neighborhoods in the early 1900s for people suffering from the condition.
  » University of Colorado Health Sciences Center opened in 1925. The medical center continued to expanded through the 1990s, including a signature 1965 modernist hospital structure with a bridge that spanned over 9th Avenue. In the late 1990s, the university began plans to relocate the center to the former Fitzsimons base in Aurora. The new Anschutz campus opened in 2007, paving the way for a new mixed use development at 9th and Colorado that is currently underway.
  » Rose Medical Center opened along Hale Parkway in 1949, and has continued to expand through the 2010s.
  » The Veterans Administration Medical Center opened in 1951 and expanded through the 1980s. The VA is planned for relocation to the Fitzsimmons campus where a new center is currently under construction.
- Pharmacies, gas stations, and small groceries emerged adjacent to the medical campus starting in the 1920s and 30s.
- Churches
  » Christ Methodist Church (1927)
  » Christ the King Catholic Church (1949)
  » Church of Jesus Christ of Latter-day Saints (1950)
  » 8th Avenue Baptist Church (1949-1950)
  » Beth Joseph congregation – moved to 9th and Holly in 1950s, later relocated and site now occupied by World Mission Society
- The neighborhood has a diverse housing stock, including small multi-unit buildings and international-style apartments that were built along Colorado Boulevard in the 1950s-70s.
MONTCLAIR

Like other neighborhoods in the East Area, Montclair began as an idyllic suburb that offered respite from the city. Montclair was platted in 1885 by Baron Von Richthofen and Matthias P Cochrane. Cochrane was from Montclair, New Jersey and named the community after his hometown and its views of the Front Range. The neighborhood was also one of the first communities to serve as a destination for pulmonary patients seeking Colorado’s high elevation. Today, Montclair retains much of its history – from the Richthofen castle, Molkerie, and residential streets to the neighborhood business hub at Mayfair Town Center. Key elements of the neighborhood’s history include the following:

- Baron Richthofen’s castle was constructed in the 1880s at E. 12th Avenue and Olive Street.
- The Baron also built the Molkerie in 1888, a sanitarium for people suffering from tuberculosis, which currently serves as the Montclair Community Center.
- The original suburb included lots that were twice the size of Denver’s standard 25x125-foot parcels, required brick or stone homes of at least two stories and at least $5,000 in construction costs. The community also banned saloons and alcohol.
- Denver Tramway Company built 4 streetcar lines along East 6th, 8th, 17th and Colfax, with the first opening, with the first opening in 1887.
- Montclair incorporated in 1888 and became a part of Denver in 1902.
- By 1900, Montclair was a destination for those suffering from tuberculosis, with many living in “TB Houses”, a variation of the bungalow that included dual side porches and open floor plans.
- The City Beautiful movement of the early 1900s led to the creation of the many historic parkways in the Park Hill neighborhood: Monaco Parkway (1911 completion); Richthofen Parkway (1911 drawing); Sixth Avenue Parkway (1909-1912)
- More modest housing was built in Montclair post-WWII, infilling around the large homes built during the Richthofen era.
- Mayfair (the area generally west of Monaco Parkway), largely developed post-WWII, and is often associated with the Mayfair Town Center at 14th and Krameria that emerged in the 1950s.
- In 1975, Jane Smith led a successful effort to designate the Montclair historic district.
- Other historically significant structures include:
  » The Stanley School/Montclair School (1890)
  » St. Luke’s Episcopal Church (1890)
  » Milo Smith House (1890)
  » Dugal Farm House (1891)
  » Fire Station No. 14 (1937)

Sources:
Historic Denver Guides: The Montclair Neighborhood; Landmark Preservation Commission Memorandum to the Denver Planning Board for the establishment of the Montclair Historic District (1975); Denver Historic Parkway District application (1997); Modern East Denver; CCD landmark records
EAST COLFAK

The East Colfax neighborhood’s roots extend back to the 1850s when what today is Colfax Avenue was part of the Smoky Hill Trail bringing gold seekers by horse and wagon. The history of the neighborhood was heavily influenced by the streetcar, Colfax’s prominence as a tourist route, the adjacent airport, military school, and Air Force base, and as a destination to serve those suffering from pulmonary or other illnesses. Today, the neighborhood has a diverse population. Key elements of the neighborhood’s history include the following:

- The neighborhood was part of Montclair, which was initially incorporated in 1888 and annexed to Denver in 1902. Included the area east of Monaco and north of 6th to Yosemite and 26th Avenue.
- Colfax streetcar originally extended from Downtown to Fletcher (Aurora today); later the line ended at Poplar Street and a bus continued east to Fitzsimmons Hospital.
- Though some early development occurred, much of the neighborhood remained open fields through the 1930s, providing an open view to Fitzsimmons Hospital to the east.
- In 1922, the Greeters of America, a national organization of hotel employees, established a home with 5 acres of land at 1740 Ulster Street, for members who were in need.
- The Ex-Patients Tubercular Home opened at 8000 Montview in 1930 and included a barn with dairy cows.
- Beginning in the early 1930s, Colfax Avenue between Ulster and Uinta functioned as a town center with several small businesses.
- Stapleton Field (1929) and Lowry Air Force Base (1937) led to residential development in nearby neighborhoods for airline and military personnel.
- The neighborhood saw a housing boom post WWII through the 1950s.
- Apartment buildings were built along Yosemite Street in the 1960s as housing for Titan missile project construction workers. Apartment construction continued in the neighborhood through the 1970s.
- Colfax Avenue (U.S. Highway 40) served as the primary link to the mountains through the 1960s and was lined with tourist-oriented businesses, including motels, restaurants, service stations, and gift shops. The opening of Interstate 70 in 1965 led to a decline of the street as tourist destination.
- East Colfax is home to diverse population today, including a significant immigrant and refugee population. [Add demographic history]

Sources:
East Montclair/East Colfax Neighborhood Plan (1994)
COLFAX AVENUE

- Colfax Avenue first appeared on Denver maps in 1868.
- By 1890, the streetcar extended to Montclair.
- In the mid-1920s, Colfax Avenue was designated as part of US Highway 40, a transcontinental highway extending from Atlantic City to San Francisco.
- Though initially residential, Colfax Avenue grew increasingly commercial and mixed use. In 1925, with the adoption of the first zoning code, property along Colfax Avenue from Broadway to Yosemite Street was predominantly designated with commercial zone districts.
- In the 1920s, the avenue saw a building boom of commercial structures.
- Following WW-II, new structures and businesses tended to be more-auto oriented. This included the building of motels and restaurants with unique architecture and signs designed to attract motorists. In some cases, commercial additions were added in front of older homes facing the avenue.
- Streetcar service ended in 1950.
- Interstate 70 was completed in the mid-1960s, leading to a decline of tourists on the avenue and a lack of customers for the many motels.

- Today, the avenue continues to have a mix of predominantly auto-oriented stores and restaurants, auto repair and sales, and the motels that remain from Colfax’s earlier days as a tourist destination.

Sources:
- Historic Denver Guides: East Colfax Avenue; East Montclair/East Colfax Neighborhood Plan (1994)
LAND-USE

The most common land use in the area is single unit residential. Commercial/retail uses are concentrated along Colfax, with multi-unit residential often nearby. Other areas of multi-unit residential are near 9th and Colorado, Mayfair, along 11th Ave. and along Yosemite St. Small pockets of commercial/retail are also scattered around the area, often accompanied by higher-density residential uses.
PUBLIC, CIVIC, AND CULTURAL

There are several public, civic and cultural uses in the East Area. In terms of land area, public parks and schools are the most prominent. Publicly-owned parcels also include the Park Hill Library, Fire Station No. 22, post office, and public housing. In addition, the City and County of Denver recently acquired two vacant parcels along East Colfax Avenue.

The federal government owns the large property on Hale Parkway that is currently occupied by the Veterans Administration hospital campus.
HISTORIC LANDMARKS AND DISTRICTS

The East Area is home to fifteen locally-designated historic landmark structures and seven locally-designated historic districts. Historic designation acknowledges a property’s importance within the community and ensures that any future changes are in keeping with the character of the structure and/or district.

Historic districts include a portion of the Montclair neighborhood and the parkways along Montview, 17th Avenue, 6th Avenue, Monaco, Richthofen Place, and Forest that were built in the early 20th century.

Individual landmarks include local schools, churches, homes, the Park Hill Library, and Fire Station No. 14.
The oldest buildings in the East area were built before 1900 and are most prevalent in South Park Hill. Building ages typically decrease further east and south, with much of Montclair and East Colfax being built in the post-war era. Many of the buildings along Colfax Ave. are newer, having been built in the last 50 years.
BUILDING HEIGHTS

Building heights in the East Area are predominantly 35 feet or less, with a few exceptions. The greatest heights occur in the vicinity of 9th Avenue, Colorado Boulevard, and Hale Parkway on the hospital campuses and in adjacent multi-unit residential areas. The Johnson and Wales Campus also has a clustering of taller buildings.
ZONING

The Denver Zoning Code is based on contexts, the most prevalent of which in the area are Urban Edge and Urban. The most common zone type across contexts is single unit, followed by multi-unit, main street, and two unit. Within these zone types, different heights or minimum lot sizes are allowed, typically with more intense development allowed on the west side of the area and along Colfax Ave.

Denver Zoning Code Neighborhood Context

Map date: 11/1/2017
Data source: Denver Community Planning and Development
BUILDING HEIGHT/ZONING MISMATCH

One way to evaluate the potential for change in an area is to compare what is built on a parcel to what the zoning would allow.

The map compares the height of existing buildings to the heights permitted by the Denver Zoning Code. The blue and lightest red color indicate buildings that are either above or close to what zoning allows. The darker red colors indicate buildings that are 2 or more stories below the maximum the zoning district allows.

The larger the gap between existing heights and zoning, the greater the development potential. This is largely seen along Colfax Avenue and in the campus zoning districts along Hale Parkway and at Johnson and Wales.

This map does not take into account custom zoning, waivers and conditions, view planes, or other restrictions that may be in place on specific properties.
PROPERTY VALUES

The map shows total assessed property values divided by the size of the property to provide comparable numbers across the study area. Greater property values per acre typically indicate taller, more intense development or newer structures. Concentrations of higher values can be seen near the hospitals at 9th and Colorado, and scattered through South Park Hill, Hale, and Montclair. Notably, total property values along Colfax Ave. are no greater than those of surrounding residential properties.
PERMIT ACTIVITY

Construction permits for work valued at approximately $137 million were issued between July 2015 and December 2017. Of that total, $56 million was for residential work and $81 million was for commercial work. This includes permits for new construction and additions. The map shows permit valuations aggregated at the block level, and not valuations of individual permits.
OVERLAYS
Overlay districts are additional regulations that are added on top of the underlying zoning to modify the allowances or requirements for use and/or building design. The UO-3 use overlay allows expanded commercial uses in landmarked structures in residential zones. The UO-1 use overlay allows adult uses, and UO-2 use overlay allows billboards.
The Economically Diverse and Vibrant section provides data and analysis related to economic opportunity and the financial health of residents and businesses. Topics within this Vision Element include access to jobs, education, household income, poverty, and business development.
ECONOMICALLY DIVERSE AND VIBRANT
The median annual household income in the East Area is $89,658, compared to the Denver median of $53,637. However, there are large differences between the neighborhoods in the East Area: the median income in parts of South Park Hill is $113,906, while the median income in parts of East Colfax is $36,125. Incomes in the East Area have generally increased between 2000 and 2015, though it is not clear how much of this increase is caused by lower income households moving out of the area and higher income households moving in.
EMPLOYMENT DENSITY

There were 11,155 jobs in the East area in 2015, which represents a 48% decrease from 2010, mostly attributable to the University of Colorado Medical Center leaving the area. There are 0.76 jobs per household in the East area, compared to 1.56 jobs per household in Denver. This is largely because the area is predominantly residential, without major job centers besides the hospitals.

The East area has a job density of 3.8 jobs per acre, compared to 4.3 jobs per acre for Denver. Employment is concentrated at the hospitals near 9th Ave. and Colorado Blvd., and along Colfax Ave., with a few pockets of higher density scattered throughout the rest of the area.

The top employment sectors in the East area are health care, retail trade, and accommodation and food services. The largest individual employers are Rose Medical Center, the Veterans Administration, Johnson & Wales University, and King Soopers.
SALES TAX
Sales Tax receipts in the East area increased by 63% between 2012 and 2016, compared to a 37% increase for Denver. Sales tax receipts increased in all neighborhoods, but increased the most in Hale.

EDUCATION
The percentage of adults over the age of 25 with a bachelor’s degree or higher in the East area is 60.4%, compared to 45% in Denver. There are differences between neighborhoods, with the rate in South Park Hill being 75% while the rate in East Colfax is 36%. The overall trend in the East Area from 2000 to 2015 has been an increase in residents with college degrees, with East Colfax seeing the greatest increase.

INDIVIDUAL WAGES
Employed residents of the East area on average earn $70,766 annually in wages, compared to $60,213 for Denver. There are significant differences between neighborhoods, with the average wage in East Colfax being $42,329 while the average wage in South Park Hill is $101,358. Wages have generally increased in the East Area between 2010 and 2015, though wages in South Park Hill remained about the same.
POVERTY

Households are in poverty if their income is less than about $12,000 annually for an individual, or about $24,000 annually for a family of four. The poverty rate in the East area is 18.1%, above the Denver rate of 15.7%. There are wide differences between the neighborhoods in the East area, though, with a low of 3.8% in South Park Hill and a high of 42.1% in East Colfax. The number of households in poverty increased by 5.1% between 2000 and 2015 in the East area. Most of the change was in the East Colfax neighborhood, while the rates in Hale, Montclair, and South Park Hill remained fairly stable.
The unemployment rate in the East area is 6.1%, compared to the Denver rate of 5.5%. The rates vary across the neighborhoods, with a low of 2.8% in Montclair and a high of 11.6% in East Colfax.
SPECIAL DISTRICTS

There are six special districts of three different types in the East area. There is one Business Improvement District (BID) which constructs and maintains public improvements and provides other business services through assessments on commercial properties. There are three Metropolitan Districts which provide various public improvements and services through additional property assessments. There are two Tax Increment Finance (TIF) districts which pay for improvements and services to facilitate redevelopment of blighted areas by collecting incremental tax increases caused by the redevelopment.
SCHOOLS/EDUCATION FACILITIES

There are seven public elementary, middle, and high schools and four private primary or secondary schools in the East Area. Denver Public Schools rates its schools annually on a five-category scale. In 2016, two of the schools in the East area received the highest rating of Distinguished, four of the schools received the second-highest rating of Meets Expectations, and one school received the middle rating of Accredited On Watch.
CHILD CARE

There are places in licensed childcare centers for 1,669 children in the East area, and 2,392 children under the age of 5 in the East area, resulting in a ratio of 1.43 children per place. In Denver, there are 3.78 children per child care place. East Colfax has the greatest number of children but the least number of childcare places in the East area.
The Equitable, Affordable, and Inclusive section provides data and analysis related to the cost of living and diversity of residential units. Topics within this section include affordable housing, gentrification and involuntary displacement, and types of housing available.
HOUSING DENSITY

The map at the left demonstrates the density of housing units within the East Area, based on census tracts.

The areas with the most housing units per acre are within the western portion of Hale and the southern portion of East Colfax, reflecting the multi-unit residential buildings found in these areas. The lowest density areas are found in South Park Hill and Montclair, where single- and two-unit buildings are most typical.
**Total Housing Units**

- **East**: 15,533
- **Denver**: 294,191

**Total Households**

- **East**: 14,661
- **Denver**: 275,795

**Average Household Size**

- **East**: 2.1
- **Denver**: 2.3

Data source: 2011-2015 American Community Survey 5-Year Estimates

**Overcrowded Housing Units**

- **East**: 4.0%
- **Denver**: 3.4%

**Year Household Moved In**

<table>
<thead>
<tr>
<th>Year</th>
<th>East</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 or later</td>
<td>44%</td>
<td>31%</td>
</tr>
<tr>
<td>2000-2009</td>
<td>47%</td>
<td>33%</td>
</tr>
<tr>
<td>1999 or earlier</td>
<td>25%</td>
<td>20%</td>
</tr>
</tbody>
</table>

**Housing Characteristics**

The East Area has 15,533 total housing units and 14,661 households. The average household size is 2.1, which is lower than the Denver average of 2.3.

The East Area has slightly higher percentage of overcrowded housing units than Denver at 4%; however, the percentage jumps to 12% in the East Colfax neighborhood. Overcrowded is defined as more than one person per room in a household.

Forty-five percent of housing units in the East Area are occupied renters, which is lower than Denver at 45%. The highest percentage of renter-occupied units are located in Hale and East Colfax, while South Park Hill and Montclair have a higher percentage of owner-occupied units.

Forty-four percent of East Area households moved into their home since 2010, while 25% have been there since before 2000. The East Area has a higher percentage of units occupied by households that have lived there since 1999 or earlier.
Housing Units Per Structure

Most of the residential structures in the East Area are single- or two-unit structures as shown by the chart below. Less than 3% are multi-unit buildings with 3 or more units. The diversity of housing unit types is similar to that found in Denver overall.

Housing Units by Number of Bedrooms

Most housing units in the East Area have at least two bedrooms, likely reflecting the predominant single- and two-unit housing stock. Only 21% of the units are one-bedrooms or studio units, which is lower than 27% in Denver.

Household Types

The East Area has a diverse range of household types, including 38% single-person households. Another 24% of households have children under 18 years old, and 18% of households include non-family adults living together. The household types are similar to Denver overall, where 39% of households are single-person households and 26% of households have children.
In 2016, Denver’s Office of Economic Development conducted a study to better understand the magnitude of involuntary displacement in Denver and identify communities at risk for future displacement due to gentrification. Involuntary displacement refers to a resident or business who leaves the community, not by choice, but because of factors such as rising rents, rising property taxes, or a change in the customer base.

Based on the study’s findings, a census tract is considered vulnerable if it meets at least two of these criteria:

- The median household income is lower than the Denver median
- The percent of renter-occupied units is higher than Denver’s
- The percent of residents with less than a Bachelor’s Degree is higher than Denver’s

The map on the shows the percentage of renter-occupied units in each census tract. The red outline indicates areas which are vulnerable to displacement. There are 4,569 renter-occupied units in the vulnerable areas of East Colfax and Hale.
An alternative way of measuring housing affordability is to evaluate both housing and transportation costs for a household, given that transportation can account for a large portion of a household’s expenses. The Center for Neighborhood Technology (CNT) created the H+T Index as a measure of housing affordability that factors in the transportation costs associated with a home’s location.

The map at the left estimates what a typical regional household would spend on housing and transportation costs, based on 2013 data. Those with costs less than 45 percent of the typical household income in the region are considered affordable. Based on this analysis, 43 percent of census tracts in the East Area would be affordable to a typical regional household. Unlike the map on the previous page, this map does not show what residents of the East Area are actually spending, but is intended as a measure of affordability for typical households in the Denver region.

CNT estimates that households in the East Area spend 16-20 percent of their income on transportation.

43% of census tracts are affordable to a typical regional household.
COST BURDENED HOUSEHOLDS

Housing affordability is measured by calculating the amount a household spends on housing costs as a percentage of its income. Households who spend more than 30 percent are considered cost-burdened, and those that spend more than 50 percent are considered severely cost-burdened.

4,585 households, or 31 percent of all households, in the East Area are cost-burdened. The map at the left shows that the East Colfax neighborhood has the highest percentage of cost-burdened households in the East Area. Further, 18 percent of households are severely cost-burdened.

In the East Area, renters and low-income households are the most cost-burdened. 45 percent of renter households are cost-burdened, as compared to 20 percent of owner households. In addition, 81 percent of renter households with incomes of less than $20,000 and 51 percent of renter households with incomes of between $20,000 and $49,999 are cost-burdened.

Median home values have risen rapidly throughout Denver in the last few years. In the East Area, median home values increased from 20 to 48 percent from 2015 to 2017. As of April 2017, the median home value in the plan area was $435,700, as compared to $364,400 in Denver overall.
Income-restricted housing units have a covenant or other restriction that requires them to be affordable to tenants with certain income levels. These types of units are distinguished from naturally occurring affordable housing, which may be affordable to tenants due to current market conditions but is not required to be maintained as affordable.

The East Area currently has 808 income-restricted units, which accounts for 5 percent of the total housing units in the plan area. For comparison, Denver has 22,558 units overall, which is 8 percent of all housing units in the city. Approximately 10 percent of the covenants requiring affordability are set to expire within the next 20 years. This map shows the approximate location of the income-restricted units.
The Well Connected, Safe, and Accessible Places section provides data and analysis related to multi-modal transportation infrastructure. Topics in this section include public transit, sidewalks, bike lanes, vehicular travel, and traffic crashes.
WELL CONNECTED, SAFE, AND ACCESSIBLE PLACES
TRANSPORTATION MODE

Approximately 70 percent of commuters in the plan area drive alone to work, ranging from 62 percent in Hale to 76 percent in Montclair. The citywide average is 70 percent.

In East Colfax, 11 percent of residents carpool, and 10 percent take transit. In South Park Hill, 12 percent of residents work from home. No other mode of transportation draws more than 10 percent in any single neighborhood.

The chart below illustrates the percent of residents who take each mode of transportation as measured by the American Community Survey in the entire plan area and in each neighborhood individually.
Within the East Area, 11% of households do not have a vehicle which is exactly in line with the Denver average. The East Colfax Neighborhood (22%) and the Hale Neighborhood (16%) show the highest percentage based on this data.

There are many possible trends that are reducing the demand for personal vehicles. The millennial generation (ages 18 to 34) is the first generation in decades that drives less than their parents. Additionally, the number of young people with a driver’s license is declining. Similarly, mobile technologies have changed how all generations connect with one another, how and where they choose to live, how they work, and how they travel. Simply put, use of technology has changed the expectations of transit riders—dynamic, flexible, and real-time information informs people’s decisions about how to travel and plays a large role in changing travel behavior.
The plan area has multiple arterials running east/west, including 23rd Avenue, Montview Boulevard, 17th Avenue, Colfax Avenue, 14th Avenue, 13th Avenue, 6th Avenue, and 6th Avenue. There are also four arterials running north/south: Colorado Boulevard, Monaco Street, Quebec Street, and Yosemite Street.

Arterials with the highest vehicle volumes are Colfax Avenue, Colorado Boulevard, and Monaco Street.

Collector Streets in the plan area include Hale Parkway, holly Street, Syracuse Street, and 11th Avenue. The remaining streets are classified as local streets.
VEHICULAR TRAFFIC COLLISIONS

The Denver Vision Zero Action Plan included extensive data collection and analysis that identified a High Injury Network (HIN) representing the corridors in Denver with the highest number of fatal and injury crashes. Collectively, the HIN accounts for five percent of streets in Denver but 50 percent of traffic deaths.

There is a concentration of vehicle crashes along the HIN within the East planning area. In the entire planning area, there were over 15,000 vehicle crashes per 100,000 residents from 2011 through 2015, compared to more than 10,000 crashes per 100,000 residents citywide.
PEDESTRIAN AND BIKE CRASHES

The Denver Vision Zero Action Plan included extensive data collection and analysis that identified a High Injury Network (HIN) representing the corridors in Denver with the highest number of fatal and injury crashes. Collectively, the HIN accounts for five percent of streets in Denver but 50 percent of traffic deaths.

In the extensive data analysis that was part of the Vision Zero plan development, East Colfax emerged as the corridor with the highest rate of crashes; Colorado Boulevard has the sixth highest crash rate. Quebec Street and portions of 17th Avenue are also within the HIN.

There is a pattern of crashes involving pedestrians and crashes involving bicyclists along the HIN within the East Central planning area as measured by crashes per 100,000 residents between 2011 and 2015.
BUS STOP AMENITIES

The Regional Transportation District (RTD) prioritizes shelters at stops with the highest number of average daily boardings. The minimum required for the placement of a shelter is 40 boardings per day at the bus stop. Basic bus stop amenities consist of an ADA-accessible concrete pad and a stop pole and sign listing routes serving that particular stop.

There are approximately 3.3 sheltered bus stops per 10,000 residents in the East Area compared to Denver’s average of 2.3 sheltered bus stops per 10,000 residents. Most of these shelters are located along Colfax Avenue and Colorado Boulevard where transit ridership is most frequent.
WELL CONNECTED, SAFE, AND ACCESSIBLE PLACES

TRANSIT FREQUENCY BY ROUTE

People are more likely to use transit when the service operates frequently, runs on a predictable schedule, and is easily accessible within a 1/4 to 1/2 mile distance.

Within the East Area, Colfax Avenue (15) is the most frequent service along with 9th Avenue (10). These east-west bus routes primarily ferry commuters from neighborhoods in the East Area to the Central Business District for work and other social activities.

Most Frequent Routes:
Colfax - 15/15L  
9th Ave - 10

15/15L - Proposed BRT

82% of households are within 1/4 mile of a transit stop  
(Denver = 75%)

50% of households are within 1/4 mile of a transit stop  
with service at least every 15 min throughout the day  
(Denver = 36%)
TRANSIT RIDERSHIP BY STOP

When deciding whether to use transit, one of the most important factors people consider is the distance to a transit stop. The neighborhoods within the east area have a fine-grained street network that supports such access to transit. Not surprisingly, these neighborhoods show a higher than average percentage of residents that commute by transit.

Most of the ridership in the East Area occurs along Colfax Avenue and these intersections (Colfax Avenue/Colorado Boulevard, Colfax Avenue/Yosemite Street, and Colfax Avenue/16th Avenue) tend to yield the largest ridership levels.

Top Three Stops:
1. Colfax Ave and Colorado Blvd (Westbound)
2. Colfax Ave and Yosemite St (Westbound)
3. Colorado Blvd and 16th Ave (Northbound)
TRANSITSORE

Transit ridership is affected by many different factors. People are more likely to use transit when the service operates frequently and if the system is both convenient and easily accessible. Much like the walk score, transit score is a measure of how well a particular location is served by public transit on a scale of 0 to 100. The score also considers the overall usefulness of nearby transit routes which is defined as the distance to the nearest stop on the route, the frequency of the route, and the type of route (regional routes vs. local routes).

The East Area has a transit score of 51 whereas the City of Denver has an overall transit score of 46. Neighborhoods such as South Park Hill and East Colfax are examples of where a fine-grained street network paired with access to frequent transit service has resulted in average or higher-than-average transit score for residents in this area.
TRANSIT PROPENSITY INDEX

Transit propensity forecasts where the need for public transit is the highest by combining the densities of the following:

- Low-income households
- Zero car households
- Population of older adults (65 or older)
- Population of younger adults (age 15 to 17)
- People with disabilities

The demand for transit is strongly influenced by the composition of the community. For instance, youth and older adults typically depend more on transit to meet their daily needs because they are either too young to drive, no longer drive, or simply don’t have access to a personal vehicle. Similarly, low-income residents who don’t have access to a vehicle are typically more dependent on transit to access jobs and daily services.

The East Area has a transit propensity of 15 whereas the City of Denver has a transit propensity index of 11. The East Colfax Neighborhood has one of the highest transit propensity index scores in the city. This is due in large part to the number of low-income households in the area and a high number of households without access to a vehicle.
The sidewalk inventory indicates where sidewalks are missing or too narrow (less than four feet wide) in the East planning area. More than 80 percent of East has sidewalks, but almost half of those sidewalks are less than four feet wide; approximately 43 percent of the study area has sidewalks that are more than four feet wide. Approximately 17 percent of the study area does not have sidewalks at all, compared to nine percent citywide.

The Stapleton Greenway Trail intersects with the northern edge of the plan area at Syracuse Street and Montview Boulevard, and a small portion of the Westerly Creek Trail runs through the eastern portion of the plan area south of 15th Avenue.
WALKSCOPE

WALKscope is an online, crowd-sourced data tool managed by WalkDenver that allows Denver residents and visitors to collect data related to sidewalk and intersection quality. The WALKscope data is available only in select locations as shown, but it helps create an inventory of pedestrian infrastructure in the East planning area.

This map shows data available as of October 2017.
TRANSIT STOP ACCESS

A walkshed is the area that someone could walk to or from an origin or destination within a given distance. Transit stop access is measured as a half mile (approximately a ten minute walk) from light rail stops and a quarter mile (approximately a five minute walk) from bus stops. Approximately 72 percent of the households in the plan area are within the transit stop walkshed.
The frequency of opportunities for pedestrians to safely cross an arterial, as identified by signal spacing along the arterials, is a measure of how likely pedestrians are to engage in risky behavior to cross. Intervals of up to a quarter mile are considered adequately convenient for pedestrians. The average signal spacing along the arterials on the high injury network is over 1,070 feet, or 0.2 miles, compared to 950 feet (0.18 miles) citywide.
LOW INCOME AREA
SIDEWALK COMPLETION

In low income areas, defined as census tracts where 20 percent or more of the population are below the poverty level, less than a quarter of all sidewalks exist and are more than four feet wide. Slightly more than half of sidewalks exist but are less than four feet wide, and 22 percent of sidewalks are missing.
HEALTHY AND ACTIVE

The Healthy and Active section provides data and analysis related to the relationship between the built environment and public health. Topics in this section include access to healthcare, groceries, and recreation and issues related to crime and obesity.
Violent Crime

Violent crime is measured in incidents from January of 2012 to April of 2017 as reported by the Denver Police Department.

Violent crime is defined as aggravated assault, murder, and robbery. Sexual assault is not included because the locations of these incidents are not public to protect the identity of the victims.

East has a slightly higher rate of incidents per 1,000 residents than Denver, with lower rates in South Park Hill, Hale, and Montclair and a higher rate in East Colfax.
**PROPERTY CRIME**

The rate of property crime in Denver is an average of approximately 184 incidents per 1,000 residents. The rate is slightly lower in East with 154 incidents per 1,000. Property crime rates are lower than the citywide average in South Park Hill, Hale, and East Colfax; they are higher in Montclair.
BIKE LAKES

Bicycle facilities include protected bikeways (which have the highest ease of use), separated bikeways, and shared roadways (which are still bike facilities but have a lower ease of use than protected and separated facilities). This map includes planned but not existing shared roadways as future facilities will have a higher stand of comfort and usability than some of the current facilities.

EXISTING
4 miles of Separated Bikeways
Less than 1 mile of Protected Bikeways

PROPOSED
11 miles of Separated Bikeways
Less than 1 mile of Protected Bikeways
**Street Lighting**

Streetlights impact safety and the perception of safety at night. The most common light fixtures are street lights, which are intended to light the streets for safe travel. Pedestrian lights are generally a lower height and focus on sidewalks and other pedestrian facilities. Street-Pedestrian combo fixtures provide light for both the travel lanes as well as the pedestrian facilities. Other fixtures include area lighting (generally in parks) and athletic lighting (at athletic facilities).
Obesity is measured in the percent of adults that are considered obese according to the Colorado Body Mass Index Monitoring System. According to data from 2014, the average obesity rate in Denver for adults age 18 and over is 27 percent. The adult obesity rate in East is 22 percent; all of the neighborhoods in East are under the Denver average.
EQUITY INDEX

The Equity Index is a measure developed by the Denver Department of Public Health and Environment (DDPHE). It is a calculation that incorporates the following elements: socioeconomic (families in poverty and education attainment), built environment (access to full service grocery stores and parks or open space), healthcare (first trimester care during pregnancy), morbidity (children and youth that are overweight or obese), and life expectancy.

Higher numbers indicate better equity; the best possible score is a five. Denver neighborhoods range from 2.0 to 4.4. The average score for Denver is 3.2, and the median is 3.0.
PARK ACCESS
A walkshed is the area that someone could walk to or from an origin or destination within a given distance. Park access is measured as a half mile (approximately a ten minute walk) from a park. Approximately 55 percent of the households in the plan area are within a ten-minute walk to a park.
**FOOD ACCESS**

A walkshed is the area that someone could walk to or from an origin or destination within a given distance. Food access is measured as a half mile (approximately a ten minute walk) from a full service grocery store, which is defined as a supermarket, a supercenter, or a warehouse club store. Approximately 24 percent of the households in the plan area are within the ten-minute walk of a full service grocery store.

**Limited Access to Healthy Food**

Almost 30% of households have low access to healthy food:

- More than quarter mile from full-service grocery store
- Have higher than average percentage of low income residents
- Have higher than average percentage of residents with no vehicle
HEALTHCARE ACCESS

A walkshed is the area that someone could walk to or from an origin or destination within a given distance. Healthcare access is measured as a half mile (approximately a ten minute walk) from a full service medical facility, which is defined as hospitals and clinics. Approximately 25 percent of the households in the plan area are within the ten-minute walk of a hospital or clinic.
The Environmentally Resilient section provides data and analysis related to vegetation, pollution and climate change resilience. Topics in this section include green infrastructure, stormwater management, trees and landscaping.
ENVIRONMENTALLY RESILIENT

TREE CANOPY

Urban tree canopy cover is an important metric for a variety of reasons. The shade that trees provide helps keep urban environments cooler and helps to reduce air and water pollution by sequestering carbon dioxide from above and stabilizing soils from below.

American Forests estimates that Denver’s urban tree canopy saves Denverites $6.7 million in cooling costs annually and removes 290 pounds of air pollution each year. Beyond the monetary values Denver’s trees provide, the urban forest is an important cultural and aesthetic part of the city’s identity.

At 41% the East Area has a higher-than-average tree canopy coverage compared to the Denver average with significant coverage found along parkways.
Many surfaces that were once permeable have now become impervious. These surfaces (often dark and consisting of roads, parking lots or rooftops) absorb the sun’s energy while trapping heat. Over the scale of a city, this extra absorption of energy causes urban landscapes and air temperatures to become hotter than their surrounding rural counterparts. Locally hotter temperatures cause discomfort for residents, increase cooling costs and stress local plants.

The East Area contains a higher-than-average percent impervious surface compared to the rest of the City. One contributing factor is the higher number of surface parking lots, particularly along Colfax Avenue.

56% of area is impervious (Denver 44%)
ENVIRONMENTALLY RESILIENT

FLOOD PRONE AREAS

When a large amount of rain falls quickly on an impervious landscape it runs off, quickly swelling nearby roads and neighborhoods with floodwater. The East Area is home to the Upper Montclair Basin and this nine square mile basin is responsible for capturing much of this rainwater.

To help mitigate the effects of flooding for the surrounding neighborhood, the current stormwater drainage system in this basin needs to be improved. This basin has been identified as a priority basin for storm drainage and water quality improvements.

The Upper Montclair Basin Area Study is working to identify and alleviate many of these flood management and water quality concerns through a framework for resiliency in land use practices and green infrastructure. The Study will be completed in early 2018.

Upper Montclair Basin:
Largest Drainage Basin
Without an Open Waterway

Major Flood Areas:
Hale Parkway
Colfax Avenue
16th Avenue
14th Avenue and Krameria Street
E Severn Place at Jersey Street
SURFACE TEMPERATURE

Modification to the land surface is one of the main factors that cause the land temperature to increase. During development, vegetation is removed to make space for buildings, streets, parking lots, parks and other uses. The elimination of this vegetation cover reduces evapotranspiration from plants, a driving force behind the heat island effect. Replacing vegetation with materials that effectively retain heat results in warmer temperatures, especially evening temperatures. This index is also associated with decreased air quality and increased energy consumption for cooling.

Increasing urban tree canopy is a Best Management Practice to mitigate the heat island effect. Accurately mapping urban hot spots makes it possible to locate tree planting sites that will maximize the heat island mitigation benefit they can provide.

According to Denver Parks and Recreation Game Plan, future summers in Denver are predicted to be hotter with an average high of 96°F, a full ten degrees warmer than today’s average.
OTHER PLANS & STUDIES

PREVIOUSLY ADOPTED PLANS

PARK HILL NEIGHBORHOOD PLAN
Adopted: 2000
Boundaries: Colorado Boulevard on the west, Quebec Street on the east; Colfax on the south; and 48th and 52nd Avenues on the north
Plan Context: Anticipated Stapleton redevelopment; addressed a wide range of areas in Park Hill, including Colfax, residential areas, commercial nodes, and industrial land in northern portions of Park Hill
Vision: Park Hill vision for the future is to preserve and enhance the positive qualities that make the neighborhood a unique place to live, work, learn, and play.

- Preserve and continue to build on the image of a vibrant community that celebrates diversity of people in ages, income, ethnic and cultural heritage.
- Create linkages to the future residential and business development in the new Stapleton community to enhance the economic and social impacts on Park Hill.
- Create partnerships that involve residents, community based organizations, businesses, Denver City Government, Denver Public Schools, Stapleton Development Corporation and Forest City (developers of Stapleton).
- Preserve and continue to build on the beautiful architecture, urban design, tree-lined streets and parkways with lively pedestrian-oriented commercial areas, positive, safe and usable parks, and open space for meeting places and recreational activities.
- Create a universally safe neighborhood that builds on a strong sense of pride, communication and cooperation among all neighbors.
- Continue to build a sustainable neighborhood that values quality of life, environment and talented people.
- Attract high quality new businesses, retain and expand existing businesses that provide quality services, employment opportunities and character to the neighborhood.

Key Recommendations:

- Enhance the use of alternative transportation modes by improving landscaping, installing bike racks, enhancing bus stops, and constructing sidewalks on arterials and collectors
- Mitigate traffic impacts on residential neighborhoods and maintain character of designated historic streets
- Ensure good connections to Stapleton redevelopment
- Create and maintain a mix of housing types and sizes that are attractive and affordable to a diversity of ages, incomes, household types, sizes, cultural and ethnic backgrounds
- Identify opportunities for homeownership and to develop senior housing
- Develop a trail on Monaco Parkway from Colfax Avenue to Sand Creek
- Explore new neighborhood park opportunities through use of unimproved right-of-way or privately owned land
- Provide business support and increased job training (youth entry program, incubator, activities/programming along retail streets, façade/streetscape improvements)
- Redevelop vacant land in a way that is compatible with the character of density of the neighborhood
- Create and reinforce buffers along the neighborhood edges and between residential and commercial and/or industrial areas
- Encourage use of voluntary design guidelines for residential areas, neighborhood commercial nodes, industrial areas, and Colfax
EAST MONTCLAIR / EAST COLFAX
NEIGHBORHOOD PLAN
Adopted: 1994
Boundaries: Quebec to the west, Yosemite to the east, 11th Ave to the south, Montiview/23rd to the north
Plan Context: Anticipated closure and redevelopment of Stapleton Airport and Lowry Airforce Base; addressed business and housing needs in the neighborhood; lack of identifiable image on East Colfax; vacant property/absentee landlords
Vision: Preserve, nurture and enhance the qualities that make the neighborhood a good place to live and do business:
- A strong sense of neighborhood pride and cooperation among residents and business owners.
- High quality new businesses and expansion of existing businesses.
- Beauty and design excellence of parks, open space, streets, and commercial areas.
- Solid housing stock and affordable selling prices ideal for first-time and long-time home owners.
- Diversity of people in ages, income, ethnic and cultural heritage.
- Quiet, safe, and friendly environment ideal for the enjoyment of families and children.
- Linkage to high quality new development and neighborhood economic benefits from Lowry and Stapleton redevelopment.

Key Recommendations:
- Improve Colfax
  - Coordinated landscaping and streetscape beautification
  - Redevelopment of properties at intersections with buildings close to the street, outdoor seating, buffers at residential edges
  - Exploration of alley reconfiguration and extending depth of commercial district to accommodate parking
  - Marketing and/or reuse alternatives for motels
  - Business support: marketing, maintenance & upgrade of business fronts, and other strategies
  - Special intersections: Quebec, Syracuse, Uinta & Yosemite
- Land Use/Economic Development
  - Enhance commercial activity at intersections along 11th
  - Provide more business support and job opportunities
- Housing
  - Encourage home ownership
  - Encourage renovation and upgrade of apartment buildings
  - Explore ways to increase number of family-sized apartments
  - Explore conversion of motels to special needs housing
- Parks
  - Upgrade parks and improve linkages between open spaces
  - Enhance Westerly Creek
- Transportation
  - Construct detached sidewalks (prioritize transit, park and school access)
  - Construct bike routes on Syracuse, Yosemite, 19th and 12th
  - Explore feasibility for conversion of 13th and 14th Ave. to two-way streets
COLORADO BOULEVARD HEALTHCARE DISTRICT PLAN

Adopted: 1997

Boundaries: Healthcare institutions along Colorado Boulevard and surrounding residential and business areas (two sub-areas)

Plan Context & Vision: The plan was developed to address the growth and transition of health care institutions in the Congress Park and Hale neighborhoods. The objective of the plan was to better coordinate with the institutions in a way that accommodated their expansion while maintaining the residential quality of life in the surrounding neighborhoods. The plan further sought to mitigate traffic impacts and improve urban design. The plan acknowledged the intention for the University of Colorado Health Sciences Center to move to the Anschutz campus in Aurora.

Key Recommendations:

The plan recommends boundaries for healthcare expansion and areas to encourage continued residential uses. In addition, the plan provides site development guidelines for the entire district and sub-areas, addressing:

- Circulation
- Height, Bulk and Massing
- Building Orientation and Placement
- Parking Lots and Structures
- Landscaping and Open Space
- Architecture
- Signage
- Lighting
EAST COLFAX CORRIDOR PLAN

Adopted: 2004

Boundaries: East Colfax Avenue from Sherman Street to Colorado Boulevard, including approximately one block north and south of Colfax.

Plan Context & Vision:
The East Colfax Corridor Plan primarily applies to East Colfax Avenue west of the East Area, but it does include a vision and recommendations for the intersection of Colorado and Colfax. At the time of the plan’s adoption in 2004, discussions were beginning about enhanced transit along Colfax Ave. Many of the recommendations in the plan relate to spurring redevelopment along Colfax Ave. to take advantage of future transit improvements while maintaining the unique character of the street. The plan gave the following vision for the East Colfax area:

- Colfax Avenue in 2020 will be a multi-modal, commercial and residential “Main Street” that complements and sustains the nearby neighborhoods and encourages walking, biking, and transit use. The corridor teems with activity on the street and captures the attention of commuters and visitors
- Multi-storied, mixed-use buildings with active ground floor uses characterize development nodes at the intersection of major transit routes along the corridor
- Transportation components include a uniquely

Colfax form of enhanced transit, structured parking at development nodes, on-street parking throughout, enticing pedestrian amenities, and plentiful bike racks

- Housing density on the corridor supports transit and sustainable growth
- Urban design integrates an eclectic mix of architectural forms and sustainable building materials which respect the surrounding historic architecture
- Signage is simple and clear
- Lighting and landscaping reinforce the street building line, enhance building facades as architectural features, and promote a pedestrian oriented environment
- Significant structures have been preserved and adaptively reused
- Colfax welcomes and embraces neighborhood diversity that encompasses a wide variety of ages, lifestyles, economic circumstances, ethnic groups and family types. Colfax exemplifies the best of what a city can offer: a vibrant, hip, and progressive urban avenue

Key Recommendations:

- Support infill development of retail, office, and residential uses
- Build partnerships with key property owners
- Design a regulatory and economic development framework that is responsive to challenges presented by a range of lot sizes and ownership structures and which encourages project concepts consistent with the vision of this plan
- Develop tools that adequately address the transition between the corridor and the neighborhood
- Consider alley vacations to create linear assemblage
- Limit the number of access points or curb cuts to increase safety and improve circulation
- Promote creative sign guidelines that contribute to visual aesthetics of the corridor
COMPLETED AND ONGOING STUDIES

MAYFAIR TOWN CENTER ASSESSMENT

In 2006, the department of Community Planning and Development completed the Mayfair Town Center Assessment. Blueprint, the City’s Land Use and Transportation plan, identified this area as a “Town Center,” which is meant to be a pedestrian-friendly shopping and commercial area. The purpose of this assessment was to identify action items to help the area transition to this kind of Town Center.

One action was to develop a Mayfair Town Center Development Strategy. This strategy included organizing businesses in the area, buying and holding land for redevelopment, attracting investment dollars, creating business development and marketing strategies, and establishing improvement districts.

The plan also lists assets, issues, and opportunities around environmental sustainability, land use, mobility, architectural and landscape legacies, housing, economic activity, neighborhoods, and urban design.
STAPLETON PERIMETER ASSESSMENT

The Stapleton Perimeter Assessment was completed in October of 2007 to document the current conditions in the area adjacent to the redeveloped Stapleton International Airport. The information presented in this assessment is intended to help identify the major issues and revitalization opportunities to be addressed in future planning efforts; the data can be used to assist city agencies in making planning and public investment decisions that affect the neighborhoods adjacent to the Stapleton site. This plan covers portions of South Park Hill, East Colfax, North Park Hill and Northeast Park Hill statistical neighborhoods.

The assessment organizes its recommendations through seven lenses: demographics, land use and zoning, housing, transportation, pedestrians and bikes, economic activity, and urban design. The assessment recommends that as residents steadily move into the Stapleton development, City of Denver staff should continue to collect similar types of demographic data for Stapleton and within the Stapleton perimeter to enable a comparison of the changes in the demographics between Stapleton and the Stapleton perimeter over time. Furthermore, staff should continue to track building permit activity within the study area to determine if the investments in Stapleton are stimulating individual property owners within the surrounding neighborhoods to (re)invest in their properties in the form of upgrades, remodels, and redevelopment. Also, given that the availability of affordable rental housing may become an issue within the Stapleton perimeter, the assessment reiterates that it’s important to track resulting changes in the types of housing options (rent vs. own, type, size, etc.) available within the study area, as well as changes in housing costs, to determine if the Stapleton development might be driving up housing costs in the surrounding neighborhoods. The city should also measure and monitor opportunities for new businesses and services on East Colfax created by new development at Stapleton and the former Lowry Air Force Base and determine how to best take advantage of identified market opportunities.

Given this type of anticipated growth, the assessment also notes that, should an increase in the number of scrape-offs become apparent in the surrounding neighborhoods, it may be worthwhile to work with existing neighborhood residents to consider whether there is a distinct neighborhood style that should be maintained in new construction. When looking at land use and zoning, this assessment recommends that the area between Quebec Street and Monaco Parkway and north of 38th Avenue be designated as an “Area of Change” given that the need for airport-supportive industrial uses at these locations may no longer be warranted. The assessment anticipates that more mixed-use development, including a significant residential component, would likely be a suitable development pattern into the future. As a result of these anticipated changes in land use and zoning, the plan calls on the City to review strategies to address anticipated increases in traffic along arterials and collectors within the study area, especially along Quebec Street. In addition, the City should examine the benefits of guiding future development along Colfax Avenue in a manner that takes advantages of the existing alleyway network, particularly between Ulster Street and Yosemite Street. Finally, the assessment recommends that the City develop a strategic implementation plan for improvements to the bicycle and pedestrian amenities within the study area by paying particular attention to those areas with identified safety issues, where significant deficiencies exist, or to areas where an increase in land use intensity is anticipated.
COLFAX AVENUE BRT TOD CONTINUUM ANALYSIS

In 2017, The City completed an economic analysis of the East Colfax corridor and the planned Bus Rapid Transit (BRT) using the same analysis framework as Denver’s Transit Oriented Development (TOD) Strategic Plan. The analysis looks at a 10-minute walkshed around the potential BRT stations along Colfax Avenue. The study found that the land use, development, and block patterns are finer grained than at most of the city’s rail stations. Thus, redevelopment and infill opportunities are largely limited to commercial properties fronting Colfax Avenue.

Therefore, the strategy for the walksheds around the East Colfax BRT stations is to focus on promoting reinvestment and redevelopment while also preserving the stability of the adjacent neighborhood. The analysis used metrics such as market readiness, development readiness, and transit-oriented characteristics to categorize the stops into three categories, two of which are identified within the East study area:

- **Catalyze Stations** are defined as stations with strong market conditions for TOD but that need specific infrastructure or amenity investment to catalyze TOD. The light-rail station at Colorado Boulevard is an example of a Catalyze Station.

- **Strategize Stations** are defined as stations that are in the pre-development phases; these station areas need planning to guide future investment and infrastructure. The stations from Elm Street to Yosemite Street are considered Strategize Stations.
COLFAX CORRIDOR CONNECTIONS
ECONOMIC DEVELOPMENT ANALYSIS
The Economic Development Analysis was completed in 2013 by EPS as part of the city’s Colfax Corridor Connections study evaluating transit improvements along Colfax Ave. The analysis compared the estimated economic impacts from three different types of transit improvement: enhanced bus, bus rapid transit, and modern streetcar. The analysis looked at the Colfax corridor from Auraria to I-225 and used property values as a proxy for overall economic impact. The key findings of the analysis were:

- Properties along Colfax are expected to increase in value by $2.5 billion to $3.5 billion by 2035 without transit improvements
- This increase is expected to be greatest closer to Downtown
- BRT is expected to add an additional $124 million to $346 million in property value increases
- This is expected to be most pronounced toward the eastern end of the corridor
- Areas closer to Downtown are expected to see less impact from BRT because the area is already relatively heavily developed and significant new development is constrained
GENTRIFICATION STUDY: MITIGATING INVOLUNTARY DISPLACEMENT

In 2016, the Office of Economic Development conducted a study to better understand the magnitude of involuntary displacement in Denver and identify communities at risk for future displacement. Involuntary displacement refers to a resident or business who leaves the community, not by choice, but because of factors such as rising rents, rising property taxes, or a change in the customer base. The primary goals of the study were to:

- Identify factors in both residential and commercial displacement;
- Identify neighborhoods where displacement is currently happening or could happen;
- Research best practices; and
- Inform investments with goal of equitable neighborhood revitalization.

The study found that the three primary indicators of vulnerability to gentrification include median household income, percentage of renter-occupied units, and percentage of residents with less than a Bachelor’s degree. Based on these factors, portions of the Hale and East Colfax neighborhoods were identified as vulnerable communities. The study acknowledges that there is no silver bullet to mitigate displacement and recommends inter-agency collaboration and addressing the issue as part of neighborhood plans.

Several potential strategies are identified, some of which should be studied further through the East Area Plan process. Strategies include funding sources, preservation of existing affordable housing, land banking, homeowner assistance, business assistance, and job-training. The study also explores best practices from comparison cities and evaluates their potential for use in Denver.

The study has also informed the subsequent comprehensive housing plan, Housing an Inclusive Denver, which is currently in public review.
**DENVER LIVING STREETS INITIATIVE**

In 2007, the Denver Living Streets Initiative was born as a multi-sector partnership to shape future street investments and policies and transform existing commercial corridors into living streets. Living streets are defined as pedestrian oriented, multi-modal streets that can support a dense, vibrant mix of shops, offices and residences. These streets represent the essential balance between transportation and land use that is called for in Blueprint Denver. The initiative also draws from the City of Denver’s Strategic Transportation Plan, which calls for measuring travel through “person trips” to maximize the multimodal capacity of each street. The success of these living streets requires transportation strategies that are built by balancing operational, physical, and behavioral components. All three components influence the quality of our multimodal transportation network.

The study makes the following recommendations:

- Reduce the number of travel lanes dedicated to moving cars to provide an increase in space for bus lanes, bike lanes and sidewalks.
- Create a pedestrian and transit friendly streetscape though the widening of sidewalks and the implementation of buffers along the street to reduce the frequency of curb cuts. Green infrastructure practices such as street plantings that treat stormwater runoff should also be considered.
- Orient all future development towards the street by locating buildings closer to the street edge and encouraging all public entrances to be facing the street.
- Partnerships between the private sector and the City/State/Federal level are essential to both the construction and maintenance of these types of projects.

**DENVER STRATEGIC TRANSPORTATION PLAN**

The department of Public Works completed the Denver Strategic Transportation Plan in 2008. The plan establishes a city-wide vision for the transportation system, and it also reframes the way Denver thinks about, evaluates, and plans the transportation system in three key ways:

- It shifts the focus to moving people rather than vehicles; in other words, the plan analysis measures person trips rather than vehicle trips.
- It doesn’t grow Denver’s road footprint; instead it focuses on deliberately allocating the existing right of way.
- It analyzes the system based on a concept of integrated travel sheds rather than on isolated travel corridors.

The plan looks at what it calls the East Colfax Travel Shed, which extends from Downing Street on the west, Yosemite Street to the east, 18th Avenue to the north, and 13th Avenue to the south. This plan predates the current Bus Rapid Transit (BRT) plan, but it identifies Colfax as an investment corridor.

The plan predicts a 23 percent increase in person trips to and through the travel shed, and it lists improvement recommendations for this area. These improvements include focusing on safety enhancements as well as pedestrian and bicycle connectivity improvements.

Vision for Denver Strategic Transportation Plan:
DENVER MOVES: BIKES
Denver Moves: Bikes was a collaboration between Public Works and Parks & Recreation to expand the vision for non-motorized transportation and recreation systems in Denver, completed in 2011. There are two other plans currently in development that are also within this effort: Denver Moves: Transit and Denver Moves: Pedestrians and Trails.

Denver Moves: Bikes identified two overarching goals:

- Creating a biking and walking network where every household is within a quarter mile of a high ease of use facility. (In 2011, 40 percent of households met this threshold.)
- Achieve a 15 percent bicycling and walking commute mode share by 2020. (In 2009, the bicycle and walking commute mode share was 6 percent.)

To work towards these goals, this plan outlined an intent to greatly expand the bicycle facilities in the city, with an emphasis on easy-to-use facilities. Denver Moves proposed to more than double the facilities that existed in 2011, bringing the total to 440 miles of bicycle facilities. The plan also established implementation principles such as embracing a “complete street” approach.

DENVER’S FOOD VISION
Denver’s Office of Economic Development published the draft Denver Food Vision in 2016. The Food Vision includes analysis of and direction for the broad food system, including consumers, producers, processors, distributors, and retailers.

The plan outlines four Vision Pillars, each with guiding principles to clarify what those terms mean:

- Inclusive cities require strong neighborhoods that reflect unique food cultures
- Healthy, productive populations require food systems that promote healthy food for everyone
- Vibrant economies require strong regional food systems
- Resilient cities require diverse and environmentally responsible food systems

Each priority has associated strategies to achieve these priorities outlined in the plan. One of the most important implementation strategies is to integrate food into city plans, specifically calling out neighborhood planning as an opportunity for inclusion of place-based recommendations.
DENVER ULTRA URBAN GREEN INFRASTRUCTURE GUIDELINES

Site-scale green infrastructure best management practices (BMPs) are the focus of Denver’s 2015 Ultra-Urban Green Infrastructure Guidelines which was published by the department of Public Works in 2016. Inside the document there are detailed fact sheets for street-side stormwater planters, bump out stormwater planters, green gutters, green alleys, and tree pit/tree trenches as well as information on how to design the above to maximize safety and ease of maintenance.

The guidelines explain that it is imperative that the design detailing for the planters is uniform across the area, and that the design of the green-infrastructure should be customized while emphasizing safety.

DENVER GREEN INFRASTRUCTURE STRATEGIC PLAN

The focus of Denver’s 2017 Green Infrastructure Implementation Strategy is to identify green infrastructure strategies that target multiple pollutants while also providing additional city-wide benefits such as increased open space, climate resiliency, improved air quality, urban heat island mitigation, better connectivity, and enhanced community livability. The purpose of the strategy is to outline Denver’s priorities in green infrastructure interventions to reduce water quality impairments within each water quality basin. These opportunities can occur on several different levels and have been identified at both the large-scale (parks, open space, drainageways and floodplains) and small-scale (permeable pavers, rain gardens, green roofs) practices.

This plan introduces a water quality scorecard that ranks the water basins in the Denver area from low priority (good water quality) areas to high priority areas (poor water quality). The results identified the City Park/Park Hill Basin (often referred to as the Montclair Basin) and the Central Platte Valley/CBD Basin as two of six priority basins. The study found that the City Park/Park Hill Basin tied for poorest water quality. However, the study identifies approximately nine miles of high priority green-street opportunities as well other unique opportunities for the city to implement green infrastructure and enhanced streetscape along the Colfax Avenue corridor. These opportunities include bump outs and planters, pervious material, and an increase in tree canopy.

Similarly, the study reveals that the Central Platte Valley/CBD Basin was the only basin to receive a score of “5” for “heat island effect.” To help mitigate this issue, the plan highlights a Broadway/Lincoln Corridor study released in 2016, which identifies numerous place-making opportunities along Broadway Street and Lincoln Street, many of which can double as green infrastructure facilities. These types of practices include street-side stormwater planters, stormwater bump outs, and tree trenches, all of which also help to improve pedestrian and bicyclist safety.
The Colfax BID Streetscape plan, created in February of 2017, is a culmination of an eight-month process to envision and prioritize public investments for the Colfax Avenue Business Improvement District (BID). The Colfax BID Streetscape Plan seeks to improve safety, appearance, and the quality of development in the area.

Based on Colfax Avenue’s colorful past, this document imagines the corridor as an original masterpiece that simply needs to be restored. The Plan recommends that any new streetscape and public realm changes should allow the unique qualities for Colfax Avenue (such as its iconic architecture and venues) to shine. It adds that all future design should be simple, timeless, and not overdone. The design should reference the past while looking ahead to the future.

The plan breaks up Colfax Avenue into four sub-areas, or “hubs,” based on the existing (and future) activities and desired character: civic and cultural, perform and mosaic. The ‘Civic and Culture’ hubs bookend the study area with public-oriented uses (the State Capitol and Civic Center on the west and East High School and Lowenstein Complex on the east). The ‘Perform’ hub is centered around the Ogden and Fillmore music venues and event centers. The ‘Mosaic’ hub includes a potpourri of uses and activities with many eclectic businesses and popular destinations. Within each sub-area or hub, the plan identifies a series of strategic gateways (major and minor) and calls for these elements to visibly announce the passage into and out of the district.

The plan also highlights crime prevention throughout the area through environmental design and encourages the use of several design approaches such as increase lighting, cleanliness and beautification, and the introduction of an alley improvement program. The plan argues that simply enhancing these alley areas with wall art and lighting at the intersections will help create safer passages and that cameras should be installed at troublesome alley locations.
9TH AND COLORADO GDP
General development plans (GDPs) establish a framework for large or phased projects. The 9th and Colorado GDP was approved in 2012 to provide a framework for the redevelopment of the former University of Colorado campus into a comprehensive urban center through an integration of housing, commercial uses, and open space. The GDP lays out streets and utilities, height restrictions, preliminary land uses, open space concepts, and approximate locations for future buildings. At this time, the site is currently under construction.
**SURROUNDING PLANS**

**LOWRY REUSE PLAN (1993)**

The Lowry Reuse Plan guides the redevelopment of the former Lowry Airforce Base, located immediately to the south of the East Colfax neighborhood. The plan was developed through a community planning effort and informed the Air Force’s plans for disposition and reuse of the base.

The goals of the plan include:

- Demonstrate high community and urban design standards;
- Facilitate of economic development;
- Serve community facility and service needs;
- Build upon, sustain, and enhance existing assets of the surrounding area;
- Capitalize on specific site assets;
- Provide for multiple diverse, balanced and well-integrated uses;
- Base the plan on a sound understanding on economic and market conditions;
- Integrate the plan into Denver and Aurora’s comprehensive plans;
- Promote the health of the local environment; and
- Include short- and mid-term strategies.

The plan focuses on the boundaries of the base, which today encompasses the Lowry neighborhood, and does not have specific recommendations that would apply to the East Area. The plan recommends strong connections to the adjacent neighborhoods, including transportation improvements, open space links, and appropriate transitions.

**STAPLETON DEVELOPMENT PLAN (1995)**

The Stapleton Development Plan guides the long-term redevelopment of the former Stapleton International Airport, located immediately to the north of the East Colfax neighborhood, into a mixed-use neighborhood with varied housing types, commercial and community uses, and open space. The former Stapleton International Airport closed and relocated to the current location of Denver International Airport in 1995, leaving approximately 4,700 acres of vacant, public-owned land in East Denver. A five-year community planning process led to the creation of the Stapleton Development Plan, which was adopted by City Council as a supplement to the Comprehensive Plan.

The plan’s objectives include:

- Generating significant economic development;
- Producing a positive impact on existing neighborhoods and businesses;
- Enhancing environmental quality through the site and surrounding areas;
- Creating a positive identity unique to Denver and the surrounding region;
- Promoting high standards of urban design; generating revenues to help fund DIA;
- Creating substantial educational and cultural opportunities and support systems; and
- Providing balanced transportation options and spacious parks and open space.

The plan focuses on the boundaries of the former airport, which today encompasses the Stapleton neighborhood, and does not have specific recommendations that would apply to the East Area. The plan recommends transportation improvements, new park spaces, and uses and scale of development that is compatible with the adjacent Park Hill and East Colfax neighborhoods. It further recommends improvements to Quebec Street to support the development of Stapleton and connected open space trails along Sand Creek and Westerly Creek.
The East Area is bordered to the east by the City of Aurora. Aurora is currently updating its long-term comprehensive plan through a process known as Aurora Places, which is anticipated to be completed in 2018. In addition, the city is working on the Original Aurora Zoning Update which will includes the neighborhoods of Aurora bounded by Yosemite Street to the west, Peoria Street to the east, 11th Avenue to the south, and 26th Avenue to the north. The update builds on 2011 and 2012 visioning efforts for Westerly Creek Village and Colfax, and will reflect the vision for Original Aurora as a vibrant neighborhood and mixed-use district defined by its historic quality, diverse population and unique amenities.

A draft zoning map provided for public review in August 2017 preliminarily recommends a low-to-medium density main street district along Colfax Avenue, residential mixed-use districts that would allow higher-density residential and neighborhood-scale commercial along Yosemite Street south of 14th Avenue, and a residential district that would allow a range of low-scale housing types along Yosemite Street north of 16th Avenue.