RESIDENTIAL LOT SIZES

Residential lot sizes are fairly consistent in the East Area, with the majority in each neighborhood falling in the 5,000-10,000 SF range. Some larger residential-zoned lots (orange and red) are scattered throughout the neighborhoods and indicate multi-unit, schools, or churches.

South Park Hill has smaller lots (less than 5,000 SF) in the southwest quadrant of the neighborhood where the square courtyard blocks are present.

Montclair and Hale have the highest percentage of smaller lots (less than 5,000 SF), which are typically smaller single unit homes or condominiums.

EAST AREA BUILDING COVERAGE

This area has a low percentage of building coverage, in general. The majority of properties are less than 37.5% covered by buildings.

East Colfax has the lowest percentage of building coverage. This is due to the larger lot sizes and smaller homes.

Hale has the highest building coverage surrounding the 9th & Colorado area.
EAST AREA BUILDING SIZE

Building sizes vary depending on location and neighborhood. This map is the most diverse for the East Area.

**South Park Hill** has the highest percentage (30%) of buildings greater than 2,000 SF. These are mainly located along Montview Blvd. and 17th Ave. and generally north of 17th and west of Monaco.

**East Colfax** has the highest percentage (68%) of buildings less than 1,000 SF.

**Hale and Montclair** have similar building size makeup with the majority (79%-86%) less than 2,000 SF.

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EAST AREA BUILDING HEIGHT

Building heights are greater in the northwest quadrant of the East Area in South Park Hill and then gradually decrease moving southeast.

**East Colfax** has a majority (73%) of one-story buildings (less than 16').

**Montclair** is a mix of one and two-story buildings (42% less than 16' and 47% between 17'-27').

**South Park Hill** has the highest percentage of buildings greater than 27' (22%). These are generally located north of 17th and west of Monaco.

*Note: this map only includes SU, TU, and MU zone districts.*
EAST AREA ERA OF CONSTRUCTION

There is a mix of pre- and post-World War II construction in the East Area.

South Park Hill has the largest majority (79%) of buildings constructed prior to 1945.

East Colfax is a mix of pre- and post-war construction with the largest share (49%) of buildings constructed between 1946-55.

Montclair and Hale have a majority of buildings constructed in the past 20 years. With the 9th & Colorado redevelopment, new construction is becoming more prevalent in Hale.

EAST AREA EXISTING LAND USE

The land use mix of the East Area is primarily single unit residential, however areas around Colfax, 9th & Colorado and Mayfair Town Center are the most diverse.

South Park Hill is the least diverse with 80% of properties single-unit residential. Some two-unit and multi-unit buildings exist close to Colfax.

Hale is the most diverse, especially south of Hale Parkway.

East Colfax has the highest percentage of two-unit and multi-unit residential buildings (18%)
EAST NEIGHBORHOODS CHARACTERISTICS OVERVIEW

BEST PRACTICES

A portion of the East area has an older neighborhood fabric which promotes walkability and neighborliness by such elements as street-facing buildings, front doors and windows that face the street, raised front porches overlooking the street, a mix of large homes and small homes, detached sidewalks, tree lawns and street trees. This older portion, largely in Park Hill but scattered throughout other neighborhoods, has few gaps in the grain of houses. Adding to the desirability of these areas are the several small, pedestrian-friendly neighborhood commercial centers are embedded in this older portion, providing walkable and bikeable destinations within the neighborhood.

Some apartments occur close to Colfax. They are usually in the 2 to 3 stories range, and by being near the intensity of Colfax provide a buffer and transition into the single unit neighborhoods. One story, three and fourplexes also occur close to Colfax forming courtyards that open to the street, gradually increasing density toward the high volume Colfax bus routes and creating variety along the streets leading to Colfax.

CONTRIBUTING CHARACTERISTICS

The general height of buildings in the neighborhoods consistently range from one to two stories which allows smaller houses to fit comfortably into the fabric. Occasionally, a larger house of 2 to 2 ½ stories occurs, often appropriately, at the corners of the block. Most blocks have alleys, allowing off-street parking behind the houses. Where no alleys are present, or not used for vehicular access and service, modest width curb-cuts and driveways extend to a garage at the rear of the property. Such curb cuts and driveways are narrow enough (8 to 10 ft) that they do not interrupt the primacy of the pedestrian realm, or the pattern of the houses. This provides greater pedestrian safety and larger gaps between houses.

POOR PRACTICES

Many neighborhoods have narrow “Hollywood” curbs which merely provide a step-out strip for on-street parking and some do not have sidewalks at all. Consistent street trees that shade the street and provide a buffer between the pedestrian and the street are lacking in those areas. This forces pedestrians, families with children and dog-walkers into the street. Wheelchair access is impossible on streets with Hollywood curbs or no sidewalks, forcing the disabled to brave the traffic in the street, even to visit their neighbors. Neighborhoods without properly sized sidewalks are less likely to have a sense of neighborliness than neighborhoods that have good sidewalks. Studies have also shown that street trees contribute positively to the property values of an area, making them more valuable. The contrast between portions of the neighborhood that have detached sidewalks and street trees is striking.

As Colfax extends further east, commercial uses along it becomes more auto-oriented with large parking lots between the commercial businesses and the street. The pedestrian environment along Colfax becomes isolated from the pedestrian activity of the retail and commercial uses, and therefore less attractive. Loading docks, drive-through lanes of fast food restaurants, and the building masses of the commercial are then pushed against the adjoining houses of the neighborhood. Used car sales lots also extend into the neighborhoods. The edges where Colfax commercial buildings and parking lots meet the residential neighborhood are poorly buffered and screened, which creates a creeping erosion into the consistency of the neighborhoods.
NON-CONTRIBUTING CHARACTERISTICS

The East neighborhoods’ building stock gradates from older to newer, and larger to smaller the farther east the neighborhoods extend. More, larger houses are occurring mid-block amidst smaller traditional homes. Those with sloped roofs fit in better with the lower hipped roof houses that make up most of the neighborhood. Minimal, symmetrical side setbacks, often 5-feet in new construction, is different than traditional homes, which often have larger symmetrical setbacks (8-feet or more) or asymmetrical (small setback on one side and larger on other side).

This consistency of the single unit neighborhood pattern is interrupted by enclaves of 3 and 4 story apartment developments, particularly in East Colfax and Hale, often surrounded by parking lots that further isolate them from the neighborhood. Some of these developments absorb three or four blocks of the single unit neighborhoods. They also interrupt the regular street grid, often cutting off parts of the neighborhood from each other.

OVERARCHING EAST AREA ISSUES AND STRATEGIES

Fast-moving, auto-oriented corridors

Many of the East neighborhoods have high traffic corridors running through them or along the edges of them. Many of these corridors are also historic parkways. Some examples include: 17th Avenue, Montview Boulevard, 7th and 8th Avenues, 13th and 14th Avenues, Monaco Parkway, Quebec and Yosemite Streets. These neighborhoods, for the most part, are extremely walkable but these barriers limit the distance people are willing to walk.

Discrepancy between existing land uses and land use policy/zoning

Many neighborhoods have pockets of multi-unit structures but they are zoned for single- or two-unit dwellings. This discrepancy exists in all of the neighborhoods, primarily adjacent to Colfax.

Housing options and affordability

These neighborhoods offer desirable amenities and atmosphere in a fast-growing city. Single unit homes with a yard are hard to come by in Denver, especially ones that first-time homebuyers and lower-income brackets can afford. Many of the “affordable” homes are being scooped up and flipped or scraped to appeal to higher-income brackets. This divide in who can live in these neighborhoods is growing and many are concerned that friends, relatives, and residents themselves will no longer be able to afford to live here.

Lack of response to neighborhood character

Some new construction in these neighborhoods is critiqued for not responding to the character that exists. Many new homes are out of scale to neighboring houses, built closer to the property line, and are responsible for demolishing mature trees.

Lack of redevelopment along Colfax Avenue

For years, the city has had plans and zoning in place intended to convert Colfax from an auto-oriented street into a “main street.” However, not much has happened to move the needle. Only a few mixed-use, multi-story buildings have been constructed in recent years and many properties remain unimproved. This is due to lot
constraints – some lots are extremely small and shallow, making it difficult to fit in what the zoning allows and encourages - and regulations that incentivize leaving a property alone rather than trying to improve it due to onerous “change in use” policies. (Also refer to Memo 4.2)
SOUTH PARK HILL NEIGHBORHOOD DIAGNOSTIC

EXISTING NEIGHBORHOOD CHARACTERISTICS

LOT SIZE
Large lots – 82% of lots are larger than 5,000 SF. Lots greater than 10,000 SF are primarily found fronting onto Montview Blvd. and 17th Ave. Pkwy. and around Forest Pkwy.

BUILDING COVERAGE
Varied building coverage – highest coverage exists in the northwest portion of the neighborhood and decreases moving east.

BUILDING SIZE
Large buildings – 30% of buildings are larger than 2,000 SF – the greatest percentage of all four neighborhoods. About half (52%) are between 1,000-2,000 SF.

BUILDING HEIGHT
Tall 2-story buildings – 88% of buildings are taller than 17’. Most are two-story buildings. Some may have third story attics.

ERA OF CONSTRUCTION
Potentially Historic – 78% were built before 1945.

EXISTING LAND USE
Single Unit Residential and Educational – 80% of properties are single-unit residential. Johnson & Wales University and other schools take up a fair amount of land (pie charts show percentage of lots, not land area)
NEIGHBORHOOD CHARACTER ANALYSIS

SUBAREAS
The purple and gray bubbles indicate subareas that differ from each other. The major through-streets: 23rd Ave., Montview Blvd., 6th Ave Parkway and Monaco Parkway all have separate characters. The subareas between them are quiet, generally architecturally consistent, and have mature street trees. 22nd, 19th and 16th Avenues are excellent walking and biking streets. Forest parkway is a beautiful discontinuous parkway. The red commercial subareas are Colfax on the south, and the pedestrian-oriented retail nodes at 23rd & Dexter and 23th & Kearney. The node at Oneida & 23rd is less pedestrian-oriented. The yellow subarea is the Johnson and Wales campus, which provides accessible open space.

BLOCK PATTERN
South Park Hill has several types of blocks:
- The typical Denver north-south oriented rectangular block (most with mid-block alleys);
- A square block with internal 'left-over' spaces (south of Montview and west of Dahlia); and
- Shorter rectangular blocks east of Monaco.

The shifts in the grid caused by these differing block sizes create a number of quiet, discontinuous streets. While there is a number of major continuous east-west streets, there is no non-local north-south street between Colorado and Monaco.

EDGES, BARRIERS, GATEWAYS AND VIEWS
Colorado Blvd is the only major barrier in the neighborhood. Other major streets function as edges, defining the segments of the neighborhood rather than barriers to movement.
EXISTING ZONING

The only non-residential zoning occurs along Colfax and in the neighborhood commercial nodes along 23rd Ave. Johnson and Wales is zoned “campus”.

RESIDENTIAL ZONING

There are numerous residential zone districts, primarily zoned for single-unit, and they vary based on existing and allowable lot sizes. “E”, “G” and “H” are the largest lots, which exist along Montview Blvd., 17th Ave. Parkway, and Monaco Parkway.

The only TU (two unit) zoning occurs between Eudora and Grape Streets and from Colfax Ave. (behind MS zoned lots) to 16th Ave. A small pocket of RH (rowhouse) zoning occurs along Colorado Blvd. just north of Colfax.

Only the RH and TU zoned areas currently allow Accessory Dwelling Units (ADUs).
HISTORIC RESOURCES

LANDMARK DESIGNATION

Outside of individual landmarked buildings (Park Hill Elementary, Park Hill Library, and a few homes), South Park Hill includes four historic parkways:

- Montview Boulevard
- E. 17th Avenue
- Forest Parkway, and
- Monaco Parkway

AREAS OF SIGNIFICANCE

The Design Team has identified the area from E. 17th Ave. to E. 23rd Ave. and Colorado Blvd. to Monaco Pkwy. (and properties along Monaco Pkwy.) as an “area of significance” that should be further studied for historic district or conservation overlay to protect the unique character and aging structures. South Park Hill includes a variety of architecture styles, including Craftsman, Tudor Revival and Spanish Revival, among others.
RECENT PERMITTING IN RESIDENTIAL ZONES

There have been (225) additions and (70) new builds in SU, TU or MU districts in the past 10 years in South Park Hill according to Denver’s Assessor’s Office. This is the most of any neighborhood in the study area. There have been more additions and new builds west of Monaco Parkway and north of E. 17th Ave. Parkway.

Note that “additions” are counted for smaller, unnoticeable improvements as well.
SOUTH PARK HILL - UNIQUE FEATURES AND KEY TAKEAWAYS

LAND USE AND DEVELOPMENT:

- South Park Hill is **potentially historic** due to the age of buildings and upkeep of these properties over the years. This neighborhood, specifically the “area of significance” should be studied further for historic or conservation overlay district in order to maintain the character.
  - **The historic parkways include many large lots** that front onto them. These lots (regardless of building significance) are considered to be historic to some. There have been a couple proposals to subdivide these larger lots to accommodate additional residential units, to which there has been debate. Within studying the area for historic or conservation overlay designation, these lots should also be considered.

- There are a **variety of architectural styles** present in the neighborhood. Craftsman bungalows are common in a variety of scales, as are Denver Squares, Tudor Revival and Spanish Revival homes. This traditional variety gives new construction and architecture styles a place to fit in, however, as mentioned above – there may be specific characteristics that are important to maintain.

- There are **two distinct areas** within South Park Hill:
  - **West of Monaco Pkwy.**, neighborhood streets are quiet. Typically, large tree lawns separate the street from the sidewalk and trees are large and healthy. Blocks include north-south alleys (although many of them are not utilized for trash pickup or parking access).
  - **East of Monaco Pkwy.**, streets are wider and generally do not include sidewalks or have “Hollywood curbs” which are small sidewalks directly attached to the curb. Homes are generally of smaller scale and a later era of construction and blocks do not include alleys.

- **A unique block pattern exists** between Colorado Blvd. and Dahlia Street and Monaco Parkway and Colfax Avenue. These 30 blocks are square with homes on the perimeter accessed by an alley that creates a leftover “donut hole” in the center. The center areas have morphed over the years. Most have been acquired to make lots on one (or two) side larger. Three blocks appear to still have intact open space in the center, although they are unprogrammed and may still be privately owned. Others have been paved and turned into parking areas. This block pattern is unique. To the extent that the center areas can serve a common good for the block (or neighborhood), that should be explored. Growing food, capturing and treating stormwater, providing safe space for children to play, or other ideas could be implemented.

- North of Colfax Avenue and south of E. 17th Avenue Parkway, there are many blocks (specifically within the unique square blocks and the area zoned as TU between Eudora and Grape Streets) that contain **more than a single residential unit**. Two, three, and sometimes four units are present in this area, but most of it is zoned for single units.
  - This type of density is supported in the neighborhood, based on the outreach completed. While the existing building forms with more than one unit are allowed to remain, their single unit neighbors are currently not allowed to add additional units. Remapping these areas to multi-unit, or incentivizing additional density if the primary structure is saved, could be a way to legally map these areas for what they are already functioning as.

- The **neighborhood commercial nodes** are beloved areas with small, locally-owned businesses. They could be enhanced through creative placemaking, streetscaping and public art. The Oneida Park node includes a potentially historic sign, but the buildings lack character. This area could be an opportunity to add residential units and commercial space within the neighborhood.
PUBLIC REALM:

- As noted above, the area east of Monaco Parkway lacks sidewalks and streets are wider. This street right-of-way structure increases travel speeds while not protecting the pedestrians, creating dangerous conditions.
  - This area needs to be considered for future street upgrades, including adding detached sidewalks and decreasing the curb-to-curb dimension to slow down autos.
- There is a desire to better utilize the wide rights-of-way of the parkways for more than moving cars and providing trees/shade in the middle. Adding more formal bike and pedestrian connections along these streets is desired and should be studied further.
- The north-south alleys, typically north of Montview and west of Monaco, are underutilized and narrow. While garages are often present, they are typically not used for car storage and they are accessed from the streets with small drive aisles.
  - This presents an opportunity to rethink their function within the public realm. Ideas have included: bike and pedestrian access, stormwater capture and treatment, growing food, play areas for children, and/or activation with alley houses or detached accessory dwelling units.

ISSUES, DRIVERS AND BARRIERS:

- **Issue: Housing diversity at risk**
  - **Statistics:** South Park Hill between Colfax Avenue and 17th Avenue and Colorado Boulevard and Monaco Parkway has many multi-unit structures but existing zoning for these areas are primarily single-unit.
  - **Driver:** The neighborhood rezoned much of this area prior to the 2010 citywide rezoning and it has stayed that way ever since.
  - **Barrier:** Naturally occurring affordable units could be lost (and their residents displaced) to large, expensive single unit dwellings under existing zoning.
  - **Notes:** There were multiple comments from the workshops about people who live in these areas wanting the zoning to match what exists on-the-ground instead of what the rest of the neighborhood is zoned.
- **Issue: Traffic speeds and lack of sidewalks**
  - **Driver:** Many of South Park Hill’s great streets (17th, Montview, Colfax) are also troublesome due to the speeds at which cars travel. This makes it unsafe for pedestrians and noisy to live near. Many of the quieter streets are used as cut-through routes to get to a faster-moving streets. Additionally, some streets do not even have sidewalks, making walking, in general, a dangerous mode of travel.
  - **Barrier:** These busy streets make the distance people are willing to walk shorter due to major barriers. Design modifications to allow for multi-modal options and to slow down travel speeds, as well as lowering the speed limit, will help make them safer and more convenient to use for all. Areas that do not currently have adequate sidewalks should be prioritized, especially streets that lead to destinations such as grocery stores, commercial districts, transit stops and parks and open space.
HALE NEIGHBORHOOD DIAGNOSTIC

EXISTING NEIGHBORHOOD CHARACTERISTICS

LOT SIZE  
Large lots – 83% of lots are larger than 5,000 SF. Lots greater than 10,000 SF are primarily found along Colorado Blvd. and 6th Ave. as well as east of the hospital and south of Hale Parkway.

BUILDING COVERAGE  
Varied building coverage – highest coverage exists along Colorado Blvd. and around the hospital and 9th & Colorado development.

BUILDING SIZE  
Small buildings – 86% of residential and mixed use lots have buildings that are less than 2,000 SF.

BUILDING HEIGHT  
Varied building height – The majority of Hale is 1-2 story homes, with one-story homes concentrated in the middle of the neighborhood. Taller buildings are present along Colorado Blvd. and 9th & Colorado area.

ERA OF CONSTRUCTION  
Varied ear of construction – Blocks adjacent to Colfax and 6th Avenues are older, but the center of the neighborhood was constructed post-1945.

EXISTING LAND USE

Diverse mix – Hale is the most diverse of all four neighborhoods. It includes the hospital, new 9th & Colorado mixed use development, commercial areas along Colfax, and single and multi-unit residential.
NEIGHBORHOOD CHARACTER ANALYSIS

SUBAREAS
The blue and gray bubbles indicate differing subareas. The red subarea is Colfax, which has the narrowest lot conditions of all the neighborhoods. 13th and 14th Avenues are one-way streets that carry large amounts of traffic into and out of the city. Hale Parkway, 8th Ave. and the hospital district divide the southern portion of the neighborhood from the northern portion. The new construction at 9th and Colorado is instituting more connections and reestabishing a neighborhood grid, which was championed by the neighborhood.

BLOCK PATTERN
Hale is mostly made up of a typical Denver north-south block pattern, cut diagonally by Hale Parkway. Most north-south streets are discontinuous, being interrupted by Hale Parkway and the hospital district. Alleys tend to disappear (the gray blocks) toward the eastern side of the neighborhood.

EDGES, BARRIERS, GATEWAYS AND VIEWS
Colorado Blvd. is the major barrier on the west side of the neighborhood. Hale Parkway, while not at the level of Colorado Blvd. is considered a barrier between the southern and northern portions of the neighborhood from comments received at the public open house. There are 'natural' gateways at both ends of Hale Parkway which could act as announcements to the center of the neighborhood.
EXISTING ZONING

MIXED USE ZONING

Main Street (MS) zoning occurs along Colfax and 8th Avenue in Hale. Small pockets of Mixed Use (MX) also exist. The Hospital properties are zoned “Campus”. 9th & Colorado redevelopment area is not included in this, but also includes mixed use. is sprinkled throughout City Park West, primarily along primary corridors. Allowable heights include 3-stories (45’) on Colfax, 2-stories (30’) on 8th, and varying heights in the 9th & Colorado area.

RESIDENTIAL ZONING

There is a variety of residential zoning in Hale. Multi-unit zoning exists along Colorado Boulevard and east of the hospital and south of Hale Parkway. Two-unit (TU) zoning is present between 7th and 8th Avenues south of the redevelopment and south of Colfax between Ash and Fairfax Streets. Allowable heights in SU and TU districts is 30 feet. Multi-unit districts vary.
HISTORIC RESOURCES

LANDMARK DESIGNATION

Hale neighborhood only includes one historic parkway:

- 6th Avenue Historic Parkway

Two individual landmarked buildings are also shown:

- The Milo Smith House, and
- Dugal Farmhouse

AREAS OF SIGNIFICANCE

Further study could look at the potential historic significance of properties along the 6th Avenue Historic Parkway that contribute to the parkway character. Another area that could be considered for further study is between Ash and Clermont Streets, between Colfax and 13th Avenue, where there is a concentration of pre-war buildings.
There have been (100) additions and (53) new builds in SU, TU or MU districts in the past 10 years in Hale according to Denver’s Assessor’s Office. There have been a lot of additions along 6th Avenue Parkway, as well as within a couple blocks of 6th Ave. The rest have occurred north of Hale Parkway.

Note that “additions” are counted for smaller, unnoticeable improvements as well.
HALE - UNIQUE FEATURES AND KEY TAKEAWAYS

LAND USE AND DEVELOPMENT:

- Physically, the makeup of Hale is the most diverse of all six neighborhoods:
  - The redevelopment of land around 9th & Colorado will drastically change the look and feel of the neighborhood – providing nightlife, entertainment, daily services, and a variety of housing options. The master plan seeks to reconnect the neighborhood with new streets and sidewalks throughout the development.
  - Colorado Boulevard is a major thoroughfare for the city and flanks the western edge of the neighborhood. Land uses are more intense here.
  - South of Hale Parkway includes higher density housing. Some high rises are present, as well as smaller-scale, one-story multi-unit buildings. This neighborhood sometimes identifies more with Hilltop, its neighbor to the south, than Hale.
  - North of Hale Parkway includes smaller single family homes on quiet streets. Alleys are common, but are rarely used for access.
- Generally, the single family residential homes are smaller and more suburban in form, with curving sidewalks and driveways leading to garages (some attached to the home, some detached in rear).
- New development tends to be quite larger and made of different materials than traditional homes. They tend to be of a more suburban style as well.
- The blocks between Dahlia and Holly and 6th Avenue Parkway and 8th Avenue are unique. Between 6th Avenue and E. Severn Place (replaces 7th Avenue), they are extra long. The blocks between 8th Avenue and E. Severn Place are short and include many one-story multi-unit buildings.
- Portions of 8th Ave. and Colorado Boulevard are additional commercial corridors in the Hale neighborhood.
  - Larger footprint commercial development on Colorado provides a transition to the neighborhood by locating surface parking between the commercial buildings and the adjacent residential development.
  - Smaller scale commercial development on 8th Ave. resembles that of Colfax, with a mix of auto-oriented strip commercial and older, mid-century storefront commercial.

PUBLIC REALM:

- Hale Parkway and 6th Avenue Parkway are considerable public realm assets to the neighborhood.
  - Hale Parkway is undergoing a study to reconfigure the street to carry the same amount of traffic, but open up more land for recreation and stormwater treatment. The neighborhood is extremely excited about this potential transformation.
  - East 6th Avenue is a Historic Parkway that leads to Aurora. It is a major asset to the neighborhood, but could be better utilized for multimodal transportation and recreation.
- Lindsley and Belleview Parks are adjacent to one another. They are an asset to the neighborhood, but Hale Parkway is a barrier for the people living south to access the park.
- Proper sidewalks are lacking in many parts of the neighborhood, being largely Hollywood curbs or nonexistent. Some detached walks, tree lawns and street trees exist, in the northeastern part of the neighborhood where the era of construction is pre-war.
ISSUES, DRIVERS AND BARRIERS:

- **Issue: 8th Avenue and Colorado Boulevard are barriers**
  - **Driver:** The redevelopment at 9th & Colorado and surrounding areas is greatly transforming this neighborhood. In addition to benefits, it is also adding more traffic to the area. 8th avenue is seen as a divider to the north and south parts of the neighborhood and Colorado Boulevard is a definite edge – making crossing between Hale and Congress Park very difficult and unsafe.
  - **Barrier:** The design of these streets have been primarily focused on moving cars most efficiently. As this plan seeks to shift modes of transportation, these streets should be designed to be more bike and pedestrian-friendly.

- **Issue: New development affecting neighborhood character**
  - **Driver:** Hale neighborhood has experienced quite a bit of new construction in the past 10 years. Existing zoning allowances in single-unit districts are much different than traditional patterns. The hospital zoning around 9th and Colorado in the past had loose rules, allowing the hospitals to grow up and out toward the neighborhoods. The new zoning helps put in place better rules and boundaries.
  - **Barrier:** modifying base zoning standards as they exist today may be controversial due to some seeing them as “restricting property rights” even though 10 years ago, the rules were different/more strict.
MONTCLAIR NEIGHBORHOOD DIAGNOSTIC

EXISTING NEIGHBORHOOD CHARACTERISTICS

LOT SIZE
Large lots – 81% of lots are larger than 5,000 SF. Lots greater than 10,000 SF are more sporadic, but generally found around Colfax Avenue and east of Monaco Parkway.

BUILDING COVERAGE
Lower building coverage – Montview has a higher percentage of lots with less than 25% coverage compared to Hale and South Park Hill.

BUILDING SIZE
Small buildings – 79% of residential and mixed use lots have buildings that are less than 2,000 SF.

BUILDING HEIGHT
One and Two-story buildings – Montview is split between one-story (42%) and two-story (47%) buildings.

ERA OF CONSTRUCTION
Varied ear of construction – The largest percentage (40%) were constructed between 1946-55. The next largest (32%) were constructed between 1926-45.
EXISTING LAND USE

Primarily single family — Montview is 76% single-unit residential. Some multi-unit residential exists south of Mayfair Park and west of Mayfair Town Center.

NEIGHBORHOOD CHARACTER ANALYSIS

SUBAREAS

The red indicates the Colfax corridor subarea, and the Krameria shopping area, or “Mayfair Town Center.” The residential subareas are in green. Monaco Parkway subarea is in gray, and the yellow is the Montclair School of Academics off of Richthofen Parkway. The neighborhood to the west of Monaco is relatively uniform - made up of one story single family post war houses with the exception of three multifamily subareas. East of Monaco the neighborhood is more complex, organized around Oneida and Montclair Parks.

BLOCK PATTERN

The blocks in Montclair are rectangular and oriented north-south. Continuous streets are the 13th and 14th Avenues one-way pair, and 6th Ave. Parkway, 8th Ave., and Colfax. Most streets are discontinuous, being broken by medians in the Parkways and shifts in the grid. Alleys are largely missing (gray blocks). Detached sidewalks and tree lawns are not common, with most of the neighborhood served by Hollywood curbs, or not served by sidewalks at all.

EDGES, BARRIERS, GATEWAYS, AND VIEWS

Most major street are edges demarcating the subareas. The only real barrier is at Quebec along Denver Water’s underground reservoir. Richtofen Parkway makes an excellent gateway into eastern portion of the neighborhood.
EXISTING ZONING

MIXED USE ZONING

Mixed use zoning exists along Colfax, within the Mayfair Town Center, and where the Jersey Shoppette center is. Allowable heights along Colfax include 3-stories (45’) to 5-stories (75’).

The entire neighborhood, except for the multi-unit and mixed use areas surrounding the Mayfair Town Center are considered Protected Districts.

RESIDENTIAL ZONING

The majority of Montclair is zoned for single unit (SU). The majority includes “DX” designation, which means a minimum lot size of 6,000 SF with special provisions assigned to these areas. E-SU-G designation exists along E. 6th Avenue and Monaco Parkway. Multi-unit (MU) and Rowhouse (RH) districts exist in pockets surrounding existing commercial and mixed use areas. Two-unit (TU) zoning exists just south of Mayfair Town Center from Kearney to Jasmine and 13th to 12th and then along the eastern side of Kearney from 12th to 11th.

Only MU, RH, and TU districts allow ADUs currently.
HISTORIC RESOURCES

LANDMARK DESIGNATION

Montclair neighborhood includes the following historic districts and parkways:

- Montclair Historic District
- Monaco Parkway
- E. 6th Avenue Parkway
- Richtofen Parkway

Individual landmarked buildings are also shown.

AREAS OF SIGNIFICANCE

Further study could look at the potential historic significance of properties along the historic parkways that contribute to the character of the parkways. Additional research could focus on identifying individual resources with potential historic value, as there are numerous pre-1900 buildings dispersed throughout the eastern half of Montclair that are not within the existing historic district.
RECENT PERMITTING IN RESIDENTIAL ZONES

There have been (131) additions and (49) new builds in SU, TU or MU districts in the past 10 years in Montclair according to Denver’s Assessor’s Office. Much of the new construction appears to have occurred west of Monaco Parkway, whereas additions are more prominent east of Monaco. This could be due to the higher character present east of Monaco, where older buildings and the historic district exist.

Note that “additions” are counted for smaller, unnoticeable improvements as well.
MONTCLAIR - UNIQUE FEATURES AND KEY TAKEAWAYS

LAND USE AND DEVELOPMENT:

- Montclair is a neighborhood where suburban patterns start to show. Alleys are less common, and sidewalks are typically attached Hollywood curbs (or in some cases, missing).

- The area from 13th to 10th Avenue and Monaco Parkway to Pontiac is unique in that the block sizes change and streets are disconnected to the west. The eastern edge is also included in the Montclair Historic District.
  - Oneida Place is a unique street within the area that is oriented at a diagonal. It is only used for access to two properties on either end of the street. This could be an opportunity to rethink the public ROW between the two access points.
  - Richtofen Castle is a historic landmark structure also located in this area.

- A small commercial node exists on Jersey St. and Jasmine St., between 10th Ave. and 9th Ave.
  - The development in this node is primarily 1 and 2 stories in scale.
  - This block is zoned mixed-use, which is reflected in its blend of retail, office and service land uses.

- Mayfair Plaza Shopping Center is a unique node where commercial development extends for several blocks into the neighborhood.
  - The large-format commercial development is a relatively unusual exception to the more uniform residential patterns of surrounding blocks.

PUBLIC REALM:

- Monaco Parkway, 6th Avenue Parkway and Richtofen Parkway are considerable public realm assets to the neighborhood.
  - These streets, with their wide rights-of-way, have an opportunity to provide multimodal transportation and recreation options for the neighborhood.

- Montclair is the most park-served neighborhood in the study area.
  - Mayfair, Montclair, Denison and Kittredge Parks are all similar in size and tucked into the neighborhood with single family homes surrounding them.

ISSUES, DRIVERS AND BARRIERS:

- **Issue:** What Town Center?
  - **Driver:** The Mayfair Town Center south of Colfax along Krameria Street lacks a sense of place and “center” even though it has that title. Former zoning created more auto-oriented land uses, which is the result of what is on the ground today (one-story buildings with large parking lots). Many expressed wanting to see a common park/plaza in this area to provide a place for gathering and community.
  - **Barrier:** The diverse property ownership makeup of this area may make it difficult to redevelop into more of a true town center. One scenario could include acquisition of contiguous properties to create a larger development site. Another scenario might include one of the two grocery stores relocating and a block or two redeveloping.

- **Issue:** New development affecting neighborhood character
- **Driver:** Montclair neighborhood has experienced quite a bit of new construction in the past 10 years. Existing zoning allowances in single-unit districts are much different than traditional patterns.

- **Barrier:** modifying base zoning standards as they exist today may be controversial due to some seeing them as “restricting property rights” even though 10 years ago, the rules were different/more strict.
EAST COLFAX NEIGHBORHOOD DIAGNOSTIC

EXISTING RESIDENTIAL CHARACTERISTICS

LOT SIZE
Large lots – 88% of residential and mixed use lots are between 5,000 and 10,000 SF. Larger lots exist along Colfax, 11th Ave., and Montview Blvd.

BUILDING COVERAGE
Low building coverage – 40% of residential and mixed use lots are between 37.5% and 50% covered by buildings. 51% are less than 25% covered.

BUILDING SIZE
Small buildings – 68% of residential and mixed use lots have buildings that are less than 1,000 SF. Almost all buildings are less than 2,000 SF.

BUILDING HEIGHT
Primarily one-story buildings – 73% of purely residential buildings are less than 16 feet (one-story). 24% are between 17-27 feet (two-story).

ERA OF CONSTRUCTION
Post-World War II – Almost half of the buildings were built between 1946-55. Only 35% are more than 50 years old.

EXISTING LAND USE
Primarily Single and Multi-Unit – While 68% of lots are single-unit buildings, a fair amount of land is dedicated to multi-unit buildings as well.
NEIGHBORHOOD CHARACTER ANALYSIS

SUBAREAS
The red bubble indicates the Colfax subarea. Gray bubbles are high traffic, busy streets. The pink indicates residential subareas, most of which are composed of small one story, single family houses. Several subareas on the edges of the neighborhood are composed of multifamily, 3 to 5 story structures. This is the only neighborhood where Colfax runs through its center. The neighborhood is also sandwiched between the new developments of Stapleton and Lowry.

BLOCK PATTERN
East Colfax is made up of typical Denver rectangular blocks, oriented north-south. There are several continuous east-west streets that carry significant traffic (Montview, 17th Ave., Colfax, 14th Ave., 13th Ave., and 11th Ave). There are fewer continuous north-south streets. Most north-south streets are discontinuous, being interrupted by the Stapleton development’s street pattern and Lowry’s large-scale drainage/detention system. More alleys occur in this neighborhood than in Montclair to the west. Comments from the open house indicates a traffic cut-through problem from one major east-west street to another as one is seen as slower than the other.

EDGES, BARRIERS, GATEWAYS, AND VIEWS
Significant barriers to the south are created by Lowry’s large detention pond and a large multi-family complex. From comments at the public open house, some see Colfax as an edge (or a center) in the neighborhood while others see it as a barrier between the northern and southern portions of the neighborhood. Again, the sidewalk system is poor, made up mostly of Hollywood curbs or nothing at all.
EXISTING ZONING

MIXED USE ZONING

Mixed use zoning exists along Colfax Avenue and pockets along Downing Street at 11th Avenue.

The entire neighborhood, except the multi-unit area along 11th and some areas along Quebec are considered “Protected Districts”.

RESIDENTIAL ZONING

The majority of East Colfax is zoned for Single Unit (SU) Residential, with the exception some areas along Colfax, Quebec and 11th Ave which include Multi-Unit (MU), Rowhouse (RH), and Two-Unit (TU) zoning. The maximum height for residential in these areas is 5-stories (along Quebec).

All MU, TU and RH zoned areas currently allow ADUs.
HISTORIC RESOURCES

LANDMARK DESIGNATION

There are no historic districts in East Colfax. Only a couple individual landmarked buildings exist:

- Ashley Elementary School, and
- Greeters of America National Home

AREAS OF SIGNIFICANCE

Further study could focus on determining the potential historic significance of the numerous 1950’s era former motor-court motels along Colfax Avenue.

Some motels may be significant for their 1950s era “motor court” design.
RECENT PERMITTING IN RESIDENTIAL ZONES

There have been (58) additions and (12) new builds in SU, TU or MU districts in the past 10 years in East Colfax according to Denver’s Assessor’s Office. These are scattered throughout the neighborhood.

Note that “additions” are counted for smaller, unnoticeable improvements as well.

Map of SU, TU, and MU Zoned Recent Construction
EAST COLFAX - UNIQUE FEATURES AND KEY TAKEAWAYS

LAND USE AND DEVELOPMENT:

- East Colfax is unique in that it is the only neighborhood in the East Area that straddles Colfax Avenue.
- East Colfax includes small homes on large lots. However, more homes are being fixed up and flipped for higher prices due to home buyers being priced out from Stapleton and Park Hill.
- One story homes predominate in the neighborhood, with some two-story homes and larger multi-unit residential mixed in along major thoroughfares, such as 11th Ave., Montview Blvd., and Yosemite Street.
  - Most residents at the neighborhood workshop expressed liking the small-scale nature of the neighborhood.
  - Urban homesteading is occurring on large lots where food is grown and chickens are raised for eggs.
- It is the most affordable neighborhood in the East Area today.
- The eastern edge of the neighborhood along Yosemite Street between 12th Avenue and Colfax is distinct because of numerous multi-story apartment buildings.
- Modest, mid-century ranch style is common amongst the homes in East Central. Siding is a common material used, as opposed to brick or masonry.
- Commercial development along Colfax Avenue reflects early auto-oriented development with small, single-story buildings, motor-court motels, and surface parking accessed from Colfax.

PUBLIC REALM:

- East Colfax lacks an adequate sidewalk network. Hollywood curbs are the most common type of sidewalk, but many blocks have no sidewalks at all.
- While alley access is common, driveways and front yard parking tend to interrupt the consistency of front yard landscaping.
- Westerly Creek influences the street and block layout in the southeast corner of the neighborhood and offers open space amenities.
- Crime along Colfax Avenue in this area is a concern.
- Colfax is a major destination for bus usage, particularly by the immigrant population in the neighborhood.
- Cut-through traffic from slower streets like Montview and Colfax to faster streets like 17th Avenue, and 13th and 14th Avenues, is causing much more traffic on quiet north-south streets.
- The parks in the neighborhood are well used. The New Freedom Park and the community garden next to it are centers for the apartments nearby.

ISSUES, DRIVERS AND BARRIERS:

- Issue: East Colfax residents are at risk to gentrification
  - Driver: East Colfax is becoming more and more desirable due to the location along the future BRT corridor (Colfax Avenue) and other redevelopment efforts such as Stapleton to the north and Lowry to the south. This neighborhood was very recently considered an affordable place to live. Due to market trends and forces, that reality is quickly being lost.
  - Barrier: Timing is critical to initiate measures to reverse gentrification. Market forces are strong and small homes are being bought and flipped or scraped at a fast pace. Many of the homes in
East Colfax are also rentals, which mean the families they house have no say on how long they might be able to stay in the neighborhood.

- **Issue:** Lack of response to meet the needs of this multi-cultural and multi-generational neighborhood
  - **Driver:** East Colfax has been a place where refugees and people from diverse cultures have settled for many years due to its affordability and access to transportation and other services. However, there has been little formal recognition or celebration of this diversity from a neighborhood policy level. If acknowledged, such policies could give these residents a safe place to remain and thrive for future generations.
  - **Barrier:** It is difficult to enact policies that seek to keep a certain demographic in place and others from moving in, but in terms of meeting the needs of the community that lives here – there are plenty of things to offer. For one, a cultural center is greatly desired and could provide a safe place for youth in the community to gather and for cultural events to occur. The barrier could be funding a substantial community center-type project in the near future. Another fact is that multiple families or generations sometimes live under one roof or on the same lot. Offering other ways for these families to live on the same lot – such as in accessory dwelling units or tandem houses, could benefit them. This might be controversial to enact in an area zoned for single-units. Another is an idea of an “International” or “African” District along Colfax. A barrier could be finding the right person/people to champion this effort and there may be fear amongst business owners that a “district” could displace them or be expensive to enact.
STATION AREA ANALYSIS

LOT TYPE BREAKDOWN
The following lot types were mapped for all Main Street (MS) zoned parcels along the corridor:

- LOT TYPE ‘A’ (Very Small) = less than 5,445 square feet (or 1/8 acre)
- LOT TYPE ‘B’ (Small) = 5,446 – 10,890 square feet (1/8 to ¼ acre)
- LOT TYPE ‘C’ (Medium) = 10,891 – 21,780 square feet (1/4 to ½ acre)
- LOT TYPE ‘D’ (Medium-Large) = 21,781 – 43,560 square feet (1/2 to 1 acre)
- LOT TYPE ‘E’ (Large) = larger than 43,560 square feet (or more than 1 acre)

Figure 4.2-1.
East Area MS Zoned Lot Types and Breakdown

Findings
- Of the 277 lots (90 acres) in the East Area, 46 percent of properties (20% land area) are very small to small which may prove to be difficult to redevelop without being assembled. Another 40 percent (43% land area) are medium, and 14 percent (36% land area) are medium-large to large.
PROPERTIES NOT LIKELY TO REDEVELOP

HISTORIC PROPERTIES
Of the 277 properties in the East Area, 1 is protected by Historic Landmark Designation status (as individual landmarks or by inclusion in a historic district):

Figure 4.2-2.
East Area MS Zoned Historically Designated Properties

Source: 2019, Studio Seed

SUBSTANTIAL NEW CONSTRUCTION
Of the 277 properties in the East Area, 3 are considered “substantial new construction,” which is defined as properties that were constructed in the past 10 years and more than one story. Note that two of these are city properties yet to be developed, but are planned for affordable housing:

Figure 4.2-3.
East MS Zoned Substantial New Construction

Source: 2019, Studio Seed
**VERY narrow PROPERTIES**

Of the 277 properties in the East Area, 16 are considered “very narrow,” which has been defined as lots that are fronting Colfax Avenue and less than 75 feet deep when measured parallel to Colfax.

*Figure 4.2-4.*

**East Area MS Zoned Properties that are Very Narrow**

![Diagram of East Area MS Zoned Properties that are Very Narrow](image)

Source: 2019, Studio Seed

**ADAPTIVE REUSE CANDIDATES**

For the purposes of the analysis phase, some adaptive reuse candidates were identified. These were used during community engagement to get the community’s feedback on how important it is to save some of these non-Landmark structures. The criteria used for mapping of adaptive reuse candidates included the building meeting at least 2 of the following questions:

- **Is the building architecturally significant** – i.e. might it qualify for being a historic landmark (designed by well-known architect of the time, architectural details and style is significant to the history of the place, etc.)
- **Does the building have architectural integrity and have good urban form** – i.e. it doesn’t appear to have significant structural damage and is oriented to the sidewalk with windows and doors?
- **Could the building/architecture contribute to the history of Colfax** – i.e. is it from an important era in the history of Colfax (Victorian homes from late 1800s, early 1900s commercial expansion, 1950-60s “highway” era)?
- **Is the building providing affordable space** – i.e. smaller commercial and residential units that if otherwise were new construction would be unaffordable to most existing users?

**ADAPTIVE REUSE CANDIDATES**

Of the 277 properties in East, 58 are considered “adaptive reuse candidates”. Of these 58 properties, half (29) are located on very small to small sites (dark orange), which will be most difficult to redevelop anyway and the other half (29) are located on medium to large size sites (light orange), which could potentially mean they are more at risk of redeveloping due to the size of their lots. Fifteen of these sites are hotel properties, which have mixed opinions about adaptively reusing them. The architecture is not significant, but they are providing affordable space for short-term housing and they contribute to the history of Colfax (both good and bad reflections exist.) For the purposes of this study, all the hotels have been considered for reuse.
MAXIMUM DEVELOPMENT POTENTIAL PER LOT TYPE AND ZONE DISTRICT

In order to maintain realistic calculations, a “sketch test” for Lot Types A, B, and C were completed to understand how much development could physically be achieved on each lot type under Main Street (MS) zoning. A maximum FAR was then assigned for each lot type per zone district. For lot types D and E, the maximum FAR was determined by looking at example recent developments that reached their height limits. The following FAR estimates were used:

<table>
<thead>
<tr>
<th>Lot Type</th>
<th>Max FAR (MS-3)</th>
<th>Max FAR (MS-5)</th>
<th>Max FAR (MS-8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Type A</td>
<td>1.8</td>
<td>2.5*</td>
<td>2.5*</td>
</tr>
<tr>
<td>Lot Type B</td>
<td>1.7</td>
<td>2.0*</td>
<td>2.0*</td>
</tr>
<tr>
<td>Lot Type C</td>
<td>1.5</td>
<td>2.5</td>
<td>4.4</td>
</tr>
<tr>
<td>Lot Type D</td>
<td>1.5</td>
<td>3.0</td>
<td>5.0</td>
</tr>
<tr>
<td>Lot Type E</td>
<td>1.5</td>
<td>3.0</td>
<td>5.0</td>
</tr>
</tbody>
</table>

*Due to lot size constraints, the maximum potential on Lot Type A is a 3-story structure and 4-stories for Lot Type B. Therefore, the FAR for MS-5 and -8 are the same.

Existing zoning and allowable heights are shown in Figure 4.2-6:
Figure 4.2-6.
East Area MS Zoning and Allowable Heights

LOT TYPE ‘A’ YIELD
Example A.1 – 2-story Mixed Use Commercial (FAR = 1.8)

This example yields a 4,600 SF first floor (retail/restaurant) with a 4,600 SF 2nd floor (office) on a 40’x125’ size lot. Parking is exempt using current allowance under 6,250 SF with a maximum of 2 stories.

*Note: when adjacent to a protected district, the FAR is 1.5 due to upper floor stepback requirement (which is most properties in the East area)
Example A.2 – 4-story Mixed Use Residential (FAR = 2.5)

This example yields a 4-story building with a 2,300 SF first floor (retail/restaurant) and (6) residential units on a 40’x125’ size lot. Parking is “tucked under” along the alley.

LOT TYPE ‘B’ YIELD

Example B.1 – 3-story Mixed Use Commercial (FAR = 1.7)

This example yields a 3-story building with approximately 3,000 SF ground floor (retail/restaurant) and 2 floors of apartments, yielding 14 units at approximately 675 SF each. Parking is provided “tucked under” the upper two floors. No parking is provided for retail/restaurant and the apartments are parked per code with two extra spaces.

Example B.2 – 3-story Mixed Use Residential (FAR = 2.0)

This example yields (7) side-by-side 3-bedroom rowhouses with small first-floor in-home offices (330 SF) on the ground floor.

*Note: when NOT adjacent to a protected district, the FAR is 2.3.
LOT TYPE ‘C’ YIELD

Example C.1 – 8-story Mixed Use Commercial (FAR = 4.4)

This example yields an 8-story building with 3,600 SF ground floor (retail/restaurant) and 7 floors of commercial office at 73,000 SF total. Parking is provided with an above grade structure with “speed ramp” (i.e. floors do not slope).

Findings

- Utilizing the 6,250 SF parking exemption is very useful for Lot Type A. Without it, yields would be much lower.
- A 3-story mixed use building on Lot Type A and B is feasible and can be surface parked (tuck-under) as long as the lot is 75’ deep (or more). Anything narrower will have a hard time providing access, parking, and building frontage along Colfax, and therefore has been tagged as “not likely” to redevelop. Structured parking (above or below) is unlikely due to the size of lots and development yields. These “very narrow” properties are most likely to be assembled with nearby properties to make them developable.
- A 5-story (or more) mixed use building on Lot Type C is technically possible, but will likely need structured parking unless significant parking reductions can be achieved. Structured parking would either be underground, partial underground, or above-grade with speed ramp and no-sloping floors, which could easily transition to office or residential space in the future if parking is not needed.
- Some lots may be “over-zoned” and could be causing unnecessary speculation of land value:
Lot Types A and B will feasibly only result in a 2-3 story building. However, 29 (out of 277) lots of this type in East are zoned for 5 stories. These properties will most likely be targeted for assemblage.

- Lot types A, B, and potentially C will likely be surface parked, “tuck-under” parked, or have no off-street parking (using small lot exemption). On lots that are 100+ feet deep, a small parking structure with speed ramp is possible while still having active ground floor uses along Colfax sidewalks. However, there are no built examples of this type of structure. Rather, the only built example of a Lot Type C with 5-stories is on West Colfax – a studio unit project with tuck-under parking of 40 total spaces (less than 1 per unit.)

- All of these studies assume that the Denver Public Works Department’s R.O.W standards for increased sidewalk (to 21 feet from curb to property line) and alley widths (to 24 feet) would be abrogated through successful variance procedures. If these variances were not successful, both lot types A and B could be largely undevelopable if reduced to less than 75 feet deep, and Type C’s yield could be significantly reduced.

- For the smaller lot types A and B, the larger FARs are generated mainly by residential mixed use projects with no commercial above the first floor.

Note: The sketch studies are conceptual only. Detailed design could create development yields both larger or smaller depending on zoning and building code determinations.

## RECENT COLFAIX CORRIDOR DEVELOPMENT CASE STUDIES

Case studies of recent development (past 10 years) was also examined to understand what is being implemented under current zoning. The following table is a list of recent construction in the study area:

### Figure 4.2-7.

**East Area Recent Development on Colfax Statistics**

<table>
<thead>
<tr>
<th>Address</th>
<th>Name/Business</th>
<th>Status</th>
<th>Zone District</th>
<th>Lot Size</th>
<th>Building Size</th>
<th>Parking Count</th>
<th>Overall Height</th>
<th># stories</th>
<th>FAR</th>
<th>Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>5503 E Colfax Ave</td>
<td>Auto Zone</td>
<td>Recorded</td>
<td>E-MS-3</td>
<td>31,625</td>
<td>6407</td>
<td>31</td>
<td>16</td>
<td>1</td>
<td>0.20</td>
<td>200</td>
</tr>
<tr>
<td>5171 E Colfax Ave</td>
<td>The Phoenix</td>
<td>Recorded</td>
<td>E-MS-3</td>
<td>53,760</td>
<td>59,515</td>
<td>66</td>
<td>65</td>
<td>5</td>
<td>1.15</td>
<td>900</td>
</tr>
<tr>
<td>6850 E Colfax Ave</td>
<td>Auto Body Shop</td>
<td>Recorded</td>
<td>E-MS-3</td>
<td>11,000</td>
<td>47,680</td>
<td>28</td>
<td>20</td>
<td>1</td>
<td>0.37</td>
<td>345</td>
</tr>
<tr>
<td>6700 E Colfax Ave</td>
<td>Advance Auto Parts</td>
<td>Recorded</td>
<td>E-MS-3</td>
<td>19,500</td>
<td>7246</td>
<td>21</td>
<td>21</td>
<td>1</td>
<td>0.37</td>
<td>345</td>
</tr>
<tr>
<td>6399 E Colfax Ave</td>
<td>McDonalds</td>
<td>Recorded</td>
<td>E-MS-3</td>
<td>11,948</td>
<td>2,877</td>
<td>7</td>
<td>22</td>
<td>1</td>
<td>0.18</td>
<td>370</td>
</tr>
<tr>
<td>6310 E Colfax Ave</td>
<td>Strip Retail (Mayfair TC)</td>
<td>Recorded</td>
<td>MS-2</td>
<td>698,42</td>
<td>12,336</td>
<td>71</td>
<td>30</td>
<td>1</td>
<td>0.21</td>
<td>174</td>
</tr>
<tr>
<td>6030 E Colfax Ave</td>
<td>Seventeen</td>
<td>Recorded</td>
<td>MS-3</td>
<td>29,187</td>
<td>3,535</td>
<td>15</td>
<td>22</td>
<td>1</td>
<td>0.12</td>
<td>236</td>
</tr>
<tr>
<td>5901 E Colfax Ave</td>
<td>Starbucks/Strip Retail</td>
<td>Recorded</td>
<td>MS-3</td>
<td>41,246</td>
<td>9,115</td>
<td>48</td>
<td>24</td>
<td>1</td>
<td>0.22</td>
<td>190</td>
</tr>
<tr>
<td>5204 E Colfax Ave</td>
<td>O'Really Auto + Phi Animal Hospital</td>
<td>Recorded</td>
<td>MS-3</td>
<td>43,768</td>
<td>12,274</td>
<td>57</td>
<td>23</td>
<td>1</td>
<td>0.28</td>
<td>215</td>
</tr>
<tr>
<td>4700 E Colfax Ave</td>
<td>Glass House Car Wash</td>
<td>Recorded</td>
<td>MS-3</td>
<td>182,133</td>
<td>2,405</td>
<td>16</td>
<td>1</td>
<td>1</td>
<td>0.11</td>
<td>180</td>
</tr>
<tr>
<td>4215 E Colfax Ave</td>
<td>BBVA Bank</td>
<td>Recorded</td>
<td>MS-5</td>
<td>38,622</td>
<td>4,023</td>
<td>17</td>
<td>26</td>
<td>1</td>
<td>0.12</td>
<td>290</td>
</tr>
<tr>
<td>1304 E Colorado Blvd</td>
<td>Gas Station</td>
<td>Recorded</td>
<td>MS-3</td>
<td>59,930</td>
<td>9,126</td>
<td>22</td>
<td>25</td>
<td>1</td>
<td>0.18</td>
<td>415</td>
</tr>
</tbody>
</table>

**Total**

- Type A (less than 5,445) 0 0%
- Type B (5,446 - 10,890) 0 0%
- Type C (10,891 - 25,780) 4 21%
- Type D (21,781 - 43,560) 5 38%
- Type E (43,561+) 4 91%

**ZONE DISTRICT**

| MS-8 | N/A | 110 | N/A |
| MS-5 | 0.8 | 70' | 65' |
| MS-3 | 0.22 | 38'/45' | 25' |
| OVERALL | 0.28 | | |
Findings
In general, recent development has not maximized zoning allowances and has resulted in low intensity uses. Other facts include:

- 100% of redevelopment has occurred on Lot Types C, D, and E.
- Recent development has an average of only 0.30 FAR.
- The only multi-story development (The Phoenix) occurred on an MS-5 zoned lot type E (large). The rest have been one-story.
- Many of these properties could be considered “auto-oriented” uses (gas stations, Seven Eleven, fast food, etc.) which does not match the vision for East Colfax Avenue as a “main street”. Additionally, a few new buildings are drive thru building forms, which are only restricted within 0.25 miles of the outer boundary of a Rail Station Platform (not enhanced transit).
EAST AREA ZONING CAPACITY AND GROWTH PROJECTIONS

The zoning capacity for East Colfax ‘MS’ zoned properties is calculated for the following “properties with development potential” which are defined by those identified as: not historic, not recent substantial development, not adaptive reuse candidates, and not very narrow lots. These estimates replace any existing square footage of development that is currently on that land.

Figure 4.2-6.
East Area MS Zoned Remaining Properties with Development Potential

The calculations include the following:

• **Colfax Avenue Growth Projections** – based on growth projections for all centers and corridors in East Central, the team then calculated the percentage of Colfax ‘MS’ zoned land to arrive at a growth projection range (low to high) for this area.

• **Colfax Avenue Zoning Capacity (Low)** – the low end of zoning capacity analysis uses an average FAR of recent construction, which has largely not met the maximum capacity allowed;

• **Colfax Avenue Zoning Capacity (High)** – the high end of zoning capacity analysis uses the assigned FARs from page 7, which essentially maxes out existing allowances.

<table>
<thead>
<tr>
<th>COLFAX AVE GROWTH PROJECTIONS (LOW)</th>
<th>COLFAX AVE GROWTH PROJECTIONS (HIGH)</th>
<th>EAST AREA LOW CAPACITY</th>
<th>EAST AREA HIGH CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 1,400 households (1,400,000 SF)</td>
<td>Up to 1,700 households (1,700,000 SF)</td>
<td>Total SF = 2,068,851 SF**</td>
<td>Total SF = 5,660,000 SF</td>
</tr>
<tr>
<td>Up to 1,100 jobs (412,500 SF)</td>
<td>Up to 1,200 jobs (450,000 SF)</td>
<td>Total SF = 2,150,000 SF</td>
<td></td>
</tr>
<tr>
<td><strong>Total = 1,812,500 SF</strong></td>
<td><strong>Total = 2,150,000 SF</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Assumes average of 375 SF per job and 1,000 SF per household.

**Low capacity determined by assigning: 0.5 FAR to MS-3; 1.5 FAR to MS-5; and 2.75 FAR to MS-8 on lot types C, D, and E.”
Findings
In the East Area, MS-zoned properties appear to have sufficient capacity to support growth projections within the corridor under existing zoning. However:

- It is unrealistic to assume ALL of these “developable” properties would redevelop (and to maximum capacity) in the next 20 years. By assigning an average growth projection of around 1.9 million square feet of new development, this would require:
  - 34% of “developable” land to redevelop at high capacity (1.9M / 5.6M)
  - 50% of “developable” land to redevelop at medium capacity (1.9M / 3.8M)
  - 95% of “developable” land to redevelop at low capacity (1.9M / 2M)

- There are very few large lots (Type D and E) that have the highest probability of redeveloping, so capacity versus feasibility may not match up, or there may need to be incentives or regulation changes for smaller lots to redevelop.

WHERE REDEVELOPMENT IS MORE LIKELY TO OCCUR
Given the research and data in this memorandum, lot types C, D, and E, as well as properties that are already assembled, will be the most likely to redevelop. Lot types A and B will be harder to redevelop without property assemblage. They are shown below:

Figure 4.2-8.
East Area Most Likely Redevelopment Sites on Colfax

![East Area Most Likely Redevelopment Sites on Colfax](Source: 2019, Studio Seed)

Figure 4.2-8.
East Area Least Likely Redevelopment Sites on Colfax

![East Area Least Likely Redevelopment Sites on Colfax](Source: 2019, Studio Seed)
BARRIERS TO REDEVELOPMENT

The above analysis and data shows that smaller lots (A, B) are not redeveloping at the same rate as larger lots, however, redevelopment along Colfax in general is slower than was anticipated years prior. Working with the business improvement districts (BIDs) along the corridor and talking to property owners and developers, the following concerns, or barriers, have been expressed:

SPECIFIC TO SMALL LOTS:

1) **Colfax being classified as an Arterial causes small properties to lose precious real estate.** Due to the classification of Colfax as an arterial and the city’s requirements for sidewalk widths to be 21-feet when located on an arterial (16-feet for infill arterial), often results in the city requiring properties to “dedicate” land to the right-of-way. On small properties, this can be a significant loss.

2) **The improvements required when changing use of an existing building is not proportional to the cost of redevelopment.** Public improvements triggered by a change of use often include removing curb cuts, putting in new sidewalks and tree lawns, fixing alleys, and more. For smaller projects, this can increase development costs significantly.

3) **Novice developers and property owners are intimidated by and/or do not have the time/money to navigate the complicated process.** In interviews with developers and property owners, they expressed “process” as a major challenge. The people who have the time and money to invest in the process are large, corporate chains, which is not the primary desired uses for Colfax.

4) **Small lots are challenging to make “pencil” for developers and hard to reach densities needed for Low Income Housing Tax Credit (LIHTC) projects.** Property assemblage is likely in order to get higher densities and incentives may be needed for additional entitlements.

5) **Parking requirements are onerous for smaller lots.** Currently, existing buildings and first two floors of new buildings (if located within ½ mile of rail or ¼ mile from high capacity transit – i.e. 15L or future BRT) on lots less than 6,250 SF are exempt from parking requirements. However, as shown above, there are many lots along Colfax that are “small” (but larger than 6,250 SF) where off-street parking requirements can make a project unfeasible.

OTHER ZONING AND REGULATORY CHALLENGES:

1) **The minimum building height is “expensive air”.** The minimum building height adds significant costs to an overall project for a one-story building. Those costs could be directed toward improved architecture and streetscape instead. Which intent is more important?

2) **Parking requirements are challenging.** Especially in areas of Colfax with narrower lots, the neighborhoods fear commercial development (and required parking) will creep into the residential neighborhoods along side streets via the necessity to acquire additional space to provide parking.

3) **Even though entrances are required on Colfax, they are often not used in new development**

4) **There is no design review for Colfax and the community fears loss of the eclectic character with new buildings that look like they could be “anywhere.”**

INCENTIVE-BASED SOLUTIONS SHOULD BE A KEY CONSIDERATION:

Part of why Colfax properties are still affordable and have maintained a unique character (i.e. unique small businesses and existing buildings) overtime is the result of these barriers. Loosening restrictions and removing barriers could be a double-edge sword. Therefore, recommendations need to strongly consider incentive-based solutions.
Economically Diverse and Vibrant

Employment by Sector

Figure 1. Current Estimated Job Distribution by Sector and Neighborhood

<table>
<thead>
<tr>
<th>NAICS</th>
<th>Description</th>
<th>South Park Hill</th>
<th>Hale</th>
<th>Montclair</th>
<th>East Colfax</th>
<th>East</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Agriculture, Forestry, Fishing and Hunting</td>
<td>0.0%</td>
<td>0.0%</td>
<td>1.1%</td>
<td>0.2%</td>
<td>0.2%</td>
</tr>
<tr>
<td>21</td>
<td>Mining, Quarrying, and Oil and Gas Extraction</td>
<td>0.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>22</td>
<td>Utilities</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>23</td>
<td>Construction</td>
<td>1.7%</td>
<td>1.3%</td>
<td>2.7%</td>
<td>8.0%</td>
<td>2.3%</td>
</tr>
<tr>
<td>31-33</td>
<td>Manufacturing</td>
<td>1.0%</td>
<td>1.3%</td>
<td>1.2%</td>
<td>1.5%</td>
<td>1.2%</td>
</tr>
<tr>
<td>42</td>
<td>Wholesale Trade</td>
<td>0.8%</td>
<td>0.4%</td>
<td>1.5%</td>
<td>1.4%</td>
<td>0.8%</td>
</tr>
<tr>
<td>44-45</td>
<td>Retail Trade</td>
<td>11.4%</td>
<td>4.5%</td>
<td>30.2%</td>
<td>10.4%</td>
<td>11.6%</td>
</tr>
<tr>
<td>48-49</td>
<td>Transportation and Warehousing</td>
<td>0.5%</td>
<td>0.5%</td>
<td>0.9%</td>
<td>11.0%</td>
<td>1.6%</td>
</tr>
<tr>
<td>51</td>
<td>Information</td>
<td>5.8%</td>
<td>0.9%</td>
<td>0.6%</td>
<td>1.7%</td>
<td>1.9%</td>
</tr>
<tr>
<td>52</td>
<td>Finance and Insurance</td>
<td>1.6%</td>
<td>0.8%</td>
<td>3.4%</td>
<td>1.7%</td>
<td>1.6%</td>
</tr>
<tr>
<td>53</td>
<td>Real Estate and Rental and Leasing</td>
<td>2.3%</td>
<td>1.3%</td>
<td>3.6%</td>
<td>7.1%</td>
<td>2.5%</td>
</tr>
<tr>
<td>54</td>
<td>Professional, Scientific, and Technical Services</td>
<td>5.1%</td>
<td>34.3%</td>
<td>10.7%</td>
<td>4.9%</td>
<td>20.9%</td>
</tr>
<tr>
<td>55</td>
<td>Management of Companies and Enterprises</td>
<td>0.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>56</td>
<td>Administrative Support Waste Mgmt Remediation Services</td>
<td>2.2%</td>
<td>1.0%</td>
<td>1.9%</td>
<td>4.9%</td>
<td>1.8%</td>
</tr>
<tr>
<td>61</td>
<td>Educational Services</td>
<td>29.2%</td>
<td>1.6%</td>
<td>5.1%</td>
<td>8.7%</td>
<td>8.6%</td>
</tr>
<tr>
<td>62</td>
<td>Health Care and Social Assistance</td>
<td>5.0%</td>
<td>40.3%</td>
<td>14.3%</td>
<td>5.5%</td>
<td>24.7%</td>
</tr>
<tr>
<td>71</td>
<td>Arts, Entertainment, and Recreation</td>
<td>0.5%</td>
<td>0.6%</td>
<td>3.7%</td>
<td>5.2%</td>
<td>1.6%</td>
</tr>
<tr>
<td>72</td>
<td>Accommodation and Food Services</td>
<td>14.8%</td>
<td>8.2%</td>
<td>7.7%</td>
<td>18.6%</td>
<td>10.4%</td>
</tr>
<tr>
<td>81</td>
<td>Other Services (except Public Administration)</td>
<td>16.6%</td>
<td>3.0%</td>
<td>11.0%</td>
<td>9.2%</td>
<td>7.9%</td>
</tr>
<tr>
<td>92</td>
<td>Public Administration</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.4%</td>
<td>0.0%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td>1.3%</td>
<td>0.0%</td>
<td>0.1%</td>
<td>0.0%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Neighborhood</td>
<td></td>
<td>1,889</td>
<td>4,700</td>
<td>1,878</td>
<td>862</td>
<td></td>
</tr>
<tr>
<td>East Area Jobs</td>
<td></td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Infogroup, City of Denver, ArLand

Figure 2 shows the number of estimated jobs and jobs concentration by neighborhoods. The column on the right shows the overall jobs concentration totals. The majority of jobs throughout the area are in Health Care and Social Assistance followed by Professional, Scientific, and Technical Services. Other important sectors include Retail Trade, and Accommodation and Food Services. The Hale neighborhood has the greatest number of jobs, with the majority in Health Care and Social Assistance driven by the presence of Rose Medical Center, followed by Professional, Scientific, and Technical Services.

By 2040, DRCOG forecasts an additional 3,000 jobs. DRCOG forecasts do not specifically outline industries or job types for the next twenty five years given the dynamic and ever-changing nature of work. However, forecasts for the next five years (Figure 3) provide an indication of where jobs may be going long term.

Job growth in health care is anticipated to be high in the near term through 2023, as seen in Figure 3. This is followed by growth in government and educational services.
Figure 2. Estimated Percentage Distribution of 2018-2023 Job Growth by Sector

Source: Emsi, City of Denver, ArLand

Occupations and Earnings by Sector

Figure 3. Occupational Distribution

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Denver</strong></td>
<td>374,043</td>
<td>172,414</td>
<td>62,863</td>
<td>80,422</td>
<td>29,422</td>
<td>28,922</td>
</tr>
<tr>
<td>% of Total</td>
<td>100.0%</td>
<td>46.1%</td>
<td>16.8%</td>
<td>21.5%</td>
<td>7.9%</td>
<td>7.7%</td>
</tr>
<tr>
<td><strong>East</strong></td>
<td>19,570</td>
<td>10,713</td>
<td>3,161</td>
<td>3,809</td>
<td>757</td>
<td>1,130</td>
</tr>
<tr>
<td>% of Total</td>
<td>100.0%</td>
<td>54.7%</td>
<td>16.2%</td>
<td>19.5%</td>
<td>3.9%</td>
<td>5.8%</td>
</tr>
<tr>
<td><strong>South Park Hill</strong></td>
<td>5,146</td>
<td>3,368</td>
<td>493</td>
<td>849</td>
<td>221</td>
<td>215</td>
</tr>
<tr>
<td><strong>Hale</strong></td>
<td>4,608</td>
<td>2,591</td>
<td>647</td>
<td>1,046</td>
<td>93</td>
<td>231</td>
</tr>
<tr>
<td><strong>Montclair</strong></td>
<td>3,667</td>
<td>2,415</td>
<td>529</td>
<td>613</td>
<td>71</td>
<td>39</td>
</tr>
<tr>
<td><strong>East Colfax</strong></td>
<td>6,149</td>
<td>2,339</td>
<td>1,492</td>
<td>1,301</td>
<td>372</td>
<td>645</td>
</tr>
</tbody>
</table>

Source: ACS, 2012-2016, ArLand

The majority of area residents who are in the labor force are working in the Management, Business, Science, and Art occupations which have relatively high median earnings relative to the other professions shown.
A closer look at the occupations in the Health Care and Social Assistance and Educational Services sectors highlights the importance of educational attainment in improving earning potential. As seen in Figure 8, in almost all cases, more education results in higher earnings potential. Both health and education-related occupations fall into the “Management, Business, Science, and Arts” category above, which is the highest paying category. Not surprisingly, medical doctors are the highest paid in the health profession, with physicians and surgeons having the highest median hourly earnings. On the other side of the pay scale are those occupations which typically only require a high school diploma to start, which includes home health aides, orderlies, and medical equipment preparers. The earnings potential for those with an associate degree highlights the importance of specialized training in applied health care occupations such as various types of technicians and therapists. The occupation with the lowest median hourly earnings for those with an associate degree is a Dietetic Technician ($16.94) and the highest is for a Radiation Therapist ($45.01).

Commute Patterns

Figure 5. Where East Area Residents Work
According to the US Census Longitudinal Employment and Household Survey, East area residents tend to commute less than 10 miles. Proximity to downtown jobs as well as jobs at the Anschutz Medical Center in Aurora is one of the attractive attributes of the East area. As Figure 13 shows, East area residents work throughout the greater downtown area, in the East area near or at Rose Medical Center, and in the Cherry Creek area.

**DPS Forecast Enrollment**

There are five primary schools and one secondary school in the East area (Figure 15 and Figure 16). Capacity across all five primary schools is 1,970 and 2017 enrollment was 2,031, although the excess capacity could be due to early childhood education programs at the schools. Four of the five schools meet School Performance Framework (SPF) standards, while Ashley Elementary School is “on watch”. There is one secondary school in the East area, Denver School of the Arts, which has a capacity of 1,120 with a 2017 enrollment of 1,103. Denver School of the Arts has a “distinguished” SPF rating.
The East neighborhoods are part of DPS’ Near Northeast Planning Region which also includes Stapleton. Elementary school growth is partially driven by continued residential development in Stapleton. The DPS forecasts show a continued forecast drop in enrollment in the East neighborhoods.

Figure 7. Student Forecast

Growth Projections

The DRCOG UrbanSim model is a parcel based forecasting model that reflects the interaction of households, firms, real estate markets, and the regional transportation system. DRCOG uses it to forecast the effects of infrastructure and development constraints as well as other policies on community outcomes. Inputs include transportation accessibility, housing affordability, and the provision and protection of open space. DRCOG recently switched to this format to better help inform policy makers’ decisions with respect to long term patterns of growth and development.

This section examines DRCOG forecasts as refined through the City of Denver’s Blueprint planning process which examined COG assumptions about regional households and jobs forecasts. Blueprint forecasts are approximately 15% higher for households and 5% higher for jobs on a Citywide basis than DRCOG forecasts. DRCOG forecasts are premised on an assumption that significant future household and jobs growth would take place in the suburbs around the City of Denver. Blueprint forecasts are premised on the assumption that the City would continue to be an attractive place for households and jobs growth, due partially to investment in infrastructure, including transit.
Figure 8. Population, Households and Jobs Forecast: DRCOG and Blueprint

<table>
<thead>
<tr>
<th></th>
<th>City of Denver</th>
<th>Colfax-East</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Blueprint Update</td>
<td>DRCOG</td>
</tr>
<tr>
<td>2017 Population</td>
<td>705,000</td>
<td>705,474</td>
</tr>
<tr>
<td>2040 Population</td>
<td>894,000</td>
<td>866,160</td>
</tr>
<tr>
<td><strong>Change 2017-2040</strong></td>
<td><strong>189,000</strong></td>
<td><strong>160,686</strong></td>
</tr>
<tr>
<td>2017 Households *</td>
<td>313,333</td>
<td>313,452</td>
</tr>
<tr>
<td>2040 Households</td>
<td>410,092</td>
<td>397,632</td>
</tr>
<tr>
<td><strong>Change 2017-2040</strong></td>
<td><strong>96,758</strong></td>
<td><strong>84,180</strong></td>
</tr>
<tr>
<td>2017 Jobs</td>
<td>584,000</td>
<td>535,257</td>
</tr>
<tr>
<td>2040 Jobs</td>
<td>720,000</td>
<td>664,620</td>
</tr>
<tr>
<td><strong>Change 2017-2040</strong></td>
<td><strong>136,000</strong></td>
<td><strong>129,363</strong></td>
</tr>
</tbody>
</table>

Source: City of Denver, DRCOG, ArLand

* based on DRCOG assumption of 2.25 Persons / HH in 2017 and 2.18 Persons / HH in 2040

Blueprint forecasts an additional 190,000 persons in approximately 97,000 households by 2040 in the City of Denver. It also forecasts an additional 136,000 jobs. DRCOG forecasts an additional 160,000 persons in approximately 84,000 households by 2040 and an additional 130,000 jobs. Blueprint forecasts are approximately 15% higher for households and 5% higher for jobs. (Figure 9)

The Blueprint Growth Strategy (Figure 10) from the Draft Blueprint Denver Plan shows where the City of Denver’s growth through 2040 is forecast to take place. Growth is forecast in and near downtown, in parts of northeast Denver including the area near the airport, and along major corridors, including the Colfax corridor.

According to DRCOG, by 2040, the East area is forecast for a similar share of future household growth (5.1%) and a slightly higher share of future jobs growth in the City of Denver (1.9% to 2.0%) by 2040.
For Colfax planning purposes, our forecasts assume a range of future growth which assumes that BRT and resulting demand for housing, goods, and services and potential increased densification along the corridor could result in more households and jobs along the corridor than DRCOG is forecasting. The figure below shows the DRCOG household forecast through 2040 which represents the low end of the range of 4,200 additional households and 2,940 additional jobs. Because the Blueprint forecasts assume that future transit investments would continue to attract households and jobs to the City of Denver, the impacts of BRT investment along the corridor would potentially result in a higher forecast for 4,840 additional households and 3,090 jobs by 2040.

### Table 1: Additional Growth

<table>
<thead>
<tr>
<th>Area</th>
<th>DRCOG (Low)</th>
<th>Blueprint (BRT Investment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colfax - East</td>
<td>4,200</td>
<td>4,840</td>
</tr>
<tr>
<td>Colfax - East</td>
<td>2,940</td>
<td>3,090</td>
</tr>
</tbody>
</table>

Source: City of Denver, DRCOG, ArLand

In order to compare future forecasts to existing zoning capacity, future space needs are initially calculated based on households and jobs forecasts. The section below describes the methodology.
**Residential Space Needs**: In order to forecast future residential space needs, household growth forecasts were multiplied by average unit sizes (Figure 11). According to CoStar, the average unit size in the East area was 1,000 square feet based on an analysis of East multifamily units built between 2011 and 2019. The database of units included market rate, affordable, and senior housing units built in the area during that time.

According to the US Census, currently 57% of all housing units in the East area are single family detached units. The balance of units range from single family attached units to multifamily. For future growth, given the relative lack of land in the East area and the economics of building, it is assumed that 90% of all new units in the future would be denser single family attached, plex, townhome and multifamily units. (As a point of comparison, in 2017 in the entire City of Denver, 77% of all new units built were single family attached, plex, townhome and multifamily units according to building permit data.) While there could be a small number of new single-unit types (tandem house, additional single-unit on corner lot), the majority of new units are anticipated to be in a non single family detached configuration.

The figure below shows that by 2040, 3.8 million to 4.4 million square feet of residential space will be needed in the East area to accommodate forecast residential growth.

**Figure 11. New Residential Square Feet Needed by 2040**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Households</td>
<td>15,900</td>
</tr>
<tr>
<td>Existing Multifamily Units</td>
<td>5,277</td>
</tr>
<tr>
<td>Existing Multifamily Square Feet</td>
<td>4,460,000</td>
</tr>
<tr>
<td>Forecast HH Growth (2017-2040)</td>
<td>4,200-4,840</td>
</tr>
<tr>
<td>% Plexes, Townhomes, Multifamily</td>
<td>90%</td>
</tr>
<tr>
<td>Average Square Feet per MF Household</td>
<td>1,000</td>
</tr>
<tr>
<td>Residential Square Feet 2040 (low) [1]</td>
<td>3,780,000</td>
</tr>
<tr>
<td>Residential Square Feet 2040 (high) [1]</td>
<td>4,356,000</td>
</tr>
</tbody>
</table>

*Source: ArLand, DRCOG, City of Denver, CoStar, Environics

[1] Plexes, townhomes, multifamily (apartments / condos)

Figure 12 shows commercial space forecasts based on future jobs growth. Assuming 200 square feet per office employee, 500 square feet per retail employee, and 150 square feet per restaurant employee, a weighted average of 375 square feet per job was forecast for the East area. Figure 12 forecasts the need for 1.1 to 1.2 million square feet of commercial space needed by 2040 in the East area to accommodate new jobs.

Figure 12 shows commercial space forecasts based on future jobs growth. Assuming 200 square feet per office employee, 500 square feet per retail employee, and 150 square feet per restaurant employee, a weighted average of 375 square feet per job was forecast for the East area. Figure 12 forecasts the need for 1.1 to 1.2 million square feet of commercial space needed by 2040 in the East area to accommodate new jobs.
A total of approximately 5.56 million square of space (4.4+1.16 million square feet) would be needed in the future to accommodate growth.

Task 4.2 (see memo) estimated zoning capacity for the Colfax corridor. It assigned estimated maximum floor area ratios to properties other than those that were not historically designated, substantially new or adaptive reuse candidates. According to Studio Seed’s analysis described in the memo, there is an estimated maximum zoning capacity of 5.66 million square feet in the East area along the East Colfax corridor area.

Although the demand numbers are at the neighborhood level, while the zoning capacity analysis is for the corridor only, it indicates that there is more than enough zoning capacity throughout the East area to accommodate future neighborhood growth.

**Equitable, Affordable, and Inclusive**

**HOUSING CONDITIONS**

**Household demographics**
This section discusses the household demographics of residents living in the East Area. Household demographics are examined through homeownership rate, age of householder, and household size.

**Homeownership**
Homeownership rates vary by neighborhood depending on existing housing stock, household demographics, and affordability. East Area’s homeownership rate was similar to the city overall. In 2017, the ACS estimated that 57 percent of East Area residents were homeowners and 43 percent were renters. Figure 5.1-1 shows homeownership rates for each East Area neighborhood in 2000 and 2017.
Since 2000, homeownership rates have remained relatively the same across all East Area neighborhoods. East Colfax experienced the largest change in ownership—a decrease of 4 percentage points.

Figure 5.1-2 shows the changes in homeownership rates by race and ethnicity for every East neighborhood, as well as citywide.

In the East Area, homeowners were more likely to be White, Non-Hispanic, particularly in the South Park Hill neighborhood. Whereas, African American/Black households were the least likely to own their home.

Between 2000 and 2017, White, Non-Hispanic households saw a slight decrease in homeownership rates in every East neighborhood, except for South Park Hill. During that same time period, South Park Hill saw a loss in homeownership rates among Hispanic and African American/Black households. Homeownership rates also decreased for African American/Black households in Montclair and Asian households in East Colfax and Montclair.

### Table: Homeownership Rates, 2000 and 2017

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>2000</th>
<th>2017</th>
<th>Percentage Point Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Colfax</td>
<td>40%</td>
<td>37%</td>
<td>-4% ↓</td>
</tr>
<tr>
<td>Hale</td>
<td>47%</td>
<td>46%</td>
<td>-2% ↓</td>
</tr>
<tr>
<td>Montclair</td>
<td>72%</td>
<td>72%</td>
<td>0%</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>80%</td>
<td>81%</td>
<td>1% ↑</td>
</tr>
<tr>
<td>Citywide</td>
<td>52%</td>
<td>50%</td>
<td>-2% ↓</td>
</tr>
</tbody>
</table>

Source:
Figure 5.1-2.
Homeownership Rates by Race and Ethnicity, 2000 and 2017

**Age of Householders**

In the East Area, renters were more likely to be younger—the majority between the ages of 25 and 34 years—and owners tended to be older, between the ages of 35 to 54. South Park Hill had the largest proportion of baby boomer renters and owners among all East neighborhoods and East Colfax had the largest proportion of millennial homeowners. Overall, age distribution of householders in the East Area was similar to the citywide distribution.

**Figure 5.1-3.**
**Age of Householder by Tenure, 2017**

**Table 5.1-3.**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Overall</th>
<th>East Colfax</th>
<th>Hale</th>
<th>Montclair</th>
<th>South Park Hill</th>
<th>Citywide</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 years</td>
<td>6%</td>
<td>8%</td>
<td>6%</td>
<td>8%</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>25-34 years</td>
<td>34%</td>
<td>35%</td>
<td>40%</td>
<td>33%</td>
<td>39%</td>
<td>38%</td>
</tr>
<tr>
<td>35-54 years</td>
<td>39%</td>
<td>39%</td>
<td>37%</td>
<td>35%</td>
<td>24%</td>
<td>33%</td>
</tr>
<tr>
<td>55-74 years</td>
<td>17%</td>
<td>17%</td>
<td>18%</td>
<td>18%</td>
<td>27%</td>
<td>16%</td>
</tr>
<tr>
<td>75+ years</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
<td>4%</td>
<td>5%</td>
</tr>
</tbody>
</table>


**Household Size**

The average household size in the East Area was 2.17—Hale with the lowest household size (1.75) and East Colfax with the highest (2.47). Considering the age trends in East Area, the large proportion of young professionals and couples heavily impact the distribution of household size in the city.

Figure 5.1-4 shows the change in average household size for East neighborhoods.
Figure 5.1-4.
Average Household Size, 2000 and 2017

Source:

Overall, one- and two-person households are the largest groups in the East Area, comprising nearly three-quarters of all households. Thirty-five percent of the housing stock in East were 2 bedroom units, 26 percent were 3 bedroom units, and 20 percent were 1 bedroom units. Renters in East were most likely to live in 1 bedroom units and owners were most likely to live in 3 bedroom units.

Four-person or larger households account for 16 percent of owner households and 12 percent of renters, the majority of which live in South Park Hill and East Colfax.

Housing supply
According to the 2017 ACS, there were 15,973 housing units (occupied and vacant) in the East Area. The majority of these housing units were single-unit detached, particularly in the Montclair and South Park Hill neighborhoods.

Figure 5.1-5 displays housing unit types for every East neighborhood.

Figure 5.1-5.
Housing Unit Type, 2017

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2017</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Colfax</td>
<td>2.51</td>
<td>2.47</td>
<td>-2%</td>
</tr>
<tr>
<td>Hale</td>
<td>1.84</td>
<td>1.75</td>
<td>-5%</td>
</tr>
<tr>
<td>Montclair</td>
<td>2.07</td>
<td>2.07</td>
<td>0%</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>2.32</td>
<td>2.39</td>
<td>3%</td>
</tr>
<tr>
<td>Citywide</td>
<td>2.27</td>
<td>2.31</td>
<td>2%</td>
</tr>
</tbody>
</table>

Percent
Change

East Colfax 48% 18% 34%
Hale 40% 18% 41%
Montclair 73% 20% 7%
South Park Hill 81% 12% 7%
Citywide 47% 18% 34%


Two and three bedroom units are most common in the East Area. The Montclair and South Park Hill neighborhoods are more likely to have larger housing units; compared to East Colfax and Hale, which have more one bedroom units. Figure 5.1-6 shows the number of bedrooms in housing units for the East Area neighborhoods.
Affordable Housing

East Area had 800 subsidized units among its neighborhoods—the largest proportion was in East Colfax (71%). Subsidized units in East made up just 3.7 percent of the 21,613 subsidized units in the City of Denver. Eighty percent of subsidized units in the East Area served families and 9 percent served elderly and/or disabled populations. The remaining developments serve the homeless and other special needs populations (i.e. youth, veterans, women).

Motels

Motels along East Colfax are assumed to be used as a form of transitional housing. Figure 5.1-7 shows the location of motels along East Area.

Figure 5.1-7.
Location of Motels

It is difficult to determine the exact number of individuals or households that currently live in motels in East Area, but it was estimated that 240 units are operating as transitional housing.

Rental Housing
According to the 2017 ACS, median rent in East was $1,058 per month, up from $610 in 2000. Figure 5.1-8 shows the median rent in each East neighborhood in 2000 and 2017.

Montclair had the highest median gross rent ($1,481) among all East neighborhoods and Hale had the lowest ($956). There is more variation in median rents among neighborhoods today than in 2000.
The distribution of rent in East has drastically changed since 2000, when 72 percent of units were priced below $750. Only 11 percent of units during that time were more than $1,000.

In 2017, 52 percent of the rental units in East were priced above $1,000 and over 20 percent were priced over $1,500. These rental prices would not be affordable to a low-income family looking to rent in these neighborhoods today.

**Owner Housing**

In 2017, the median price for the East area was $529,375 for a single-unit detached unit and $290,000 for an attached unit.

Figure 5.1-10 shows the median price of detached and attached homes in the City of Denver, the East Area, and by neighborhood.
Figure 5.1-10.  
Median Price and Price per Square Foot

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Median List/Sold Price</th>
<th>Median Price per Sq Ft</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Detached</td>
<td>Attached</td>
</tr>
<tr>
<td>City of Denver</td>
<td>$395,000</td>
<td>$475,000</td>
</tr>
<tr>
<td>East Area</td>
<td>$290,000</td>
<td>$529,375</td>
</tr>
<tr>
<td>East Colfax</td>
<td>$302,500</td>
<td>$324,000</td>
</tr>
<tr>
<td>Hale</td>
<td>$259,900</td>
<td>$575,000</td>
</tr>
<tr>
<td>Montclair</td>
<td>$308,000</td>
<td>$550,000</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>$400,000</td>
<td>$650,000</td>
</tr>
</tbody>
</table>

Source: Genesis Group MLS data and Root Policy Research.

The price of single-unit detached homes recently sold or listed in the East Area were higher than the City overall. The highest median prices for both detached and attached units were in South Park Hill. East Colfax has the lowest median price for detached homes compared to nearby neighborhoods and remains much more affordable than the City overall.

Figures 5.1-11 and 5.1-12 show the geographic distribution of homes that were listed or sold in 2016 and 2017 by price.

Listing and sales of detached homes were distributed somewhat evenly across East Area, with South Park Hill and Montclair having the highest priced detached homes overall. East Colfax was a clear discount to surrounding neighborhoods.
Overall, there were very few attached units (526 out of 2,127) in East Area sold or listed between 2016 and 2017—partially because of the natural housing stock, which was dominated by detached homes. Hale had the largest number of listings or sales of attached home with a wide range of price points, which was related to the former CU medical campus and condominiums that accommodated medical staff.
Cost Burden

The most common measure of affordability assesses the “burden” housing costs put on a household. If a household pays more than 30 percent of their gross income in rent or mortgage payment, taxes, and basic utilities, they are considered to have a housing need. The higher the cost burden, the greater the need. “Severe” cost burden occurs when a household pays more than 50 percent of their gross income on housing costs.

Cost burden is important because it also indicates how well a household can manage other expenses—e.g., child care, transportation, health care—and how much disposable income they have to contribute to the economy.

It is important to note that cost burden exists in nearly every community because demand exceeds the supply of housing at various price points. Some residents—e.g., persons with disabilities living on fixed incomes—cannot avoid cost burden unless they occupy publicly subsidized housing or receive Housing Choice Vouchers. Unless an adequate supply of affordable housing is available, being cost burdened may be the only option for certain residents.

Figure 5.1-13 shows cost burden by income and tenure for 2017. In the East Area, 3,088 renters, or 47 percent of renters, and 1,675 owners, or 20 percent of owners, were cost-burdened.

Source: Genesis Group MLS data and Root Policy Research.
Note: Cost burdened defined as paying more than 30 percent of gross income on housing costs.

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Renters</th>
<th>Owners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $20,000</td>
<td>1,494</td>
<td>411</td>
</tr>
<tr>
<td>$20,000 to $34,999</td>
<td>835</td>
<td>474</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>453</td>
<td>130</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>268</td>
<td>399</td>
</tr>
<tr>
<td>$75,000 or more</td>
<td>38</td>
<td>261</td>
</tr>
<tr>
<td><strong>Total Cost Burden</strong></td>
<td><strong>3,088</strong></td>
<td><strong>1,675</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Renters</th>
<th>Owners</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Colfax</td>
<td>45%</td>
<td>41%</td>
</tr>
<tr>
<td>Hale</td>
<td>41%</td>
<td>21%</td>
</tr>
<tr>
<td>Montclair</td>
<td>35%</td>
<td>21%</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>45%</td>
<td>20%</td>
</tr>
<tr>
<td>Citywide</td>
<td>39%</td>
<td>26%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Renters</th>
<th>Owners</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Colfax</td>
<td>21%</td>
<td>10%</td>
</tr>
<tr>
<td>Hale</td>
<td>23%</td>
<td>6%</td>
</tr>
<tr>
<td>Montclair</td>
<td>9%</td>
<td>5%</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>23%</td>
<td>7%</td>
</tr>
<tr>
<td>Citywide</td>
<td>18%</td>
<td>9%</td>
</tr>
</tbody>
</table>

Across all East neighborhoods, with the exception of South Park Hill, there were more cost-burdened renters today than in 2000, with the largest increase (9%) in East Colfax. The percent of cost burdened owners either stayed the same or decreased. Owners in East also saw the biggest decrease (14%) in cost burden.

There was also an increase in severe cost burden for renters in the East Area, particularly in the East Colfax and Montclair neighborhoods. Severe cost burden for homeowners increased slightly or remained the same.
What are the most significant changes in the housing market?

**Homeownership:** Rates have remained relatively low for African American/Black residents living in the area, declined for White, Non-Hispanic residents, and increased slightly for Asian and Hispanic residents.

**Rental prices:** Rents have increased across all neighborhoods, with some remaining more affordable than others. Montclair had the highest median gross rent ($1,481) among all East neighborhoods and Hale had the lowest ($956). Overall, the area’s median rent increased by 73 percent since 2000 with a compound annual growth rate of 3.3 percent.

**Prices of housing for sale:** The price of attached and detached varies greatly by neighborhood, with East Colfax having the lowest prices for detached homes and South Park Hill having the highest. East Area was generally dominated by single-unit detached homes.

**Cost burden:** Renters in the area were more cost burdened today than in 2000, while owners experienced a slight relief in cost burden. Renters in the East Colfax neighborhood were the most cost burdened and experienced the largest change since 2000.

### CHALLENGES AND OPPORTUNITIES

**Housing gaps**

To examine how well the East Area’s current housing market meets the needs of its residents—and to determine how likely it is to accommodate demand of future residents and workers—a modeling effort called a “gaps analysis” was conducted. The analysis compares the supply of housing at various price points to the number of households who can afford such housing. If there are more housing units than households, the market is “oversupplying” housing at that price range. Conversely, if there are too few units, the market is “undersupplying” housing. The gaps analysis conducted for renters in the East Area addresses both rental affordability and ownership opportunities for renters who want to buy.

**Renter Gaps**

Figure 5.1-15 compares the number of renter households in the East Area in 2017, their income levels, the maximum monthly rent they could afford without being cost burdened, and the number of units in the market that were affordable to them.  

The “Rental Gap” column shows the difference between the number of renter households and the number of rental units affordable to them. Negative numbers indicate a shortage of units at the specific income level; positive units indicate an excess of units.

---

1 It is important to note that renters who cannot find affordable rents are not homeless. Those renters who cannot find affordability priced rentals are living in units that cost more than they can afford. These households are “cost burdened.” These households consist of students, working residents earning low wages, residents who are unemployed, and residents who are disabled and cannot work. These data do not capture persons experiencing homelessness.
Mismatch in Rental Market, 2017

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Renters</th>
<th></th>
<th>Maximum Affordable Rent, Including Utilities</th>
<th>Rental Units</th>
<th></th>
<th>Rental Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Rental Units Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Less than $5,000</td>
<td>479</td>
<td>7%</td>
<td>30</td>
<td>0%</td>
<td>-449</td>
<td></td>
</tr>
<tr>
<td>$5,000 to $9,999</td>
<td>412</td>
<td>6%</td>
<td>62</td>
<td>1%</td>
<td>-350</td>
<td></td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>467</td>
<td>7%</td>
<td>33</td>
<td>0%</td>
<td>-434</td>
<td></td>
</tr>
<tr>
<td>$15,000 to $19,999</td>
<td>316</td>
<td>5%</td>
<td>157</td>
<td>2%</td>
<td>-159</td>
<td></td>
</tr>
<tr>
<td>$20,000 to $24,999</td>
<td>383</td>
<td>6%</td>
<td>425</td>
<td>6%</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>604</td>
<td>9%</td>
<td>1,560</td>
<td>24%</td>
<td>956</td>
<td></td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>1,216</td>
<td>19%</td>
<td>2,055</td>
<td>31%</td>
<td>839</td>
<td></td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>1,196</td>
<td>19%</td>
<td>1,598</td>
<td>24%</td>
<td>401</td>
<td></td>
</tr>
<tr>
<td>$75,000 or more</td>
<td>1,380</td>
<td>21%</td>
<td>676</td>
<td>10%</td>
<td>-704</td>
<td></td>
</tr>
<tr>
<td>Total/Low Income Gap</td>
<td>6,454</td>
<td>100%</td>
<td>6,597</td>
<td>100%</td>
<td>-1,392</td>
<td></td>
</tr>
</tbody>
</table>


The gaps analysis shows that one-quarter of renters (1,674 households) living in East earned less than $20,000 per year. These renters need units that cost less than $500 per month to avoid being cost burdened. Just 4 percent of rental units (282 units) in the area rent for less than $500 per month. This leaves a “gap,” or shortage, of 1,392 units for these extremely low-income households.

Since 2000, East Area has lost 2,805 units that are affordable to renters earning less than $35,000 per year. Many of these units were NOAH and the current amount of subsidized units cannot fill the loss of these units.

In sum, the rental market (including affordable units) in the East Area largely serves renters earning between $25,000 and $75,000 per year—79 percent of rental units are priced within that group’s affordability range. The market fails to adequately serve the 32 percent of renters earning less than $25,000 per year—even when accounting for the impact of subsidized housing programs.

Owner Gaps

A similar gaps analysis was conducted to evaluate the market options affordable to renters who may wish to purchase a home in the East Area. Again, the model compared renters, renter income levels, the maximum monthly housing payment they could afford, and the proportion of units in the market that were affordable to them. The maximum affordable home prices shown in Figure 5.1-16 assume a 30-year mortgage with a 10 percent down payment and a fixed interest rate of 4.54 percent. The estimates also incorporate property taxes, insurance, HOA fees, and utilities (assumed to collectively account for 20% of the monthly payment).

The “Renter Purchase Gap” column in Figure 5.1-16 shows the difference between the proportion of renter households and the proportion of homes listed or sold in 2017 and 2018 that were affordable to them. Negative numbers (in parentheses) indicate a shortage of units at the specific income level;
positive units indicate an excess of units.

According to the ownership gaps analysis, renters who want to buy will have trouble finding an affordable home until they earn more than $50,000—the income at which homes to buy begin to become affordable. During 2017, there were only 92 affordable homes to buy—90 percent of which were attached—for the 1,800 renters earning less than $50,000. The East Area poses lower barriers to entry for detached ownership than the East Central area, which has far fewer affordable detached options. That said, the East Central has more units for sale, both in overall numbers and as a percentage of the number of renters.

**Figure 5.1-16.**
**Market Options for Renters Wanting to Buy, 2017**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Max Affordable Home Price</th>
<th>Owners Number</th>
<th>Owners Percent</th>
<th>Homes Sold in 2017 Number</th>
<th>Renter Purchase Gap</th>
<th>Percent of Homes that are Attached</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $35,000</td>
<td>$151,253</td>
<td>1,295</td>
<td>15%</td>
<td>9</td>
<td>1%</td>
<td>-14%</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>$216,078</td>
<td>505</td>
<td>6%</td>
<td>83</td>
<td>8%</td>
<td>2%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>$324,119</td>
<td>1,281</td>
<td>15%</td>
<td>208</td>
<td>19%</td>
<td>4%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>$432,161</td>
<td>1,212</td>
<td>14%</td>
<td>200</td>
<td>18%</td>
<td>4%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>$648,243</td>
<td>1,841</td>
<td>22%</td>
<td>343</td>
<td>31%</td>
<td>10%</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>$648,244+</td>
<td>2,419</td>
<td>28%</td>
<td>254</td>
<td>23%</td>
<td>-5%</td>
</tr>
<tr>
<td><strong>Total/Gap below $75,000</strong></td>
<td>8,553</td>
<td>100%</td>
<td>1,097</td>
<td>100%</td>
<td>-9%</td>
<td></td>
</tr>
</tbody>
</table>

Note: Maximum affordable home price was based on a 30-year mortgage with a 10 percent down payment and an interest rate of 4.54%. Property taxes, insurance, HOA and utilities are assumed to collectively account for 20% of the monthly payment.


**Who is left out of the market today?**

**Renters earning less than $20,000** who are not occupying publicly subsidized housing. 1,400 renters living in the East portion of the Colfax corridor need units that rent for less than $500 per month and are paying more than they can afford.

These renters are “renting up,” occupying units that are affordable to renters in the $25,000 to $50,000 income range. This is the range where rental units are plentiful in the East Area, as well as throughout the corridor.

An additional 240 residents are living in motels along the East Area portion of the corridor and need permanently affordable housing, preferably with services.

Total rental need in the East Area: approximately 1,400 units renting for $500 per month and less.

**African Americans who desire homeownership** and have seen little increase in potential for ownership since 2000.

**Renters who want to buy** and earn less than $50,000 per year—the salary of an essential worker in retail, services, and some public service positions, including education. Although there are more homes in the East Area priced at less than $500,000 than anywhere along the East Colfax corridor, nearly all of
Well Connected, Safe, and Accessible Places

CURRENT AND FORECASTED TRAVEL PATTERNS
Travel demand forecasting is the process of estimating the amount of travel along the transportation facilities within a system, including roadways, transit lines, and multimodal facilities. A travel demand model is a planning tool used to analyze and estimate travel within the transportation system. For this study, existing and future travel demand were analyzed using the Denver Regional Council of Governments (DRCOG) regional travel demand forecasting model, Focus. The latest version of the travel demand model, Focus 2.2 (Cycle RTP-2018), was used. The model’s primary inputs include regional transportation network and socioeconomic data consisting of population, household, and employment data.

The Focus model reflects travel during a typical weekday based on personal and travel-related characteristics from the current year to year 2040. For the purposes of this study, the year 2020 model was used to replicate existing conditions in the study area. The 2020 model reflects conditions along the roadway network as of January 1, 2020. Roadways within the model network include highways, arterials, and collector facilities. No local roadways are included in the model.

Year 2040 was used to forecast travel conditions in the horizon year. The socioeconomic inputs and roadway networks for the year 2040 model were developed based on regional planning projections. These projections include future shifts in land use and socioeconomic factors, and incorporate the planned transportation system. The 2040 model includes roadway and transit improvement projects identified in the DRCOG Metro Vision Regional Transportation Plan (RTP).

Colfax BRT Modeling
Within the East study area, the only fiscally constrained project included in the 2040 DRCOG RTP is the Colfax Bus Rapid Transit (Colfax BRT). The Colfax BRT is planned run through Denver from Broadway to Yosemite. The bus will resume local service as it continues into Aurora along Colfax Ave. This transit improvement converts a general purpose travel lane to a dedicated transit lane in each direction along Colfax Ave. The Colfax BRT is modeled at a blended headway of 5 minutes during the AM and PM peak periods while off-peak operate between 7.5 to 10 minute headways depending on time of day. The Colfax general purpose lanes drop from two lanes to a single lane in each direction.

Socioeconomic Summary
The socioeconomic data in the Focus models are assigned to areas throughout the region known as Traffic Analysis Zones (TAZs). This data was reviewed for the existing and future year models to determine the projections for future growth in households and employment in the area. A comparison of growth projections for household and employment within the East Area is illustrated in Table 2.

Within the East Area neighborhoods, the Focus model projects the total number of households to increase by approximately 21 percent and the total number of jobs in this area to increase by
approximately 27 percent over the next two decades. The existing transportation system will become increasingly congested and strained in the future as the growing demand outpaces improvements to the system’s capacity.

Table 2. Socio-Economic Totals in the East Area

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Year 2020</th>
<th>Year 2040</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households</td>
<td>16,616</td>
<td>20,048</td>
<td>+3,432 (+21%)</td>
</tr>
<tr>
<td>Employment</td>
<td>10,362</td>
<td>13,116</td>
<td>+2,754 (+27%)</td>
</tr>
</tbody>
</table>

Source: DRCOG Travel Demand Model Focus 2.2, 2018

Traffic and Transit Statistics

Daily Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) within the East Area were compiled for year 2020 and year 2040. Daily VMT was analyzed by facility type and is illustrated in Table 3. As the table shows, overall VMT within the study area is expected to grow by approximately 11% from 2020 to 2040. Growth on principal arterials declines by 1% while minor arterials and collectors are expected to grow by 19% and 30%, respectively. The negative growth in VMT along principal arterials is due to the decrease in overall capacity within the study area related to the Colfax BRT project.

Table 3. Daily Vehicle Miles Traveled

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Year 2020</th>
<th>Year 2040</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Arterials</td>
<td>218,300</td>
<td>216,900</td>
<td>-1,400 (-1%)</td>
</tr>
<tr>
<td>Minor Arterials</td>
<td>238,900</td>
<td>283,500</td>
<td>+44,600 (+19%)</td>
</tr>
<tr>
<td>Collectors</td>
<td>43,700</td>
<td>56,900</td>
<td>+13,200 (+30%)</td>
</tr>
<tr>
<td>Total</td>
<td>500,900</td>
<td>557,300</td>
<td>+56,400 (+11%)</td>
</tr>
</tbody>
</table>

Source: DRCOG Travel Demand Model Focus 2.2, 2018.

Daily VHT by facility type is illustrated in Table 4. As the table shows, overall VHT within the study area is expected to grow by approximately 20% from 2020 to 2040. Growth on principal arterials is relatively low at 7% while minor arterials and collectors are expected to grow by 27% and 30%, respectively. VHT is growing at a greater rate on all facilities than VMT as the roadways approach and exceed capacity within the area and congestion spreads to lesser facility types and beyond the peak travel periods.

Table 4. Daily Vehicle Hours Traveled

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Year 2020</th>
<th>Year 2040</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Arterials</td>
<td>8,800</td>
<td>9,400</td>
<td>+600 (+7%)</td>
</tr>
<tr>
<td>Minor Arterials</td>
<td>9,900</td>
<td>12,600</td>
<td>+2,700 (+27%)</td>
</tr>
<tr>
<td>Collectors</td>
<td>2,300</td>
<td>3,200</td>
<td>+900 (+39%)</td>
</tr>
<tr>
<td>Total</td>
<td>21,000</td>
<td>25,200</td>
<td>+4,200 (+20%)</td>
</tr>
</tbody>
</table>

Source: DRCOG Travel Demand Model Focus 2.2, 2018.
Transit statistics were also analyzed within the study area. Illustrated in Table 5 are the combined transit boardings and alightings within the study area in the year 2020 and year 2040 models. As the table shows, boardings and alightings are expected to increase by 32% from 2020 to 2040. The AM and PM peak periods (two hour peaks) are projected to grow at similar rates of 32% and 34% respectively. Much of this increase in ridership is likely due to improvements related to the Colfax BRT.

<table>
<thead>
<tr>
<th>Table 5. Daily Transit Boardings and Alightings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time Period</td>
</tr>
<tr>
<td>AM Peak Period</td>
</tr>
<tr>
<td>PM Peak Period</td>
</tr>
<tr>
<td>Daily</td>
</tr>
</tbody>
</table>

Source: DRCOG Travel Demand Model Focus 2.2, 2018.

Travel Shed and Origin Destination Analysis

**East Area Origin-Destination Analysis**

An analysis of trip origins and destinations for the East Area was conducted using Streetlight Data. Destination zones were set in neighboring areas with boundaries of I-25 to the west, I-70 to the north, I-225 to the east and Mississippi Street to the south. The first analysis included the East Area as the origin of trips during an average day. Major destinations include Hilltop (19% of trips) and the North Park Hill area (17% of trips) as shown in red in Figure 1. Another 21% travel west into the East Central area. Similar patterns were found with the East Area as the destination for trips.

*Figure 13. Percent of trips to each destination during an Average Day (Monday–Sunday), All Day (12am-12pm) from the East Area*
Source: StreetLight Data, 2018.

Figure 14. Percent of trips to each destination during an Average Day (M-Su), All Day (12am-12pm) from the East Area

Source: StreetLight Data, 2018.
**East Neighborhoods Origin-Destination Analysis**

An analysis of each East Area neighborhood as an origin or destination was performed. It was found that the relative patterns for origins and destinations are essentially the same, just in the opposite direction. For simplicity, results are illustrated in Table 7 assuming the East Area neighborhoods as trip origins.

From the Hale neighborhood, many trips are destined for either East Central Area (20%) or the Hilltop neighborhood (19%). Those starting in the Montclair neighborhood experience similar patterns. The South Park Hill neighborhood illustrates similar patterns, but also includes a high percentage of trips ending in North Park Hill (18%). For each of the East Area neighborhoods, trips staying within the same neighborhood or destined for other East Area neighborhoods are the greatest percentage of trips (each with at least 24%) as shown below. Similar patterns were observed when analyzing trips destined for the East Area neighborhoods as opposed to originating from the East Area.
<table>
<thead>
<tr>
<th>Destination</th>
<th>Anschutz</th>
<th>Auraria</th>
<th>Aurora</th>
<th>Cherry Creek</th>
<th>Curtis Park</th>
<th>Downtown</th>
<th>East Area</th>
<th>East Central Area</th>
<th>Golden Triangle</th>
<th>Hilltop</th>
<th>Lincoln Park Baker</th>
<th>North Park Hill</th>
<th>RiNo</th>
<th>S. Aurora</th>
<th>Whittier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Origin East Colfax</td>
<td>2%</td>
<td>0%</td>
<td>13%</td>
<td>2%</td>
<td>1%</td>
<td>3%</td>
<td>26%</td>
<td>9%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Hale</td>
<td>1%</td>
<td>0%</td>
<td>3%</td>
<td>10%</td>
<td>1%</td>
<td>5%</td>
<td>24%</td>
<td>20%</td>
<td>1%</td>
<td>19%</td>
<td>3%</td>
<td>5%</td>
<td>1%</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Montclair</td>
<td>1%</td>
<td>0%</td>
<td>5%</td>
<td>4%</td>
<td>1%</td>
<td>3%</td>
<td>36%</td>
<td>12%</td>
<td>1%</td>
<td>16%</td>
<td>2%</td>
<td>10%</td>
<td>0%</td>
<td>6%</td>
<td>2%</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>1%</td>
<td>0%</td>
<td>5%</td>
<td>5%</td>
<td>1%</td>
<td>4%</td>
<td>28%</td>
<td>19%</td>
<td>1%</td>
<td>10%</td>
<td>1%</td>
<td>18%</td>
<td>1%</td>
<td>3%</td>
<td>4%</td>
</tr>
</tbody>
</table>

*Source: StreetLight Data, 2018.*
East Neighborhood Street O-D Analysis
An analysis of trips traveling along select roadways within the study area was also performed. Those locations include the following:

- 13th Avenue/14th Avenue west of Forest Street
- 17th Avenue west of Krameria Street
- Colfax Avenue west of Ivy Street
- Monaco Parkway south of Colfax Avenue
- Quebec Street south of 17th Avenue
- Colorado Boulevard south of 22nd Avenue
- Colorado Boulevard south of 12th Avenue

The trips that crossed through these locations were analyzed to identify local vs regional patterns.

The O-D Analysis of east-west streets included 13th Avenue/14th Avenue, 17th Avenue, and Colfax Avenue. Table 8 displays the travel patterns observed along these roadways. For each of these facilities, regional trips that pass through the study area without stopping make up the majority of trips with 17th Ave and Colfax Avenue exhibiting the highest rates at 65% and 61%, respectively. Local trips with both trip ends with the study area are relatively low along all of these roadways between 5% and 7%.

Table 2. Origin and Destination Analysis for East to West Streets

<table>
<thead>
<tr>
<th>O-D Location</th>
<th>Local Trip</th>
<th>East Central to/from External Area</th>
<th>Regional Through Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>13th Avenue/14th Avenue west of Forest Street</td>
<td>7%</td>
<td>42%</td>
<td>51%</td>
</tr>
<tr>
<td>17th Avenue west of Krameria Street</td>
<td>5%</td>
<td>30%</td>
<td>65%</td>
</tr>
<tr>
<td>Colfax Avenue west of Ivy Street</td>
<td>6%</td>
<td>33%</td>
<td>61%</td>
</tr>
</tbody>
</table>

Source: StreetLight Data, 2018.

The O-D analysis of the north to south streets included Monaco Parkway, Quebec Street, and Colorado Boulevard. Table 9 displays the travel patterns observed along these roadways. For all three roadways, under 30% of trips had at least one trip end within the East Area. The majority of trips along all three roadways are regional trips, with between 72% and 79% passing completely through the study area. Colorado Boulevard exhibits the highest rate of regional through trips partly due to the fact that the roadway runs along the western boundary of the East Area rather than crossing through the study area.

Table 3. Origin and Destination Analysis for North to South Streets

<table>
<thead>
<tr>
<th>O-D Location</th>
<th>Local Trip</th>
<th>East Central to/from External Area</th>
<th>Regional Through Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monaco Parkway south of Colfax Avenue</td>
<td>2%</td>
<td>26%</td>
<td>72%</td>
</tr>
<tr>
<td>Quebec Street south of 17th Avenue</td>
<td>2%</td>
<td>25%</td>
<td>73%</td>
</tr>
<tr>
<td>Colorado Boulevard south of 22nd Avenue</td>
<td>0%</td>
<td>21%</td>
<td>79%</td>
</tr>
</tbody>
</table>
Table 3. Origin and Destination Analysis for North to South Streets

<table>
<thead>
<tr>
<th>O-D Location</th>
<th>Local Trip</th>
<th>East Central to/from External Area</th>
<th>Regional Through Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Boulevard south of 12th Avenue</td>
<td>1%</td>
<td>22%</td>
<td>77%</td>
</tr>
</tbody>
</table>

Source: StreetLight Data, 2018.

Multimodal Crash Analysis

As part of Denver’s Vision Zero Action Plan, the following street segments located within or along the study area boundaries are identified as part of the High Injury Network (HIN):

• North-South Streets
  - Colorado Boulevard between 6th Avenue and 23rd Avenue
  - Quebec Street between 7th Avenue and 23rd Avenue

• East-West Streets
  - Colfax Avenue between Colorado Boulevard and Yosemite Street
  - 17th Avenue between Colorado Boulevard and Cherry Street

Using City and County of Denver data and the HIN as a foundation, an analysis of the top pedestrian crashes, bicycle crashes and all crashes (includes pedestrian/bicycle crashes) located along HIN street segments within or along the study area boundaries was conducted.

Key findings along HIN street segments:

• Crashes along the HIN street segments comprised 3,490 total crashes.
• There were 126 total pedestrian and bicycle crashes (Ped:89/Bike: 37).
• People walking and biking involved in only 3.6% of all crashes, but represent 20.4% of all injury crashes (15.5% pedestrians/4.9% bike)

Comparison of Percentage of HIN Crashes to Crashes on Non-HIN Streets in the East Planning Area vs. City-Wide

Table 10 highlights the percentage of pedestrian, bicycle and vehicular related crashes along HIN street segments as compared to all other streets in the East Area. Table 10 also displays city-wide crash percentages. This comparison shows that a higher percentage of crashes involving pedestrians occur on the HIN in the East Area as compared to the citywide average, while a slightly lower percentage of bicycle-related and vehicular-related crashes occur on the HIN in the East Area compared to the citywide average.

Table 4. Percent of pedestrian, bicycle, and vehicular-related crashes on HIN versus Non-HIN streets in the East Area and Citywide

<table>
<thead>
<tr>
<th>East</th>
<th>Pedestrian Related Crashes</th>
<th>Total Bicycle-Related Crashes</th>
<th>Total Vehicular-Related Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIN Crashes</td>
<td>77% (89)</td>
<td>59% (37)</td>
<td>61% (3,364)</td>
</tr>
</tbody>
</table>
Table 4. Percent of pedestrian, bicycle, and vehicular-related crashes on HIN versus Non-HIN streets in the East Area and Citywide

<table>
<thead>
<tr>
<th></th>
<th>Pedestrian Related Crashes</th>
<th>Total Bicycle-Related Crashes</th>
<th>Total Vehicular-Related Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crashes on Non-HIN Streets</td>
<td>23% (27)</td>
<td>41% (26)</td>
<td>39% (2,117)</td>
</tr>
<tr>
<td>Citywide*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HIN Crashes</td>
<td>58% (1,201)</td>
<td>61% (429)</td>
<td>71% (23,898)</td>
</tr>
<tr>
<td>Crashes on Non-HIN Streets</td>
<td>42% (852)</td>
<td>39% (270)</td>
<td>29% (9,868)</td>
</tr>
</tbody>
</table>

*Includes East Area.

HIN Crashes

Table 11 displays the total number of pedestrian and bicycle crashes located along HIN street segments as well as streets identified through stakeholder and community feedback as having vehicular speeding and cut through issues within or along the study area boundaries.

Table 5. Total number of bicycle or pedestrian related crashes on HIN street segments

<table>
<thead>
<tr>
<th>Street</th>
<th>HIN Street Segment</th>
<th>Total Pedestrian/Bicycle Related Crashes</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colfax Avenue</td>
<td>Between Colorado Boulevard and Yosemite Street</td>
<td>70 (Ped:53 / Bike:17)</td>
<td>1,193</td>
</tr>
<tr>
<td>Colorado Boulevard</td>
<td>Between 6th Avenue and 23rd Avenue</td>
<td>41 (Ped:29 / Bike:12)</td>
<td>1,261</td>
</tr>
<tr>
<td>13th Avenue*</td>
<td>Between Colorado Boulevard and Yosemite Street</td>
<td>12 (Ped:6 / Bike:6)</td>
<td>420</td>
</tr>
<tr>
<td>Quebec Street</td>
<td>Between 6th Avenue and 23rd Avenue</td>
<td>11 (Ped:4 / Bike:7)</td>
<td>716</td>
</tr>
<tr>
<td>Monaco Parkway*</td>
<td>Between 6th Avenue and 23rd Avenue</td>
<td>9 (Ped:6 / Bike:3)</td>
<td>473</td>
</tr>
<tr>
<td>8th Avenue*</td>
<td>Between Colorado Boulevard and Yosemite Street</td>
<td>9 (Ped:7 / Bike:2)</td>
<td>289</td>
</tr>
<tr>
<td>17th Avenue</td>
<td>Between Colorado Boulevard and Cherry Street</td>
<td>4 (Ped:3 / Bike:1)</td>
<td>192</td>
</tr>
</tbody>
</table>

*Not part of the HIN. Identified through stakeholder and community feedback as having vehicular speeding and cut through issues.

Pedestrian Crashes

Table 12 highlights the top 12 locations for pedestrian crashes located along HIN street segments within or along the study area boundaries.

Table 6. Top pedestrian-related crash intersections

<table>
<thead>
<tr>
<th>Location*</th>
<th>Neighborhood</th>
<th>Total Pedestrian-Related Crashes</th>
<th>Total Bicycle-Related Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Boulevard and Colfax Avenue</td>
<td>South Park Hill, Hale</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>Colorado Boulevard and 9th Avenue</td>
<td>Hale</td>
<td>4</td>
<td>0</td>
</tr>
</tbody>
</table>
Table 6. Top pedestrian-related crash intersections

<table>
<thead>
<tr>
<th>Location*</th>
<th>Neighborhood</th>
<th>Total Pedestrian-Related Crashes</th>
<th>Total Bicycle-Related Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Boulevard and 8th Avenue</td>
<td>Hale</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Colfax Avenue and Krameria Street</td>
<td>South Park Hill, Montclair</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Colfax Avenue and Monaco Parkway</td>
<td>South Park Hill, Montclair</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Colorado Boulevard and 17th Avenue</td>
<td>South Park Hill</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Colorado Boulevard and 13th Avenue</td>
<td>Hale</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Colfax Avenue and Yosemite Street</td>
<td>East Colfax</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Colfax Avenue and Hudson Street</td>
<td>South Park Hill, Montclair</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Colfax Avenue and Oneida Street</td>
<td>South Park Hill, Montclair</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Colfax Avenue and Quebec Street</td>
<td>South Park Hill, Montclair, East Colfax</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Colfax Avenue and Syracuse Street</td>
<td>East Colfax</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

* Does not include locations along Colfax Ave with planned improvements

Bicycle Crashes

Table 13 highlights the top 14 locations for bicycle crashes located along HIN street segments within or along the study area boundaries.

Table 7. Top bicycle-related crash intersections

<table>
<thead>
<tr>
<th>Location*</th>
<th>Neighborhood</th>
<th>Total Bicycle-Related Crashes</th>
<th>Total Pedestrian-Related Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Boulevard and Colfax Avenue</td>
<td>South Park Hill, Hale</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>Colorado Boulevard and 12th Avenue</td>
<td>Hale</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Quebec Street and Montview Boulevard</td>
<td>South Park Hill, East Colfax</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Colorado Boulevard and 22nd Avenue</td>
<td>South Park Hill</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Colorado Boulevard and Montview Boulevard</td>
<td>South Park Hill</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Colorado Boulevard and 16th Avenue</td>
<td>South Park Hill</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Colorado Boulevard and 14th Avenue</td>
<td>Hale</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Colorado Boulevard and 8th Avenue</td>
<td>Hale</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Colfax Avenue and Albion Street</td>
<td>South Park Hill, Hale</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>17th Avenue and Bellaire Street</td>
<td>South Park Hill, Hale</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Quebec Street and 23rd Avenue</td>
<td>South Park Hill, East Colfax</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
Quebec Street and 19th Avenue  |  South Park Hill, East Colfax  |  1  |  0  
Quebec Street and 17th Avenue  |  South Park Hill, East Colfax  |  1  |  0  

* Does not include locations along Colfax Ave with planned improvements.

**All Crashes (includes pedestrian and bicycle)**

Table 14 highlights the top 10 locations for all crashes (includes pedestrian/bicycle crashes) along HIN street segments within or along the study area boundaries.

**Table 8. Top intersections for all crashes**

<table>
<thead>
<tr>
<th>Location*</th>
<th>Neighborhood</th>
<th>Total Crashes**</th>
<th>Total Pedestrian-Related Crashes</th>
<th>Total Bicycle-Related Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Boulevard and Colfax Avenue</td>
<td>South Park Hill, Hale</td>
<td>209</td>
<td>10</td>
<td>4</td>
</tr>
<tr>
<td>Colorado Boulevard and 17th Avenue</td>
<td>South Park Hill</td>
<td>177</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Colorado Boulevard and 14th Avenue</td>
<td>Hale</td>
<td>134</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Colorado Boulevard and 6th Avenue</td>
<td>Hale</td>
<td>128</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Colfax Avenue and Quebec Street</td>
<td>South Park Hill, Montclair, East Colfax</td>
<td>122</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Colorado Boulevard and 23rd Avenue</td>
<td>South Park Hill</td>
<td>116</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Colfax Avenue and Monaco Parkway</td>
<td>South Park Hill, Montclair</td>
<td>94</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Colorado Boulevard and Montview Boulevard</td>
<td>South Park Hill</td>
<td>90</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Montview Boulevard and Quebec Street</td>
<td>South Park Hill, East Colfax</td>
<td>89</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Colorado Boulevard and 8th Avenue</td>
<td>Hale</td>
<td>88</td>
<td>4</td>
<td>1</td>
</tr>
</tbody>
</table>

* Does not include locations along Colfax Ave with planned improvements  
** Includes pedestrian/bicycle crashes

**On-Street, Public and Private Parking Facilities**

Parking occupancy along select locations in the East Area has been recently inventoried as part of City and consultant efforts to better understand on-street parking characteristics within the area. Parking inventories in this area date from 2015 to 2017. Select locations in the study area include the length of Colfax Avenue, including two blocks north and south, from Colorado Boulevard to Monaco Parkway.

The East Area does not face the same parking pressures as the East Central Area. Neighborhood parking in the area remains relatively open, with mostly single-family or low residential land uses in the core neighborhood. The department of Right-of-Way Enforcement at the City currently reports little to no neighborhood contacts regarding parking challenges in the area. Most of the neighborhood area parking is unrestricted and there are no current residential area parking permits in the area.

Summary of parking characteristics by neighborhood are described below and in Table 20. See Appendix B for full data and maps.
Table 9. Neighborhood Parking Characteristics

<table>
<thead>
<tr>
<th>Statistical Neighborhood</th>
<th>AM Occupancy</th>
<th>PM Occupancy</th>
<th>Areas of High Occupancy / Concern</th>
</tr>
</thead>
<tbody>
<tr>
<td>14th – 17th Avenues, Colorado Boulevard – Monaco Parkway</td>
<td>29%</td>
<td>28%</td>
<td>Mayfair Town Center, Colfax Avenue &amp; Elm Street</td>
</tr>
<tr>
<td>Hale Statistical Neighborhood</td>
<td>26%</td>
<td>24%</td>
<td>Rose Hospital south</td>
</tr>
</tbody>
</table>

Additional parking inventories were conducted near potential Colfax BRT station locations at Monaco Parkway, Quebec Street, Uinta Street, and Yosemite Street in 2019. These inventories were conducted on side streets only, generally representing 14<sup>th</sup> – 16<sup>th</sup> Avenues and one to two blocks on either side of the intersection. Table 10 below summarizes current parking inventory at these locations. Original data sets can be found in Appendix B.

Table 10. Parking Characteristics at Locations Near Potential Colfax BRT Stations

<table>
<thead>
<tr>
<th>Potential BRT Station</th>
<th>AM Occupancy</th>
<th>PM Occupancy</th>
<th>Areas of High Occupancy / Concern</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Monaco Parkway &amp; Colfax Avenue</td>
<td>21%</td>
<td>22%</td>
<td>None</td>
</tr>
<tr>
<td>Quebec Street &amp; Colfax Avenue</td>
<td>30%</td>
<td>37%</td>
<td>Poplar Street, 14th Avenue – Colfax Avenue</td>
</tr>
<tr>
<td>Uinta Street &amp; Colfax Avenue</td>
<td>30%</td>
<td>27%</td>
<td>None</td>
</tr>
<tr>
<td>Yosemite Street &amp; Colfax Avenue</td>
<td>32%</td>
<td>30%</td>
<td>Xenia Street, 14th Avenue – Colfax Avenue</td>
</tr>
</tbody>
</table>

Recent development in the area, however, highlighted by the 26-acre redevelopment of former University of Colorado hospital campus, present potential future neighborhood parking conflicts. During stakeholder meetings and community engagement touchpoints, community has also expressed concern over potential loss of parking spaces due to increased population in the area in high density development areas and increased neighborhood spill over at future Colfax BRT stop locations.

**E Colfax Ave**

During the parking study of 14<sup>th</sup> to 17<sup>th</sup> Avenues, Colorado Boulevard to Monaco Parkway, a total of 5,197 parking spaces were inventoried. Over 80% of these parking spaces are unrestricted, including approximately half of the parking spaces directly on Colfax Avenue. The results of the inventory suggest there is generally ample capacity for additional street parking in the area. Mayfair Town Center, however, is one location where demand may threaten to exceed capacity. Morning, noon, and evening counts in this area are consistently 75 – 100% occupied.

Street parking directly along Colfax Avenue rarely approaches full capacity. Near the intersection of Elm Street and Colfax Avenue, however, is the one area that sees significant parking demand. This area is rich in amenities, featuring two yoga studios and several popular bars and restaurants in a two-block area.

As Colfax Avenue begins to transition to a BRT corridor and anticipates more dense development, parking in the area may become more limited. Today, however, data suggests parking availability is fairly consistent.
Potential BRT Location Parking

Inventories conducted at potential BRT locations along East Colfax at Monaco Parkway, Quebec Street, Uinta Street, and Yosemite Street totaled 947 neighborhood parking spaces. The data indicates the area has ample on-street parking available in the morning, noon, and afternoon count periods. These datasets will prove critical to assess post-BRT implementation and determine the level of neighborhood parking impacts due to BRT.

Healthy and Active

ACCESS TO HEALTHCARE

Access to medical care in the East Area varies greatly by geography and income. Approximately one quarter of households are within a ten-minute walk of a hospital or full-service clinic, and those are primarily within the Hale neighborhood. In contrast, the East Colfax neighborhood has a stark lack of health facilities, as shown in the map below.

Rose Medical Center is an important asset in the East Area, offering services ranging from general health care to emergency health services to cancer treatment. The medical center draws patients from the East Area and from the surrounding region.

The biggest needs expressed through community outreach were services for people experiencing homelessness, the need for an HIV clinic, safe disposal needle centers, and amenities for seniors to age in place. A concern among survey respondents was the relocation of the Veterans Affairs Eastern Colorado Health Care System formerly located at E 9th Avenue and Clermont Street to the new Rocky Mountain Regional VA Medical Center in Aurora.
Medical Facilities in the East Area

Physical proximity to healthcare facilities is one element of whether a community has access to these services. The ability to pay for healthcare has a direct effect on how people manage chronic conditions and whether they seek preventative care. The “Delayed Medical Care” map below illustrates the rate in which residents who needed medical care in a 12-month period but were unable to see a medical professional due to cost.

The East Colfax neighborhood has the highest percentage of delayed care due to cost within the East Area. While there are several neighborhoods in Denver that also have relatively high percentages of delayed care, the East area is bordered by neighborhoods with some of the lowest percentages of delayed care. This contrast is indicative of economic disparities between neighborhoods. Recommendations for the study area – particularly East Colfax – should include ideas to deploy more no- or low-cost medical resources on a neighborhood level.
Rates of Emergency Department utilization for asthma among youth in East Colfax and Montclair are slightly above the Denver average of 18.05/1,000.

While the data represent an asthma diagnosis somewhere in a patient’s discharge chart (meaning not all visits are necessarily due primarily to an asthma exacerbation) they do still illustrate a pattern of Emergency Department use that could be prevented by adequate primary and preventative care. Use of the Emergency Department is not only more costly to the patient, but also for the healthcare system as a whole. Thus, it is in both the individual’s and the community’s interest to reduce Emergency Department visits particularly for chronic issues that are best managed by a primary care provider.

2 https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4142498/
Further, ongoing construction and development in the City and County of Denver may contribute to worsening air quality and exacerbated respiratory issues in the future. This may be a potential opportunity to consider increased mitigation of respiratory irritants in ongoing construction projects.

Asthma-Related Emergency Department Utilization Rates Among Denver Residents <20 Years
CHILDHOOD OBESITY

The percentage of children considered obese in the East Area range from below-average in South Park Hill (7.2%) to slightly above-average East Colfax (16.7%), compared to 13.9% citywide.

Obesity is often seen as a contributor to other chronic diseases such as heart disease and diabetes. Type-II diabetes rates among children are rising, which may be related to higher rates of obesity in children. Many factors that contribute to obesity are often out of the community’s control, such as access to safe and affordable ways to be physically active and eat healthfully.
The neighborhoods in East Area range from a relatively high life expectancy in South Park Hill (82 years) and Hale to a low average life expectancy in East Colfax (77 years). Access to healthy food, recreation, housing, good schools and jobs, which vary by neighborhood, may all be linked to life expectancy.

Well-designed neighborhoods can facilitate better health outcomes\(^3\), including life expectancy, while neighborhoods that lack amenities and services to support healthy lifestyles are related to higher rates of chronic diseases such as diabetes, heart disease, and obesity, which in turn affect life expectancy.

The majority of the East Area is at risk for harmful lead exposure, according to scores in the CDPHE Lead Risk Exposure Index. Portions of East Colfax and all of Montclair have the highest potential for lead exposure, and the remainder of East Colfax, all of Hale, and part of South Park Hill are on the higher risk end of the scale.

The Lead Exposure Risk index combines income (individuals and families with lower incomes often cannot afford home ownership and are thus more likely to live in rental housing, and many old homes that have not addressed exposed lead are rental properties where landlords have deferred maintenance), housing age (lead paint was common in homes built before the 1970s), and population estimates for children under six to determine which census tracts are most vulnerable to elevated lead blood levels.

One population especially vulnerable to lead exposure is Denver’s immigrant and refugee population. According to DDPHE, new immigrants and refugees can bring with them cooking utensils or cosmetics that have elevated lead levels, or they have been exposed to lead in a dwelling in their home country and so their blood lead levels show as high when they are screened upon entry to Denver. The East
Colfax neighborhood has both older housing stock and a larger population of low income and immigrant and refugee populations, further amplifying risk.

HEALTHY FOOD ACCESS

Access to food is a key indicator of community health. According to the Denver Food Vision, each neighborhood should have a “full range of food amenities and infrastructure: a complete food environment. This may include neighborhood food retail centers, grocery stores, unique restaurants, community and school gardens, nonprofit educational urban farms, community kitchens, food pantries, and other features based on neighborhood cultures and desires...”

Proximity to a full-service grocery store is a key metric for understanding community health equity. One in four East Area households are

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within a food access walkshed, which is measured as a half mile (roughly a ten-minute walk) from a full-service grocery store.

The lack of a full-service grocery stores is particularly acute in East Colfax, which is considered a “low access area, where lack of physical access is compounded by limited incomes and limited vehicle access”.

Hunger is an issue that affects many Denver households, particularly in lower income neighborhoods. While exact numbers are not currently available, Denver hunger-relief organizations like Metro Caring have described a noticeable increase in demand for emergency food services over the past few years. Moreover, a 2016 survey of Denver food pantries shows a lack of food banks or pantries in East Colfax.

While Denver as a whole has a higher-than-statewide Supplemental Nutrition Assistance Program (SNAP) enrollment rate, the primary East Area zip code (80220) reports lower than average enrollment rates: fewer than 43% of SNAP-eligible households are enrolled. While efforts to boost enrollment are needed, work around food insecurity is complicated by factors like stigma around use of government assistance programs, concerns over immigration status, and limitations on number of retail establishments that accept SNAP benefits.

Feb/March 2019 Area-Wide and Neighborhood Meeting Feedback: East

<table>
<thead>
<tr>
<th>&quot;What is needed for a complete food environment? – 3 votes per participant</th>
<th>East Area-Wide</th>
<th>Hale</th>
<th>S. Park Hill</th>
<th>Montclair</th>
<th>East Colfax</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Buying Food</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Full-Service Grocery Store</td>
<td>5</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>13</td>
<td>21</td>
</tr>
<tr>
<td>Healthier Corner or Convenience Store</td>
<td>7</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>18</td>
</tr>
<tr>
<td>Specialty Markets</td>
<td>4</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>13</td>
</tr>
<tr>
<td>Ethnic Restaurants or Markets</td>
<td>7</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>16</td>
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<tr>
<td><strong>Farmer’s Markets, Stands</strong></td>
<td>10</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>11</td>
<td>29</td>
</tr>
<tr>
<td>Healthy Fast Food or Dining</td>
<td>6</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>20</td>
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<tr>
<td><strong>Producing Food</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Commissary Kitchen or Incubator</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>4</td>
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<tr>
<td>Urban Farms (Private Enterprise)</td>
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<td>1</td>
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<td>1</td>
<td>0</td>
<td>6</td>
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<tr>
<td>Food Grown in Public Spaces</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>6</td>
<td>4</td>
<td>16</td>
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<tr>
<td>More Growing in Private Yards</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td>Combined Growing and Retail Facilities</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>15</td>
</tr>
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<td>Food Hubs (Aggregate, Distribute)</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td><strong>Food Related Education &amp; Services</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Healthy Habits &amp; Cooking Skills</td>
<td>2</td>
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<td>0</td>
<td>0</td>
<td>2</td>
<td>5</td>
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<td>Gardening Education</td>
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<td>1</td>
<td>3</td>
<td>3</td>
<td>9</td>
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<tr>
<td>SNAP Enrollment &amp; Resources</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Food Donation &amp; Emergency Food</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Food Access w/in Housing, Clinics, Schools</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Free or Low-Cost Shuttles to Grocery</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

5 The “low food access areas” (light yellow) are defined as residential blocks that: are more than a quarter mile from a full-service grocery store, are comprised of 50% or more residents that are low-to-moderate income, AND have a higher than Denver average (11%) percentage of residents with no vehicle. City of Denver analysis 2017.

6 Metro Caring presentation to the Colorado Blueprint to End Hunger Workgroup meeting March 27, 2019, and conversations with Metro Caring food market representatives.

7 Human Services Gap Map, SNAP Enrollment Rate 2016. Gapmap.org
Based on community feedback summarized in the table above and market data, more and diverse options are needed to create a complete food environment in the East Area. Residents in East Colfax have expressed that they need more convenient access to affordable food retailers and restaurants with fresh food choices. Additionally, East Area residents desire a seasonal (or year-round) farmers market, as there currently no farmer’s markets in the study area. Public meeting feedback also indicates strong support for safety enhancements to pedestrian, bike, and transit access corridors to food retail outlets. In Montclair, top votes were for more food grown in both public and private places.

**CRIME**

**Non-violent crime**

Non-violent crimes include “drug and alcohol” offenses (including buying, selling, and public use of illegal substances) and “public disorder” offenses such as graffiti, disturbing the peace, loitering, and prostitution. This section discusses Denver Police Department reported incidents from January 2013 to December 2018.
The average number of reported non-violent incidents for the City of Denver was 125 per 1,000 residents. By comparison, the East Colfax neighborhood had 352 crimes per 1,000 residents, Montclair and Hale each had 79 and South Park Hill had 67 reported incidents.\(^8\) The highest concentration of reported non-violent crime occurred on the eastern half of East Colfax in proximity to Colfax Avenue.

A concentration of liquor stores or marijuana dispensaries do not appear to be related to drug and alcohol crimes in the neighborhood. East Colfax, for instance, does not have a significant concentration of number of liquor stores, vape shops, or marijuana retail establishments but it does have higher drug and alcohol crimes.

Based on the online, map-based survey conducted in late 2018 by CPD, nearly half of all health-related comments mentioned crime. The largest cluster of comments related to a dislike of crime were in the East Colfax area where the majority of reported crimes have been shown to occur.

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\(^8\) For an annual comparison: In 2018, the Denver drug & alcohol and public disorder crime rate per 1,000 residents was 19.2, compared to 54.1 in East Colfax, 11.6 in Hale, 10.2 in Montclair, and 10.0 in South Park Hill.
Implications of Crime

Crime or perception of crime is complicated by factors ranging from implicit racial and socioeconomic bias among police officers and residents, to higher numbers of arrests and reported crime incidents due to higher police presence in an area. Crime may or may not always be reported, so crime statistics might not be telling the whole story of actual crime in a neighborhood. Whether or not crime is reported and regardless of the crime rates in neighborhoods, residents may still have a perception of high crime rates. Though that perception may be unfounded, it still limits people’s willingness to participate in activities around their community.

Statistically, areas with higher rates of violent crime correlate to a range of negative health outcomes, including higher rates of heart disease, preterm birth, less physical activity, and poorer psychological health particularly in children.\(^9\)\(^10\) Fear of crime may impact a resident’s likelihood to participate in outdoor activities, thus compounding the negative impact on social interaction and physical activity. Moreover, the fear of crime itself may increase chronic anxiety, leading to further negative health-related outcomes.\(^11\)

During the February and March neighborhood meetings, participants were asked “What would make you feel safer and more comfortable in the East Area?”, and were asked to select three options from a total of eight. The top selections were *more activity on the street*, *public art*, and *more services for vulnerable populations*. Better lighting was also a high-ranking priority. See results in chart below.

*Neighborhood Meeting: Top choices for “What would make you feel safer and more comfortable in the East Area?”*

<table>
<thead>
<tr>
<th></th>
<th>East Area-Wide</th>
<th>Hale</th>
<th>S. Park Hill</th>
<th>Montclair</th>
<th>East Colfax</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>More services for vulnerable populations</td>
<td>18</td>
<td>4</td>
<td>3</td>
<td>6</td>
<td>8</td>
<td>39</td>
</tr>
<tr>
<td>Safety ambassadors</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>More activity on the street</td>
<td>25</td>
<td>7</td>
<td>5</td>
<td>6</td>
<td>13</td>
<td>56</td>
</tr>
<tr>
<td>Neighborhood walking patrols</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Public restrooms</td>
<td>21</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>29</td>
</tr>
<tr>
<td>Better lighting</td>
<td>13</td>
<td>7</td>
<td>4</td>
<td>4</td>
<td>8</td>
<td>36</td>
</tr>
<tr>
<td>Emergency call boxes</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>Public art</td>
<td>22</td>
<td>5</td>
<td>7</td>
<td>7</td>
<td>8</td>
<td>49</td>
</tr>
<tr>
<td><strong>Total Votes</strong></td>
<td><strong>110</strong></td>
<td><strong>24</strong></td>
<td><strong>21</strong></td>
<td><strong>32</strong></td>
<td><strong>43</strong></td>
<td><strong>230</strong></td>
</tr>
</tbody>
</table>

\(^9\) Healthypeople.com Social Determinants of Health.


Environmentally Resilient

EXISTING STORMWATER INFRASTRUCTURE

Stormwater Infrastructure systems are composed of streets, inlets to the storm drain pipes (usually a grate or curb inlet), pipes, open channels (man-made creek or infrastructure channel), creeks and rivers. These stormwater systems manage and convey stormwater away from structures and properties and into the river. The streets are usually designed to carry up to 12 inches of stormwater and direct the stormwater into inlets that connect to a network of undergroup pipes. The network of pipes conveys the water downstream into outfalls that lead the water into our creeks and rivers.

The East Area includes parts of five different stormwater collection system basins, four of which drain into the South Platte River and one that drains into Westerly Creek. The basins within the study area that drain to the South Platte River include Montclair-City Park, Montclair -Park Hill/Colfax, Montclair Park Hill/6th Avenue and the Quebec Corridor basins. These basins collect water from within their boundaries and convey it northwest into the South Platte River. The Basin that drains into Westerly Creek is referred to as the Westerly Creek –11th Avenue to Montview basin, which collects water and conveys northeast to Westerly Creek.

The existing stormwater pipe system within the East Area consists of pipes mostly 30 inches or smaller which are small pipes that feed into a few larger pipe systems within the area. The largest pipe system within the area runs southeast to northwest along Hale Parkway and along parts of 16th Avenue and Colfax Avenue. Other large pipe systems run along Magnolia Street and within the East Colfax neighborhood.
**ELEVATION AND TOPOGRAPHY**

Topography refers to the surface and shapes of the natural terrain as they relate to elevation. Topographic or elevation maps help understand the high and low points of an area as well as the slope. The following map shows the transition from the high points (5,413 feet) in white to the low points (5,250 feet) in green. Additionally, the map shows the stormwater collection basin boundaries. The boundaries of the basins area based on the topography and the existing stormwater systems.

The East Area high point is a ridge that runs outside of the study area boundaries along the south side. The ridge runs parallel to the Cherry Creek from northwest to southeast on the south side of Hale and Montclair and ends up curving northwest through South Park Hill. This high point ridge which creates a “half-circle” on the south end of the study area is the defining watershed point. Water that falls within this ridge flows northwest towards the South Platte River. The terrain and slope within this ridge changes drastically creating clearly defined high and low areas within this watershed. There is an additional internal ridge running from southeast to northwest through Montclair and Hale creating two
parallel low points along Hale Parkway and along Colfax Avenue and 16th Avenue that converge on the southeast corner of City Park. These low points are the location of the historic Montclair Creek.

*East Area – Elevation and Topographic Map (Source: OV Consulting).*
East Area – Elevation, Topography, and Impervious Surfaces Map (Source: OV Consulting).

The map above shows the elevation and topography overlayed with the impervious surface in the area. This overlay shows the relationship between the elevation and topography with the development patterns, density and character of the area, and therefore the impermeability of the study area.

FLOOD PRONE AREAS AND WATER QUALITY

Flood Prone Areas are a result of several of the existing conditions discussed previously; elevation and topography, impervious surface, and the existing stormwater infrastructure system. The following map highlights the location and extent of the potential inundation areas which are areas where stormwater depths are greater than what the streets are designed to handle (12 inches) during a major flood event usually referred to as 100-year event or an event that has a 1 percent chance of occurring in any year. The location and depth of the Potential Inundation Areas is a result of the natural terrain, undersized stormwater infrastructure system, increased impervious surface effecting stormwater runoff, and duration and intensity of a rain event.
Several storms during recent years have highlighted flooding concerns within parts of the East Area. Residents from the East Area experience recurring flooding during summer rain events. Residents in this area have reported flooding causing property damage to homes and cars and expressed their concerns and ideas for improvement during the recent Upper Montclair Stormwater Systems Study.

The East Area has some clearly defined low-laying areas along the alignment of the historic Montclair Creek (now Hale Parkway) and along Colfax between the Mayfair Town Center and Dahlia. Other topographic low points include 14th Avenue and Kearney/Krameria and Severn Place and Jersey Street.

The following map shows the depths of the potential inundation areas during a 100-year storm event. The streets are designed to handle up to 12 inches of stormwater (shown in the following map in blue tones). Depths greater than 12 inches are considered potential inundation areas and are shown on the following map with yellow/orange/pink/red/purple tones. The following map illustrates flood depths of 1.5-4.5 feet near Severn Place and Jersey Street; 1.5 -3 feet along Hale Parkway and 1.5-3 feet through Montclair and South Park Hill. Flood waters flow in a northwesterly direction and inundate specific locations such as the Mayfair Town Center, Colfax corridor, and 16th Avenue and Dahlia.
East Area – Flood Depths (Source: OV Consulting).