STAPLETON PERIMETER ASSESSMENT

OCTOBER 2007
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I. Introduction
INTRODUCTION

A. Background - Redevelopment of Stapleton International Airport

In 1995, Denver City Council adopted the Stapleton Development Plan (also referred to as the “Green Book”), which laid out the framework for the redevelopment of the former Stapleton International Airport.

In 1998, Forest City Enterprises was selected to implement the vision of the plan and develop the 4,700 acre property according to the sustainability principles articulated in the Green Book. Forest City purchased the initial 270 acres of the former airport property in May 2001 and began the first phase of a 25-year $4 billion dollar development program envisioned by the community a decade earlier.

By December 2005, 3,000 homes had been built at Stapleton with 7,000 residents. A 740,000 square foot retail center located on Quebec Street between 36th Avenue and Smith Road had been constructed. Internally, along 29th Avenue, a town center has been created. North of I-70 are a Bass Pro Shop, Super Target Store, Movie theaters, Macy’s Department Store and other available retail space in the section called Northfield at Stapleton.

The redevelopment of the Stapleton site is, by far, the largest redevelopment effort in Denver. In many ways, the current land uses within the neighborhoods surrounding the old airport site are the legacy of the previous airport operation. The industrial land uses between 38th Avenue and Smith Road, between Monaco Parkway and Quebec Street, for example, had provided important aircraft maintenance and services when the Stapleton Airport was in operation. However, given the relocation of the airport to the current Denver International Airport site at the end of Tower Road in the northeast corner of the city, it is not likely that these airport-supporting uses can continue to be the highest and best use of these sites.

The existing character of the surrounding residential neighborhoods, too, was heavily influenced by the previous use of the Stapleton site as an airport. In general, residential neighborhoods within close proximity to airports are typically characterized by lower income households and home values are frequently significantly lower in these areas than in other parts of the community.

B. Purpose

This assessment of the Stapleton perimeter documents the current conditions in the area adjacent to the recently redeveloped Stapleton Airport site. This document is not intended to be a plan; rather, the information presented in this assessment is intended to help identify the major issues and opportunities to be addressed in...
future planning efforts. This data can be used to assist Denver city agencies in making planning and public investment decisions that affect the neighborhoods adjacent to the Stapleton site.

In addition, the data compiled in this document is intended to be used as a benchmark to compare the continued influence that the Stapleton development may have on the surrounding neighborhoods in years to come.

Finally, this assessment aims to provide a better understanding of the opportunities for revitalization that the redevelopment of the former Stapleton has created – directly or indirectly – for the surrounding area. This assessment will also examine the adequacy of existing land use policies for fully realizing the potential of the Stapleton perimeter.

**C. Study Area**

The Stapleton perimeter is a 973-acre, L-shaped area defined, generally, by the City/County boundary to the north, Colfax Avenue to the south, Monaco Street/Monaco Street Parkway to the west, and North Quebec Street and the City of Aurora boundary to the east. A small triangular area defined by North Quebec Street, Sand Creek, and East Smith Road is also included in this assessment.

This study area includes portions of four distinct neighborhoods:

1. Northeast Park Hill - between the City/County boundary north of Interstate 70 and Martin Luther King Boulevard,
2. North Park Hill - between Martin Luther King Boulevard and East 23rd Avenue,
3. South Park Hill – between East 23rd Avenue and East Colfax Avenue, west of Quebec Street
4. East Colfax – roughly between East 23rd Avenue and East Colfax Avenue, east of Quebec Street
Figure 1-1: Stapleton Perimeter Study Area
D. Previous Studies
Several prior studies and plans were reviewed for information about the Stapleton perimeter, including:

- East Montclair/East Colfax Neighborhood Plan (1994)
- Park Hill Neighborhood Plan (2000)
- Stapleton Development Plan (1995)
- North Stapleton Infrastructure Master Plan (2003)

E. Overview/Summary of Important Issues
This assessment is organized into the following chapters:

1. Introduction
2. Demographics
3. Land Use
4. Housing
5. Transportation/Mobility
6. Economic Activity
7. Community Facilities/Assets
8. Urban Design
9. Public Safety and Health

At the conclusion of each chapter, a summary of important issues to be considered further is provided. Following is an overview of the recommended action items or issues identified for further consideration:

**Demographics**

1. Continue to collect demographic types of data for Stapleton and within the Stapleton Perimeter, to enable a comparison of the changes in Stapleton and the Stapleton Perimeter over time.
Land Use

2. Consider reclassifying the existing industrial area between Quebec Street and Monaco Parkway north of 38th Avenue to an Area of Change.

3. Consider other zoning districts for the industrial area between Quebec Street and Monaco Parkway north of Smith Road area.

4. Study “Hotel Row” (on Quebec between I-70 and Martin Luther King Blvd.) to help define the highest and best use of this area.

5. Study the triangular area defined by Quebec Street, Smith Road, and Sand Creek in conjunction with the preparation of the Stapleton Station Area Plan to determine development opportunities created by the commuter rail station.

Housing

6. Continue to track building permit activity within the study area to determine if the investments in Stapleton do appear to be stimulating individual property owners within the surrounding neighborhoods to (re)invest in their properties in the form of upgrades, remodels, and redevelopment.

7. Track resulting changes in the types of housing options (in terms of rentals vs. home ownership opportunities, and size of units) available within the study area, as well as changes in housing costs, to determine if the Stapleton development might be driving up housing costs in the surrounding neighborhood.

8. Continue to monitor foreclosures within the Stapleton Perimeter study area. City initiated efforts to reduce rates of foreclosure should continue to within the study area – particularly within the Northeast Park Hill neighborhood.

Transportation/Mobility

9. Review strategies to address anticipated increases in traffic along arterials and collectors within the study area, particularly along Quebec Street.

10. Examine the possibility of enhancing Syracuse, Willow and even Yosemite Streets to alleviate some of the pressure on Quebec.
11. Examine how the Blueprint Denver future street classifications relate to the existing zoning, Blueprint Denver Areas of Change/Areas of Stability and Concept Land Use to ensure that the street classifications are consistent with anticipated land use (and vice versa).

12. Continue to monitor traffic data – level of service, traffic volume, etc. – as the Stapleton development is built out.

13. Continue to advocate for the inclusion of a commuter rail station at Monaco to serve the residents of Northeast Park Hill and the surrounding areas and to provide additional opportunities for Transit Oriented Development in the underutilized industrial areas in the northern portion of the study area. In the interim, track plans to assure that buses connect conveniently to the Colorado Blvd. and Stapleton stations when they come on line.

14. Develop station area plans for new stations proposed as part of the East Corridor FasTracks expansion, as needed.

15. Track changes in transit ridership as expanded transit services come on line.

16. Examine how future redevelopment of the properties on the north side of E. Colfax Ave, between Ulster and Yosemite may be designed to take advantage the existing alleyways to the north to (a) provide a buffer between commercial uses along Colfax and residential uses on the properties to the north, (b) allow for access to residential parking in a manner that minimizes garage frontages facing the side streets, (c) place service vehicle access and parking away from the street and sidewalks allowing for the creation of a more pedestrian-friendly streetscape along Colfax.

17. Develop a strategic implementation plan for improvements to the bicycle and pedestrian amenities within the study area, paying particular attention to those areas with identified safety issues, where significant deficiencies exist, or to areas where an increase in land use intensity is anticipated.

**Economic Activity**

18. The potential for redevelopment of the area west of Quebec and north of 38th Avenue, and the triangular area east of Quebec, west of Sand Creek and north of Smith Road, should be explored further in conjunction with a rezoning study.

19. In addition, City staff may want to initiate conversations with the owner of Oneida Plaza to
determine if an opportunity may exist to enhance the neighborhood serving possibilities of this commercial area.

20. Measure and monitor opportunities for new businesses and services on East Colfax created by new development at Stapleton and Lowry. Determine how best to take advantage of identified market opportunities.

Community Facilities and Assets

21. Monitor student population and testing trends in the neighborhood schools to better understand the impact, if any, that the Stapleton development may have on the surrounding neighborhoods in terms of student population at the neighborhood schools and/or student performances.

22. Consider ways that any future redevelopment of the industrial areas to the north of the study area can be planned to take advantage of the significant recreational amenities provided at the Martin Luther King Park and Recreation Center.

23. Examine feasibility of extending improvements of Westerly Creek to provide additional trail access from Stapleton to Lowry.

24. Study the best location for a new library within the Stapleton or perimeter neighborhoods.

Urban Design

25. Should an increase in the number of scrape-offs become apparent, consider working with existing neighborhood residents to determine if there is a distinct neighborhood style that should be maintained for newly constructed homes.

Public Safety and Health

26. Continue to monitor crime statistics within the Stapleton Perimeter Study area to better understand the impact, if any, that the Stapleton development may have on the surrounding neighborhoods in terms of crimes against property and crimes against people.

27. If the industrial area north of 38th Avenue are considered for future redevelopment – specifically higher-density Transit Oriented Development and/or the area north of Smith Road between Quebec
St. and Sand Creek – ensure that these industrial sites undergo additional assessment to identify any potential environmental conditions which would need to be addressed.

28. If no redevelopment plans are foreseeable for the industrial area, city staff should work to implement the recommendation from the Park Hill Neighborhood Plan to create and/or enhance buffering between industrial and residential areas of the community.
II. DEMOGRAPHICS
The study area is made up of ten census block groups from four census tracts that correspond roughly to the four neighborhoods that fall within the study area. This assessment examines Census 2000 data for all ten census block groups, considers trends over time within the study area, and compares Census 2000 data and trend data from the study area to the city overall.

Figure 2-1: Census Tracts within Study Area
A. Population Data

At the time of the Census 2000, there were 11,508 residents within the Stapleton Perimeter study area. Between 1990 and 2000, the population in the Stapleton Perimeter increased at a slightly higher rate than the citywide population (24% vs. 19%) (see Table 2-1).

Table 2-2 shows the range of median household incomes within the ten census block groups that make up the study area. Citywide, the median household income in 1999 was $39,705. In seven of the ten block groups...

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<tr>
<th>Table 2-1: Change in Population, 1990-2000</th>
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<tbody>
<tr>
<td>1990</td>
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<td>-------------------------------</td>
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<tr>
<td>Stapleton Perimeter</td>
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<td>Denver - Citywide</td>
</tr>
</tbody>
</table>

*Source: 1990 and 2000 U.S. Census*

<table>
<thead>
<tr>
<th>Table 2-2: Population &amp; Median Household Income, by Block Group</th>
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<tbody>
<tr>
<td>Neighborhood</td>
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<tr>
<td>---------------</td>
</tr>
<tr>
<td>Northeast Park Hill</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>North Park Hill</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>South Park Hill</td>
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<td></td>
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<tr>
<td></td>
</tr>
<tr>
<td>East Colfax</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Stapleton Perimeter</td>
</tr>
<tr>
<td>Denver - Citywide</td>
</tr>
</tbody>
</table>

*Source: 2000 U.S. Census*
within the Stapleton Perimeter study area, the median household income fell below the citywide figure; however in three of the block groups (in North Park Hill and South Park Hill), the median household income was about equal to, or greater than the citywide number.

Similarly, poverty rates from 1999 within the study area vary, depending on the neighborhood in which the block group falls (See Table 2-3). Interestingly, both the lowest and highest poverty rates come from block groups within the South Park Hill neighborhood. (Block Group 42.02.01 reported a 35% poverty rate. Block Group 42.02.03 has a 3% poverty rate.) Overall, the reported poverty rate for the Stapleton Perimeter is somewhat higher than the city-wide figure (20% vs. 14%).

Note: These percentages were calculated using the data provided for the population for whom poverty level status was determined. (So for the Stapleton Perimeter, poverty level status was only determined for 11,006 of the 11,508 people reported to live within the selected block groups.)

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Census Tract</th>
<th>Block Group</th>
<th>% Below Poverty</th>
<th>% At or Above Poverty Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast Park Hill</td>
<td>41.02</td>
<td>1</td>
<td>18%</td>
<td>82%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>33%</td>
<td>67%</td>
</tr>
<tr>
<td>North Park Hill</td>
<td>41.04</td>
<td>1</td>
<td>19%</td>
<td>81%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>2%</td>
<td>98%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>6%</td>
<td>94%</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>42.02</td>
<td>1</td>
<td>35%</td>
<td>65%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>3%</td>
<td>97%</td>
</tr>
<tr>
<td>East Colfax</td>
<td>44.03</td>
<td>1</td>
<td>20%</td>
<td>80%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Stapleton Perimeter</td>
<td></td>
<td></td>
<td>20%</td>
<td>80%</td>
</tr>
<tr>
<td>Denver - Citywide</td>
<td></td>
<td></td>
<td>14%</td>
<td>86%</td>
</tr>
</tbody>
</table>

*Source: 2000 U.S. Census*
The study area population is younger than the general city population; 23 percent of the study area residents are between 5 and 19 years old, versus 18 percent of the population of the entire city. (See Figure 2-2).

In 2000, within the Stapleton Perimeter study area, 43% of the population identified themselves as Black or African American, compared to 11% citywide. Thirty six percent of the area residents identified themselves as White, versus 65% citywide (See Figure 2-3).

Comparing 1990 race data with 2000 race data is complicated somewhat by a significant change in the way race data was collected (See Figure 2-4). Overall White residents made up a smaller percentage of the total population of the study area in both years (37% in 1990 vs. 36% in 2000), than they did citywide (72% in 1990 and 65% in 2000). African American or Black residents made up a larger percentage of the total population of the study area in both years (59% in 1990 and 42% in 2000), than they did citywide (13% in 1990 and 11% in 2000).

A similar percentage of residents aged 25 or over reported having a bachelors degree or some college education within the study area and throughout the city overall (41% vs. 47%) (See Figure 2-5). The biggest difference in terms of educational attainment between the adult residents of the study area and city-wide showed up in the percentage of residents that reported that the highest education level they achieved was a high school diploma or less (52% in the study area vs. 41% city-wide), and those that reported having advanced degrees (7% in the study area vs. 12% city-wide).
Figure 2-3: Percentage of Population by Race (2000)

Figure 2-4: Changes in Racial Composition of Neighborhood, 1990 to 2000

Source: 1990 U.S. Census and Census 2000
B. Household Composition

Single person households account for a slightly greater percentage of all households within the study area, compared to the citywide figures (39% vs. 30%) (See Table 2-4). The percentage of households with more than two people that were married with children is the same for the study area as it is for the city as a whole (25% for both) (See Table 2-5). However, married households without children made up a slightly higher percentage of all households with more than two people within the study area, compared to the city (32% vs. 26%). As a percentage of all households with more than two people, the Stapleton Perimeter study area has a markedly lower percentage of unmarried family households (24 % overall vs. 37%). A higher percentage of households with more than two people are identified as “non family households” in the Stapleton Perimeter study area (18% vs. 12%).

![Educational Attainment Chart]

Source: Census 2000

Figure 2-5: Educational Attainment
C. Issues for Further Consideration

The demographic data presented in this section is intended to establish a benchmark against which future changes in the neighborhoods adjacent to the Stapleton development may be measured.

As residents move into the Stapleton development, City staff should continue to collect similar types of data for Stapleton and within the Stapleton Perimeter, to enable a comparison of the changes in the demographics in Stapleton and the Stapleton Perimeter over time. Given the housing types and prices found within the Stapleton development (i.e. a housing stock that has a strong appeal to families and relatively higher housing costs), we may expect to see, initially, a clear distinction in terms of household composition, age, income and race (to the extent that immigrant and minority households tend to have lower incomes). Over time we might expect to see an increase in the number of family households with children within the Stapleton Perimeter neighborhoods, as families who may be priced out of the newer housing stock at the Stapleton development seek to locate in close proximity to the other public amenities and family oriented activities found at Stapleton.

### Table 2-4: Household Composition

<table>
<thead>
<tr>
<th></th>
<th>Stapleton Perimeter</th>
<th>Denver – Citywide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Person Household</td>
<td>39%</td>
<td>30%</td>
</tr>
<tr>
<td>More than 2 People in Household</td>
<td>61%</td>
<td>70%</td>
</tr>
</tbody>
</table>

*Source: 2000 U.S. Census*

### Table 2-5: Detail – All Households With More than 2 People

<table>
<thead>
<tr>
<th></th>
<th>Family Households (HH)</th>
<th>Non-Family Households</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Married</td>
<td>Male Head of HH (no wife)</td>
</tr>
<tr>
<td></td>
<td>With Children</td>
<td>Without Children</td>
</tr>
<tr>
<td></td>
<td>25%</td>
<td>32%</td>
</tr>
<tr>
<td></td>
<td>25%</td>
<td>26%</td>
</tr>
</tbody>
</table>

*Source: 2000 U.S. Census*
III. LAND USE AND ZONING
III. LAND USE AND ZONING

A. Existing Land Uses

Over half of the Stapleton Perimeter study area is currently made up of single family residential land uses (53%). Industrial land uses make up just over 21% of the study area. The remaining 25% of the land within the study area are a mix of vacant, public, multi-family and commercial uses.

Many of the non-residential land uses within the study area – industrial uses and hotels, for example – were established to provide services to the previous Stapleton Airport operations. The relocation of the airport to the northeast corner of the city has resulted in a change in the need for continuation of these airport-serving uses.

B. Zoning

Fifty one percent of the land within the Stapleton Perimeter study area is zoned for lower density residential uses (R-0 and R-1). The R-0 and R-1 zoning permits single-unit detached dwellings at 7.3 dwelling units per acre.

Nearly 30% of the land within the study area -- primarily those parcels in the northern portion -- are zoned light industrial (I-0) and general industrial (I-1), with the higher intensity industrial zoning (I-2) in the area north of Smith Road. The I-0 zoning district is intended to be an employment area containing offices and/or light industrial uses which are generally compatible up against residential uses. I-0 zoned lands are intended to serve as a buffer between residential areas and more intensive industrial areas. The I-1 district is intended to be an employment area containing more heavy industrial uses than are generally permitted in the I-0 zoning districts.

The parcels that front Quebec Street between 39th Avenue and Martin Luther King Blvd. are zoned for higher density residential (R-4) and higher intensity commercial uses (B-A-3). The R-4 zoning allows multi-unit residential uses and high density office space, as well as hotel or motel uses and limited accessory retail shopping. The B-A-3 zoning applies to general business districts along arterials and is appropriate for uses that are oriented toward the motorist and residents of nearby neighborhoods.

Along Quebec Street and Sand Creek, there are a few sites that are zoned for open space (O-1 and OS-1). Interestingly, the allowable uses in O-1 zoned lots include airports and correctional facilities. The OS-1 zone district is a more conventional open space zoning designation, intended for uses such as parks, natural habitats and recreation centers.
The Johnson & Wales campus and the Denver School of the Arts campus, located at the southwest and northwest corner of Montview Boulevard and Quebec respectively, and the Aero Flats apartment complex on Montview Boulevard and Trenton Street, are zoned for high and medium density housing (R-3 and R-3-X).

Figure 3-1: Zoning Map
LAND USE AND ZONING

Parcels within the study area that have frontage on Colfax Avenue are zoned Main Street (MS-1 and MS-2). Main Street zoning encourages a strong mix of housing, office and commercial uses in transit rich places with flexible use requirements. MS-1 applies primarily to sections of Main Streets in close proximity to stable residential areas that are predominantly low density and characterized by residential structures of one to two stories. MS-2 applies primarily to sections of Main Streets in close proximity to residential areas that are predominantly medium density and characterized by residential or mixed-use structures of two or more stories.

The parcels that are just north of Colfax Avenue within the East Colfax neighborhood are generally zoned for low-density multi-family residential uses with a permitted maximum density of 14.5 units per acre (R-2).

There are only two PUD’s in the perimeter study area. PUD 243 on the southeast corner of Smith Road and Monaco Parkway for a neighborhood grocery store; and, PUD 339 on the northwest corner of 22nd and Newport for two 2-unit dwellings on 13,000 square feet.
C. Blueprint Denver – Areas of Change and Stability

Blueprint Denver; An Integrated Land Use and Transportation Plan was adopted in 2002. The plan directs growth to Areas of Change and manages and limits change in Areas of Stability.

Figure 3-3: Blueprint Denver, Areas of Stability & Areas of Change
In addition, Blueprint Denver establishes the goals of improving the function of streets by focusing on moving people and not just cars by enhancing streets so that they accommodate multiple modes of travel, and expanding opportunities for accommodating mixed-use development especially at urban centers where retail, commercial and residential uses are mixed including around transit stations.

While Blueprint Denver identified the entire Stapleton Airport site and the industrial area north of Smith Road and east of Quebec Street, as an Area of Change, the industrial zones north of 38th Avenue on the west of Quebec Street were identified as an Area of Stability.

However, by looking at the relationship between the assessed value of the land to the assessed value of the improvements within the study area, it is possible to get a rough idea of the amount of land that could benefit from redevelopment. This analysis suggests that, of the approximately 955 acres of land within the study area, 53 acres (or 5.6%) could benefit from being redeveloped. The largest number of parcels of underutilized land lie within the industrially zoned neighborhoods north of 38th Avenue on the west of Quebec Street, and north of Smith Road east of Quebec Street.

The remainder of the underutilized parcels are scattered along East Colfax Avenue and along the eastern side of Monaco Parkway between East Colfax and East 17th Avenues.

**D. Issues for Further Consideration – Land Use and Zoning**

Given the significant redevelopment investments playing out at the Stapleton site, and the possibility of a new commuter rail station near Monaco Parkway (see Section V. Transportation/Mobility), this assessment recommends that the area between Quebec and Monaco Parkway north of 38th be designated as an Area of Change.

Regardless of the possible citing of a commuter rail station near Monaco, it would be helpful to reconsider other more appropriate zoning districts for this area, given that the need for airport-supportive industrial uses at this location may no longer be warranted. Mixed-use development, including a significant residential component, would likely be a suitable development pattern. Similarly, the hotel uses along North Quebec Street that had previously served the Stapleton Airport should be studied further to determine the sustainability of these uses, given the relocation of the airport to the DIA site in the extreme northeast corner of the city.

Finally, the triangular area east of Quebec Street, north of Smith Road and west of Sand Creek should also be studied further, in conjunction with the Stapleton Station Area Plan.
Figure 3-4: Value of Land: Value of Improvement Analysis

Sand Creek Avenue
IV. HOUSING
IV. HOUSING

A. Inventory of Housing Types

Eighty percent of the housing units in the Stapleton Perimeter were built after 1940 (Assessor’s data).

Within the over 4,300 Stapleton Perimeter housing units recorded in the Census 2000, there are a large number of single-family housing options. Indeed, 72% of the housing units within the study area are single detached units (compared to 48% citywide) (See Figure 4-1).

While the study area includes a portion of the Monaco Parkway historic district and limited pockets of pre-World War II bungalows, most of the housing stock is ranch-style. This style is consistent with the age of construction for the majority of the residential neighborhoods within the study area.

B. Housing Tenure

Within the Stapleton Perimeter study area, the percentage of owner occupied housing units reported in the 2000 Census was slightly higher than the city-wide figure (59% vs. 50%). As would be expected, the renter occupied...
The vacancy rate within the study area was lower than that of across the city (37% vs. 45%). The census block groups that reported the highest percentage of owner-occupied housing units and the lowest percentage of owner-occupied housing are both found in the South Park Hill neighborhood. The percentage of owner occupied housing units in Block Group 42.02.03 was 86%; in Block Group 42.02.02 it was 46%.

The vacancy rate within the study area was slightly lower than the citywide average (3% vs. 5%) (See Table 4-1). The highest vacancy rates (4 % and 6%) were reported in Block Group 44.03.01 and 44.03.02, within the East Colfax neighborhood. Most of the remaining block groups within the study area reported vacancy rates between 1 and 2%.

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Census Tract</th>
<th>Block Group</th>
<th>Total # Housing Units</th>
<th>% Owner Occupied</th>
<th>% Renter Occupied</th>
<th>% Vacant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast Park Hill</td>
<td>41.02</td>
<td>1</td>
<td>289</td>
<td>64%</td>
<td>35%</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>349</td>
<td>60%</td>
<td>38%</td>
<td>2%</td>
</tr>
<tr>
<td>North Park Hill</td>
<td>41.04</td>
<td>1</td>
<td>291</td>
<td>80%</td>
<td>20%</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>328</td>
<td>78%</td>
<td>20%</td>
<td>2%</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>42.02</td>
<td>1</td>
<td>261</td>
<td>61%</td>
<td>38%</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>323</td>
<td>46%</td>
<td>51%</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>328</td>
<td>68%</td>
<td>30%</td>
<td>2%</td>
</tr>
<tr>
<td>East Colfax</td>
<td>44.03</td>
<td>1</td>
<td>1,177</td>
<td>47%</td>
<td>49%</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>783</td>
<td>54%</td>
<td>40%</td>
<td>6%</td>
</tr>
<tr>
<td>Stapleton Perimeter</td>
<td></td>
<td></td>
<td>4,390</td>
<td>59%</td>
<td>37%</td>
<td>3%</td>
</tr>
<tr>
<td>Denver - Citywide</td>
<td></td>
<td></td>
<td>251,435</td>
<td>50%</td>
<td>45%</td>
<td>5%</td>
</tr>
</tbody>
</table>

Source: Census 2000

Between 1990 and 2000, the vacancy rate within the Stapleton Perimeter study area decreased by 11%. This decrease in vacancy rates was matched by an 8% increase in owner occupancy rate and 3% increase in renter occupancy rates within the study area. Over this same period of time, vacancy rates dropped by 7% citywide. This was matched with a 7% increase in owner occupancy rate citywide; renter occupancy rates did not change.
C. Housing Costs

During the period from 1991 to 2003, home prices rose steadily across the city and within the study area, at roughly the same rate. During this period, the average home prices within the study area remained between 15 to 20% lower than the citywide average.

Assessor’s Data

While the average sale price per square foot for single family homes in 2003 within the study area was slightly higher than that for the entire city ($192.53 vs. $186.92), the average sales price in the study area is significantly lower than the city average in this same year ($192,240 vs. $278,142). This suggests that the homes in the study area are, overall, smaller than the average home size in the city.

Housing affordability appears to be a slightly larger issue for residents within the study area. Generally speaking, housing is considered to be unaffordable if more than one third of the household income goes towards rent or mortgage payments. Within the study area, nearly 44% of all renters reported in the Census 2000 that more than 35% of the household income went towards rent payments (vs. 31% citywide) (See Table 4-2).
Similarly, 25% of the home owners within the study area were paying more than 35% of their household income in mortgage payments (vs. 18% citywide).

When we consider the housing affordability issue on a more detailed neighborhood-by-neighborhood level, however, we see that the highest percentage of households with unaffordable rental expenses is found in the South Park Hill neighborhood (75%). This may be a reflection of the higher number of student renters (because of the neighborhood proximity to Johnson & Wales University) within the South Park Hill neighborhood. It is worth noting that this block group reported the highest percentage of housing occupied by renters (see Section B - Housing Tenure above).

Increases in the average home sales prices within the Stapleton Perimeter study area generally kept pace with the increases in average home sales prices city-wide between 1991 and 2005 See Figure 4.3

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Census Tract</th>
<th>Block Group</th>
<th>...More than 35% of Household Income in Rent</th>
<th>...More than 35% of Household Income in Mortgage Payments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast Park Hill</td>
<td>41.02</td>
<td>1</td>
<td>49</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>73</td>
<td>25</td>
</tr>
<tr>
<td>North Park Hill</td>
<td>41.04</td>
<td>1</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>32</td>
<td>24</td>
</tr>
<tr>
<td>South Park Hill</td>
<td>42.02</td>
<td>1</td>
<td>53</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>75</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>33</td>
<td>21</td>
</tr>
<tr>
<td>East Colfax</td>
<td>44.03</td>
<td>1</td>
<td>36</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>39</td>
<td>30</td>
</tr>
<tr>
<td>Stapleton Perimeter</td>
<td></td>
<td></td>
<td>44</td>
<td>25</td>
</tr>
<tr>
<td>Denver</td>
<td></td>
<td></td>
<td>31</td>
<td>18</td>
</tr>
</tbody>
</table>

Table 4.2: Housing Costs

Similarly, 25% of the home owners within the study area were paying more than 35% of their household income in mortgage payments (vs.18% citywide).
D. Recent Housing Activity

In 2004, the Argo Apartments, located on Monaco between North Trenton Street and North Ulster Street, underwent a change in ownership. The new owners recognized that the apartment development stood to benefit from the Stapleton Development across Montview, and initiated a major remodel and upgrade of all 420 units. (When the Stapleton Airport was still in operation, the area directly across Montview Blvd. from the apartment development was a large surface parking lot. The Stapleton Development Plan calls for this site to be redeveloped as civic space.)

The remodel was completed in January, 2006, and the housing development was renamed the Aero Flats. Current 2006 rents for these one- and two-bedroom units (ranging from 509 to 1,057 square feet) are $675 to $919 per month – a significant increase from the previous rates of $299 to $499 per month.

The Aero Flats remodel represents the largest improvement to an existing housing development in the Stapleton Perimeter since construction at the Stapleton site began in 2001. However, examining the building permit activity between 2000 and 2004 (for the purposes of this quick assessment, we tallied building permit information for June only), we find an 80% increase in permit issuance (residential and commercial combined) within the study area, compared to a 5% increase city wide.
E. Foreclosures

According to the Assessment and Recommendations Report of the Denver’s Foreclosure Task Force, the City and County of Denver has been particularly hit hard by high rates of foreclosure. Between 2002 and 2006, the City experienced an estimated 400% increase in the number of foreclosures occurring in Denver. The number of foreclosures per square mile has increased most dramatically in two quadrants of the City - Northeast and Southwest Denver.

Figure 4.3 shows the 2005 foreclosure rates for all census block groups in the city. The foreclosure rates for the census block groups within the Stapleton Perimeter study area range from 1.8% in portions of the East Colfax, South Park Hill and North Park Hill neighborhoods, to 12% in the Northeast Park Hill neighborhood, and portions of the North Park Hill and South Park Hill neighborhoods.
The increase in foreclosures in the Northeast Park Hill neighborhood, as shown in Figure 4.5, stands out as an issue that warrants further attention. The Assessment and Recommendations Report of the Denver’s Foreclosure Task Force, identifies four goals to help guide its response to the foreclosure problem in Denver:

- **Stabilization Continuum** – Establishing and maintaining neighborhood councils and strengthening advocacy groups are essential to on-going stabilization measures.

- **Education** – Increasing public awareness at the local and state level will help homeowners to guard against risky mortgage products, mortgage fraud, and predatory lending practices. Providing family financial counseling for youth and adults will help to alleviate current financial problems and better prepare young adults for the future. Prospective borrowers must be counseled as to the rights, benefits, risks, and other consequences of homeownership.
• Prevention/Intervention – Homeownership education and providing fixed rate mortgages have proven
to be effective tools in preventing foreclosures. Programs like the city’s Single Family Mortgage Bond
Program and the Metro Mayors Caucus’s Metro Mortgage Assistance Program are examples of
programs that can help to prevent the likelihood of foreclosures, especially to first-time homebuyers in
targeted areas throughout Denver.

• Legislation/Policy/Enforcement – Advocacy is critical for the sustainability of any foreclosure
prevention measure. Policies and regulatory decisions provide greater protections for consumers while
preventing housing loss.

F. Issues for Further Consideration - Housing

City staff should continue to track building permit activity within the study area to determine if the investments
in Stapleton do appear to be stimulating individual property owners within the surrounding neighborhoods to
(re)invest in their properties in the form of upgrades, remodels, and redevelopment.

Given that the availability of affordable rental housing may be an issue within the Stapleton Perimeter, it would
also be important to track resulting changes in the types of housing options (in terms of rentals vs. home
ownership opportunities, and size of units) available within the study area, as well as changes in housing costs,
to determine if the Stapleton development might be driving up housing costs in the surrounding neighborhood.

Only a handful of underutilized parcels identified in the previous chapter (see Chapter III, Section B) are
located within existing residential neighborhoods. It is not likely that we will see any major redevelopment (i.e.
assembling numerous parcels to create a site suitable for larger housing developments at mid to high densities)
within the immediate future. However, as stated in the previous chapter, the area north of 38th Avenue west of
Quebec, and north of Smith Road east of Quebec should be reevaluated to determine the feasibility of more of
a residential-based mixed use development pattern. This may provide an opportunity to provide a range of
diverse housing types within the study area and would support a future commuter rail station at Monaco.

Foreclosures within the Stapleton Perimeter study area should continue to be monitored, and city initiated
efforts to reduce rates of foreclosure should continue to within the study area – particularly within the Northeast
Park Hill neighborhood.
V. TRANSPORTATION/MOBILITY
While Stapleton perimeter residents have a range of transportation options, the primary mode of travel is the auto. Within the study area, and across the city as a whole, slightly more than 68% of the working residents reported that they drove to work alone. Compared to citywide statistics, a higher percentage of study area residents commuted to work by bus service (12% for the study area, vs. 8% citywide). In general, however, the mode share rates for the study area parallel those of the entire city. (See Figure 5-1: Mode Share.)

A. Streets and Roads

1. Classification and Types

There are three standard street classifications:

Arterials

Arterials are designed to provide a high degree of mobility and generally serve longer vehicle trips to, from, and within urban areas. Denver’s arterial system interconnects major urban elements such as the central business
district, employment centers, large urban and suburban commercial centers and residential neighborhoods.

Posted speed limits on arterial facilities generally range from 30 to 45 miles per hour, depending on the type of area being served. Streets in higher density central business districts or residential neighborhoods usually accommodate the lower end of the speed range. Traffic volume and capacity of an arterial street depend, in part, on the number of through and turning lanes, signals, the number of driveways and access points, and the volume of bus and truck traffic. The volume and capacity of arterials can range from 10,000 vehicles a day on a two-lane arterial to 75,000 vehicles on a six-lane arterial.

In the study area the arterials are Smith Road, Martin Luther King Boulevard, 23rd Avenue, Montview Boulevard, 17th Avenue, Colfax Avenue, Monaco Parkway, Quebec Street, Yosemite Street, and Syracuse Street.

**Collectors**
Collector streets serve to collect and distribute traffic having an origin or destination between arterial and local streets within the community. They link residential with shopping and service facilities, and employment areas.

Posted speed limits on collector streets generally range from 25 to 35 miles per hour. Traffic volume and capacity can range from 5,000 vehicles a day on a two-lane facility to 20,000 vehicles a day on larger multi-lane facilities. Collectors typically carry from 3,000 to 12,000 vehicles per day.

In the study area, collectors include 38th Avenue, 35th Avenue, and 26th Avenue.

**Local Streets**
Local streets have the function of providing direct access to properties. The design features of local streets are influenced less by traffic volumes and are tailored more to providing local access. Mobility on local streets is typically incidental and involves relatively short trips at lower speeds to and from other streets.

Because of their “neighborhood” nature, travel speeds are usually lower than collectors and arterials. Posted speed limits on local streets range from 25 to 30, depending on available right-of-way and the adjacent land uses. Traffic volumes on local streets should not exceed 2,000 vehicles a day.

The remaining streets in the study area are classified as local streets.

Blueprint Denver emphasizes the importance of multi-modal streets: streets that are designed to accommodate more than one mode of transportation. However, Blueprint Denver also acknowledges that all multi-modal
streets are not designed the same and that the design of a multi-modal street must take into consideration both the function of the street and the adjacent land use.

To better understand the roles of the various street types, Blueprint Denver establishes five sub-categories for each classification based on their adjacent land use:

1. Residential street
2. Main street
3. Mixed-use street
4. Commercial street
5. Industrial street

Within the study area, there are residential-, commercial-, mixed-use-, and industrial arterials, and residential collectors. The remaining local streets are undesignated local streets.
Quebec (north of 29th Ave.) is classified as a Commercial Arterial. East Colfax and Smith Road (east of Quebec) are classified as mixed-use arterials. East Smith Road (west of Quebec), East 38th Ave., and Monaco Street (north of East 38th Ave.) are classified as industrial arterials. East 23rd Ave., East 17th Ave., Monaco, and Quebec (south of 29th Ave.) are classified as residential arterials. East 26th Ave., Montview Blvd., East 17th (east of Quebec), and Syracuse Street are classified as residential collectors.

For each of the street types, Blueprint Denver describes how street cross-sections should relate to the surrounding land use and the rest of the rest of the transportation network. Few streets in the study area meet the Blueprint Denver street standard. The most common deficiency is the lack of a bicycle path or lane (see Section D. Bicycle and Pedestrian Connections).

2. Existing and Forecast Traffic Volumes

Within the study area, the Quebec Travel Shed summary report (see subsection 4a below) identified the highest traffic volume on the northern segment of Quebec, between I-70 and Martin Luther King Blvd. (approximately 41,800 vehicles per day), followed by the segment of Quebec between East 17th Ave. and E. Colfax Ave. (32,700 vehicles per day). The highest volume east-west corridors include East Colfax (26,700 vehicles per day), Martin Luther King Blvd (16,400 vehicles per day), and Montview Blvd. (11,900 and 5,500 vehicles per day east of Quebec, and west of Quebec respectively.

Traffic volume is anticipated to double by 2030 along the north-south and east-west arterials and collectors, reflecting the continued development of the Stapleton redevelopment project.

3. Access

The Stapleton perimeter has convenient access to the highway system (I-70 and I-270), and has a number of east-west arterials (Martin Luther King Blvd, E. 23rd Ave., and East Colfax Ave.) that provide relatively direct access to Downtown Denver. Quebec Street and Monaco Parkway are the two north-south arterials that currently serve the neighborhood. The planned extension of Central Park Blvd through Stapleton is also planned to serve as a north-south arterial.

Cross-access into the Stapleton redevelopment area is limited from the Stapleton perimeter, particularly on the Quebec Street side. Crossing Quebec is not a pedestrian-friendly experience due to heavy traffic and poor intersection match-ups. Opportunities exist to improve connections between the Stapleton redevelopment area and the neighborhoods west of Quebec and south of Montview Boulevard. These connections should be for all modes of travel. There are also opportunities to improve pedestrian safety, particularly at intersections used by children going to and from school.
The redeveloped Lowry air force base, located approximately two miles south of Stapleton, is another large scaled mixed use infill redevelopment. Currently Quebec Street serves as the primary connection between Stapleton and Lowry, however Yosemite Street also provides direct access from the southeastern portion of Stapleton to the northeastern portion of Lowry. In addition plans at Stapleton call for two additional north-south streets – Syracuse Street and Willow Street – that may be able to provide a connection between Stapleton and Lowry. (Valentia and Spruce streets are also planned to be north-south connectors between Stapleton and the East Colfax neighborhood, however these will not provide direct access to Lowry.)

As the STP has preliminarily identified some existing capacity issues on Quebec Street, it may be worthwhile to examine the possibility of enhancing Syracuse, Willow and even Yosemite Streets to alleviate some of the pressure on Quebec, particularly for those trips between Stapleton and Lowry (see Figure 5-4).

4. Related Transportation Studies and Plans
a. Quebec Travel Shed

In March 2006, the Denver Strategic Transportation Plan (STP) examined the area bounded by Monaco Parkway on the west, Yosemite Street on the east, I-70 south ramps on the north, and Alameda Avenue on
the South to determine what types of transportation investments Denver needs to plan for bikes, pedestrians, and transit, as well as for street improvements for vehicular traffic.

The findings from the STP analysis of the Quebec travel shed include the following, which relate to streets within the Stapleton perimeter study area:

i. Demand for the area’s transportation system will continue to grow, with the most significant growth in traffic volume forecast in the northern portion of the Quebec Area travel shed. In this area, north-south and east-west traffic on the travel shed’s arterial and collector system is forecast to double by 2030 (reflecting the continued development of the Stapleton redevelopment project).

ii. The Quebec Area travel shed accommodates a significant proportion of pass through traffic (i.e. traffic that originates and terminates outside of the travel shed area). The forecast proportion of pass-through trips declines slightly by 2030.

iii. The existing highest volume north-south corridors within the Quebec Area travel shed are Monaco Parkway and Quebec Street; highest existing volume east-west corridors include Martin Luther King Boulevard, Montview Boulevard, and Colfax Avenue.

iv. In terms of capacity to accommodate future trips:
   - The northern portion of the travel shed (near Martin Luther King Boulevard) is not forecast to reach capacity until after 2015, given the anticipated completion of Central Park Boulevard between Martin Luther King Blvd and I-70;
   - The central part of the travel shed (near Montview) is forecast to exceed capacity by the 2015 planning horizon.

b. Stapleton Street and Road Improvements

The Stapleton Redevelopment Plan, completed in 1995, identified a number of streets and roads improvements that would affect the surrounding neighborhoods. While the plan provides traffic projections that are superseded by the more current data collected in the Quebec Travel Shed study, the recommended transportation improvements still warrant consideration.

i. Connections: The basic grid alignment of northeast Denver will be extended onto the Stapleton redevelopment site. Important connections will occur along 56th Avenue, 47th Avenue, Martin Luther
King Blvd., Smith Road, 26th Avenue, 23rd Avenue, Syracuse Street and Yosemite Street. Also, Quebec Street, Havana Street, Montview Boulevard, and Martin Luther King Boulevard will provide important perimeter connections.

ii. Quebec Street: In order to accommodate future service levels, it is necessary to widen Quebec Street to four lanes between 29th Avenue and Colfax Avenue. Right-of-way will need to be obtained to accomplish this.

iii. Syracuse Street: Syracuse Street is currently a two-lane street serving the East Montclair Neighborhood (south of the study area) down to 11th Avenue. It will be extended north into Stapleton toward Fred Thomas Park, past the old airport parking structure then north to Smith Road.

iv. Smith Road: Smith Road will be reconstructed as a four-lane facility with an intersection with Central Park Blvd.

v. 23rd Avenue: Twenty-Third Avenue carries as much traffic through Park Hill as Montview and 26th Avenue combined. It will be extended into Stapleton as far as Yosemite/Central Park Boulevard.

5. Other Planned and Current Transportation Projects

a. I-70 and East Corridor

The Draft Environmental Impact Statement for the I-70 and East Corridor is expected to be available for review and comment in early 2007. The decisions that RTD makes following the review period will affect the future transportation options for residents of the Stapleton Perimeter. There are two primary alignments being considered for I-70: a widening of the current alignment or the realignment which heads northeast just east of the South Platte River, goes east of the BN tracks, heads east to I-270, and then along I-270 until it rejoins the I-70 corridor east of Quebec Street. If the realignment is selected, I-70 will revert to an arterial street (and will be renamed 46th Avenue) with increased localized access.

b. Central Park Boulevard and I-70 intersection

The distance between Quebec and Havana Street - the major north-south arterials that border the Stapleton development - is just over two miles. Within Stapleton, the major north-south access will be Central Park Boulevard. The lack of an interchange on I-70 at Central Park may affect tax increment financing revenues from the commercial/retail activity at the Northfield Center, limit the expansion of retail, and severely limit the connectivity between Stapleton north and south of I-70. The timing of adding this interchange is not known.
B. Transit
1. Existing Transit Service
Within the study area, 12 percent of the working residents traveled to work using public transit (per the Census 2000). The Stapleton perimeter is served by several RTD routes. These are 20, 24, 28, 38, 43, 44, 65, 73, 88, 105, AB, and AS. Together, these routes provide bus access within three blocks of all residential units in the study area.
Peak hour headways for bus services within the study area range from 8 minutes (Route 15) to 30 minutes (Route 38).

Currently the study area is not served by any rail transit.

2. **East Corridor Rail Expansion**
   As part of the FasTracks expansion along the eastern corridor, RTD is planning a new rail service from
downtown Denver to the Denver International Airport (DIA). Within the study area, the proposed service will run along the existing Union Pacific rail line, parallel to Smith Road. While the EIS has not yet been finalized (as of the date of this assessment), the East Corridor project team has recommended commuter rail technology over light rail. The project scope for a commuter rail service includes a new commuter rail station within the Stapleton development, near the intersection of Smith Road and Central Park Blvd.

In the light rail scenario, the East Corridor project team had proposed an additional station near the intersection of the UP tracks and Monaco Parkway just north of Smith Road. The City has requested that RTD include this station in the commuter rail alternative.
As of mid-September of 2006, it appears that a station at Monaco will not be included in the preferred alternative. However, the East Corridor project team has indicated that the Final EIS will likely clear the station location for the possible inclusion of a station at Monaco at some point in the future.

The City supports the inclusion of a new commuter rail station at the Monaco site, based on the following transportation-related rationale:

a) **Spacing**: The distance between the potential Monaco Station and the stations immediately to the east and west is 1.6 miles and 1.2 miles, which is similar to the spacings proposed between stations elsewhere along the East Corridor, and along the North Metro Line commuter rail line as well.
b) Access: A station at Monaco would put rail transit within a comfortable and safe walking or bicycling distance of many Park Hill neighborhood residents. Without a station at Monaco, Park Hill residents would likely need to drive to the stations to the east or west.

c) Ridership: The City maintains that, through a combination of the existing land use and the potential for redevelopment within the area surrounding the Monaco station location, there is a sizable ridership base that would likely take advantage of the rail service.

d) Denver’s TOD Strategic Plan: This planning document discusses the Monaco station and recommends that it be included as a commuter rail station on the East Corridor.

Service along the East Corridor is scheduled to begin in 2014. The new commuter rail station at Stapleton, and potential for a new station at Monaco will require the development of some level of station area planning.

C. Bicycle and Pedestrian Connections

Consistent with the post World War II development patterns that characterize most of the study area, most of the sidewalks provided are relatively narrow and attached. Often these are provided in the form of pedestrian-unfriendly “Hollywood sidewalks” or rolled curbs, which provide no barriers between the pedestrian and vehicular traffic.

In the southern portions of the study area below 17th Avenue, no sidewalks are provided.

The City Pedestrian Master Plan identifies Monaco and Quebec as being pedestrian routes, despite the current pedestrian unfriendly conditions and the high levels of vehicular traffic carried by these two arterial streets.

D. Alleys

Properties on the north side of E. Colfax Ave. between Ulster and Yosemite are currently served by a secondary alley. This strip of E. Colfax is made up primarily of residential motels which may, at some point, be redeveloped. The existing network of alleys serves these properties may warrant further study to determine if future redevelopment of this area may build off the existing alleyway to (a) provide a buffer between commercial uses along Colfax and residential uses on the properties one block north of Colfax, (b) allow for access to residential parking in a manner that minimizes garage frontages facing the side streets, (c) place service vehicle access and parking away from the street and sidewalks allowing for the creation of a more pedestrian-friendly streetscape along Colfax.
E. Issues for Further Consideration - Transportation

There are a number of transportation related issues that warrant further study or action.

Streets and Roads

- With Public Works as the lead, review strategies to address anticipated increases in traffic along arterials and collectors within the study area, particularly along Quebec Street.

- Examine how the Blueprint Denver future street classifications relate to the existing zoning, Blueprint Denver Areas of Change/Areas of Stability and Concept Land Use to ensure that the street classifications are consistent with anticipated land use (and vice versa). Make sure that the street classifications and land uses are compatible in the existing industrial neighborhoods west of Quebec and north of 38th Street; and east of Quebec and north of Smith Road.
TRANSPORTATION/MOBILITY

- Continue to monitor traffic data – level of service, traffic volume, etc. – as the Stapleton development is built out.

- Examine the benefits of guiding future development along Colfax in a manner that takes advantages of the existing alleyway network, particularly between Ulster and Yosemite.

Transit

- Continue to advocate for the inclusion of a commuter rail station at Monaco to serve the residents of Northeast Park Hill and the surrounding areas and to provide additional opportunities for Transit Oriented Development in the underutilized industrial areas in the northern portion of the study area. In the interim, track plans to assure that buses connect conveniently to the ?? ????? Stapleton station when they come on line.

- Develop station area plans for new stations proposed as part of the East Corridor FasTracks expansion, as needed.

- Track changes in transit ridership as expanded transit services come on line.

Bicycle and Pedestrian Connections

- With Public Works as the lead, develop a strategic implementation plan for improvements to the bicycle and pedestrian amenities within the study area, paying particular attention to those areas with identified safety issues, where significant deficiencies exist, or to areas where an increase in land use intensity is anticipated.
VI. ECONOMIC ACTIVITY
VI. ECONOMIC ACTIVITY

A. Economic Activity at Stapleton

By the end of 2005, the Stapleton Redevelopment Area was home to an estimated 6,100 residents, 2,300 homes, 13,300 employees and 6.4 million square feet of nonresidential space. This represents buildout of approximately one-fifth of the residential component and one-third of the nonresidential component.

At full build out, Stapleton is projected to be home to more than 30,000 residents, and will provide jobs for more than 35,000 workers within 3 million square feet of retail space, and 10 million square feet of office, research and industrial space.

The Economic & Fiscal Impacts of the Stapleton Redevelopment Area, (commissioned by Forest City and completed in September 2006) assesses, specifically, the impact of construction activity, and the spending patterns of Stapleton businesses, workers, residents, and visitors.

Through 2005, $467.8 million in construction related investments was spent in the City and County of Denver. Included in this figure is construction worker payroll for 3,292 Denver based construction workers. At full build-out, the total anticipated construction related economic and fiscal impact within the City and County of Denver is $1.6 billion, which includes the payroll expenditures for a projected 10,582 Denver based construction workers.

In terms of spending patterns, Stapleton businesses paid approximately $1.9 million in wages to employees living in Denver between 1996 and 2005. These same businesses purchased an estimated $177.4 million in businesses supplies/equipment. Employees spent approximately $413.0 million on taxable retail in Denver in 2005. At build-out, Stapleton employee spending in the City and County of Denver is projected to reach $2.2 billion.

Since residents began living at Stapleton in 2002, residents have spent a total of $103.2 million in Denver. At full build out, Stapleton residents will have spent a total of $4.6 billion in Denver.

To date, Stapleton visitors have spent an estimated $188,000 in taxable purchases; at full build out visitors are estimated to have spent $1.4 million at Stapleton.
B. Economic Activity within the Stapleton Perimeter

Within the Stapleton perimeter there is a neighborhood retail center at Oneida Street between 22nd and 23rd Avenues, and strip commercial along Colfax. The Oneida Street retail area consists of a few convenience stores (e.g.: a liquor store and mini-mart), a few independent small scale restaurants, and other services (e.g.: insurance brokers). It does not appear that the retail center currently provides a high level of service for the immediate neighborhood.

There are a handful of large hotels along Quebec Street north of Martin Luther King Boulevard. Hotels across from the Stapleton redevelopment area reported the highest city occupancy rate in January, 2005 at 69.4 percent. But, this submarket had some of metro Denver’s lowest room rate averages at $63.36. By comparison, downtown Denver was the price leader at $115.89 for January, 2005. Hotel occupancy metro-wide in January averaged 52.9%, up from 50.8% the year before. Average room rates increased to $111.66 from $104.94 in 2004.

The Best Western Hotel on Quebec Street between E. 35th and E. 36th Avenues was the first of the large hotels on Quebec to be demolished for redevelopment. In its place, a single-story commercial center will be constructed (including retail businesses, a bank, and a fast-food restaurant). The northern portion of the lot is currently for sale and available for development.

The 2000 Park Hill Neighborhood Plan stressed the need to create linkages to the residential and business development in the new Stapleton community to enhance the economic and social benefits for Park Hill. Also the vision expressed for Park Hill was to “attract high quality new businesses, and to retain and expand existing businesses that provide quality services, employment opportunities and add character to the neighborhood”.

C. Employment and Income Conditions and Indicators

As described in Chapter III - Land Use, more than half of the land within the study area is currently dedicated for residential uses. The largest non-residential land uses are industrial. However, it appears that many of the remaining airport related industrial uses no longer relate well to the new uses at the Stapleton site. Indeed, as the majority of the estimated underutilized land (see Chapter III) appears to be associated with industrial uses, it may be valuable to examine other uses for these areas that could both serve residents in the Stapleton perimeter neighborhoods and capitalize on the increased demands for goods and services generated by the new residents at Stapleton.
The potential for redevelopment of the area west of Quebec and north of 38th Avenue, and the triangular area east of Quebec, west of Sand Creek and north of Smith Road, should be explored further in conjunction with a rezoning study.

In addition, City staff may want to initiate conversations with the owner of Oneida Plaza to determine if an opportunity may exist to enhance the neighborhood serving possibilities of this commercial area.
VII. COMMUNITY FACILITIES AND ASSETS
VII. COMMUNITY FACILITIES AND ASSETS

A. Neighborhood Organizations
There are four Registered Neighborhood Organizations (RNOs) representing the study area:

- CommUNITY Renaissance Neighbors
- Northeast Park Hill Coalition
- Inter-Neighborhood Cooperation (INC)
- Greater Park Hill Community, Inc.

B. Schools
1. Schools Serving Stapleton Perimeter Students
While Denver Public Schools (DPS) allows students to enroll in any school in the district regardless of where they live, DPS has established boundaries for individual elementary, middle, and high schools. Homes in the Stapleton perimeter neighborhoods are located within the established boundaries of the following schools:

Elementary Schools

- Ashley Elementary (ECE-5), located within the Stapleton Perimeter, at 1914 Syracuse St.
- Phillips Preparatory School (ECE-5), located within the Stapleton Perimeter at 6550 E. 21st Ave.
- Hallet Science and Technology Academy (ECE-grade 5), located in the North Park Hill neighborhood at 2950 Jasmine St.
- Smith Renaissance School of the Arts (ECE-grade 5), located in the North East Park Hill neighborhood at 3590 Jasmine St.
- Swansea (ECE-grade 6), located in the Elyria-Swansea neighborhood at 4650 Columbine St.

Middle Schools

- Denver School of the Arts (grades 6-12), located within the Stapleton Perimeter, at 7111 Montview Blvd.
• Smiley (grades 6-8), located in the North Park Hill neighborhood at 2540 Holly St.

• Park Hill (grades K-8), located in the South Park Hill neighborhood at 5050 E. 19th Ave.

High School

• George Washington (grades 9-12) in the Washington Virginia Vale neighborhood at 655 S. Monaco Parkway

Figure 7-1: Schools in Stapleton Perimeter

Denver School of the Arts
Within the Stapleton development there are three newer DPS schools. Westerley Creek Elementary School (grade levels ECE-8) is made up of two campuses. The primary building, which houses the ECE program up to grade three, is located at 28th Ave. and Akron St. The Bill Roberts building at Central Park Blvd. and Montview Blvd., houses grades four through eight. In addition, the Odyssey Charter Elementary School (grade levels K-8), is located on the same property as Westerly Creek Elementary at 28th Ave. and Akron St. The School of Science and Technology (grade levels 9-12) is located on Montview Blvd. and Valentina.

Another DPS High School will be located north of I-70 in the northwest part of the development. Preliminary plans call for a campus of small schools, engaged in different educational themes, sharing common facilities.

In addition to these public primary schools, the Stapleton Perimeter is home to the Johnson & Wales University campus at 17th Street and Quebec Street. There are currently 1,500 students in the college with expected expansion to 2,200 students. The college offers business courses, and culinary/hospitality majors.

2. Profiles of Stapleton Perimeter Schools

Of the nine public schools listed above, only three are physically located within the study area. School profile data has been collected for these three schools.

At Ashley Elementary, the percentage of Latino students has increased significantly over the last seven school years, increasing from 46% to 71% (See Figure 7-2a). African American students make up the second largest percentage of the student population at Ashley Elementary, though this percentage has been declining (decreasing from 45% to 20%). The percentage of White, Asian, and Native American Students remains low at this school, totaling approximately 10%.

African American students make up the clear majority of the student body at Philips Elementary (approximately 80%) (See Figure 7-2b). The percentage of Latino students at this school has remained relatively constant (approximately 20%). Cumulatively, the percentage of White, Asian, and Native American students has declined slightly from 10% to 4%. However, overall, the racial composition of this school has not changed significantly over the last eight years.

Similarly the racial composition of the student body at the Denver School of the Arts has remained relatively constant (See Figure 7-2c). White students make up the majority of the student population (approximately 70%). The percentages of African American and Latino students have remained steady at approximately 15% for each. Combined, the Asian and Native American student population makes up approximately 5% of the total student body.
Ashley Elementary -

Source: Piton Foundation

Philips Elementary -

Source: Piton Foundation

Figure 7-2a: Ashley Elementary School - Students by Race

Figure 7-2b: Philips Elementary School - Students by Race
Nearly all of the students at Ashley Elementary (approximately 90%) and the majority of students at Philips Elementary (approximately 80%) receive free or reduced lunch, in contrast to only 15% of the students at the Denver School of the Arts (See Figure 7-3).

With the highest percentage of Latino students of the three schools located within the study area, Ashley Elementary reported the highest percentage of “English learners” (approximately 40%) (See Figure 7-4). While the percentage of Latino students has increased over the last seven years, the percentage of English Language Learners has remained relatively constant, suggesting that the new Latino students at this school are already fluent English speakers.

Between the 2001 and 2005 school years, student enrollment decreased by 16% at Ashley elementary school and by 29% at Philips elementary school. (See Figure 7-5). The decrease in enrollment at the Ashley and Philips elementary schools may be due to the opening of Westerly Creek, the first public school in Stapleton, in 2003. Informal counts from Denver Public Schools indicate that approximately 20% of the students of the schools in the Stapleton development (Westerly Creek, Odyssey Charter, Ed Roberts, and the Denver School of Science and Technology) live in the Stapleton Perimeter neighborhoods.
Figure 7-5: Stapleton Perimeter Schools - Change in Enrollment

Figure 7-6a: Stapleton Perimeter Schools - Ashley Elementary Fifth Grade CSAP Scores
Philips Elementary 5th Grade CSAP Results -
% Proficient or Advanced (2000 - 2005)

Source: Piton Foundation

Denver School of the Arts 8th Grade CSAP Results -
% Proficient or Advanced (1998 - 2005)

Source: Piton Foundation
In contrast, Denver School of the Arts has experienced a marked increase in enrollment between 2001 and 2005 – possibly explained by its higher than average CSAP ratings. (See Figures 7-6 a, b, and c for sample CSAP scores from all three school.)

Fig. 7.7: Public Facilities
C. Parks and Recreation Centers

There are three parks within the study area. Martin Luther King Park at 38th Avenue between Newport and Olive Streets is 11.3 acres and includes a recreation center, basketball court, bicycle/pedestrian pathway, indoor pool, playground, softball field (grass infield), soccer field and tennis court. The Martin Luther King Park and Recreation Center are significant community assets that could support future residential redevelopment in the underutilized light-industrial areas of the Northeast Park Hill neighborhood between Monaco and Quebec, north of Martin Luther King Blvd.

Thomas Ernest McClain Park, located at Martin Luther King Blvd. at Quebec Street is a modest 1/3 acre park with a grassy area, picnic table and bench. It does not appear that this park is well used by the residents in the surrounding neighborhoods, but may be an amenity for those waiting at the bus stops that are adjacent to the park on Martin Luther King Blvd and Quebec Street.

McNichols Park at 17th Avenue and Rosemary Street is a well-used four acre neighborhood park that has two softball fields, 2 junior football fields, picnic facilities, a playground, shade trees, and lawn areas.

Fred Thomas Park is located within the Stapleton development, and so, technically, is not included in the Stapleton Perimeter study area. However, it is unique from the other parks within the Stapleton development in that it predates the redevelopment at Stapleton. Amenities include a basketball court, football field, softball field, soccer field, tennis courts, sand volleyball courts and playground. Newer parks and open space in Stapleton are linked to Fred Thomas Park through a system of bicycle and pedestrian paths.

D. Westerly Creek

Westerly Creek runs through the very southeast corner of the study area, and extends further south through the East Colfax and Lowry neighborhoods (see Figure 7.8, page 68). The creek has been improved as part of the Stapleton development, and now serves important stormwater and recreational roles for the Stapleton community. It may be worthwhile to examine the feasibility of extending these improvements to provide additional trail access from Stapleton to Lowry, and to highlight the creek as an amenity in these neighborhoods.

E. Libraries

While there are no libraries located within the study area, Stapleton Perimeter residents have access to the Park Hill Branch Library, located at 4705 Montview Boulevard and the Pauline Robinson Library, located at 5575 East 33rd Avenue.
The city has discussed the possibility of a future library to serve the Stapleton neighborhoods. It may be worthwhile to study the best location for a new library within the Stapleton or perimeter neighborhoods.

**F. Issues for Further Consideration- Community Facilities and Assets**

**Schools**
City staff should continue to monitor student population and testing trends in the neighborhood schools to better understand the impact, if any, that the Stapleton development may have on the surrounding neighborhoods in terms of student population at the neighborhood schools and/or student performances. Available data already point to some notable shifts in the student populations at these schools which may be occurring independent of the changes at the Stapleton site.

**Parks**
Any future plans for the redevelopment of the underutilized industrial area located in the northern portion of the Stapleton Perimeter Study Area should consider ways to take advantage of the significant recreational amenities provided at the Martin Luther King Park and Recreation Center.
VIII. URBAN DESIGN
VIII. URBAN DESIGN

A. Existing Character

The majority of the buildings in the Stapleton Perimeter are ranch style single family homes and duplexes, with a cluster of utilitarian industrial structures in the northern area, some older single family homes in a portion of the North Park Hill neighborhood between East 29th and East 23rd Avenues, and strip commercial buildings along Quebec Street and along East Colfax Avenue.

B. Historic Structures and Districts

Within the study area, there are three designated landmark structures:

1. Treat Hall (373 Pontiac Street, at Johnson & Wales University) -- Treat Hall was originally built as part of Colorado Women's College, the first such college in the Rocky Mountain area. Completed in 1909, Treat Hall was the academic and visual focal point of the campus. Designed by architects Frank H. Jackson and Betts, the building is three stories in height, and its massing, materials, and detail reflect the Richardsonian Romanesque style.

2. Ashley Elementary School (1914 Syracuse Street) -- This building was designed by John Gardner and Eugene Evans, and was constructed in 1929. It is an example of fine craftsmanship in construction design and artwork from the time, and includes iron work that is both functional and artistic. Its architectural detailing and brickwork make it a notable historic asset in the East Colfax Neighborhood.

3. Greeters of America Building (1740 Ulster Street) – Built in 1899 by Peter Maider – a prominent Denver builder of the time – the structure was bought by the Greeters of America in 1922. According the Greeters literature, the building was used to provide “a haven for its aged and infirm (sic) members without home ties and who are unable to care for themselves.”

In addition, within the study area, Monaco Parkway south of Montview is designated as a Historic Landmark District.

There are no protected view planes within the study area.
C. Issues for Further Consideration- Urban Design

The relatively recent market-driven demand for larger, more modern homes within the city-limits has resulted in an increase in scrape-offs within a number of established Denver neighborhoods, which has raised concerns regarding significant changes to the neighborhood character. However, building permit records do not indicate that this is, as yet, an issue for the neighborhoods surrounding the Stapleton development. City staff should continue to monitor demolition and building permit issuance in the study area to determine if there is an increased interest in scraping existing homes to build larger single family homes that capitalize on the proximity to Stapleton.

Should an increase in the number of scrape-offs become apparent, it may be worthwhile to work with existing neighborhood residents to consider whether there is a distinct neighborhood style that should be maintained in new construction.
IX. PUBLIC SAFETY AND HEALTH
IX. PUBLIC SAFETY AND HEALTH

A. Crime Indicators

In general, crime rates in the Stapleton Perimeter Study Area are in decline. Crime statistics from 2004 and 2005 show a 14.7% decrease in crimes against property, compared to a slight increase of 1.9% citywide. Similarly, the study area has experienced a 6.4% decrease in crimes against people, compared to the slight increase of 0.3% citywide.

B. Police and Fire Stations

The District 2 Police Station that serves the study area is located at 3921 N. Holly Street.

Denver Fire Station 26 that serves the study area is located on 38th Avenue just east of Pontiac Street. In addition, a new fire station in Stapleton at Martin Luther King Blvd. and N. Trenton St.

C. Environmental Health

As previously noted, most of the study area is low density residential uses – uses that do not typically create specific environment-related health concerns. Nonetheless, there may be some industrial sites in the northern portion of the study area – between Smith Road and 38th Avenue – that may benefit from phase one environmental assessments to see if there are areas in need of further analysis and Brownfield designation.1

Certainly, if the industrial areas north of 38th Avenue are considered for future redevelopment – specifically higher-density Transit Oriented Development – these industrial sites will require further environmental assessment.

At a minimum, future plans for the Northeast Park Hill area should address the recommendation from the Park Hill Neighborhood Plan to create and/or enhance buffering between industrial and residential areas of the community (e.g., screening, landscaping, set-backs and/or buffered uses). The residential area/industrial zone interface on 38th west of Quebec St. would benefit from added buffering treatment in the event that there is no immediate interest in the redevelopment of the industrial areas.

1There is currently an intensive, federally funded, public health effort underway for northeast Denver from the south Platte River at Globeville all the way to Quebec Street. Much of the Stapleton perimeter stands to benefit from the programs stemming out of this effort. This Healthy air for Northeast Denver (HAND) initiative, supported by a grant from the Environmental Protection Agency (EPA) includes funding and assistance for Brownfields and air clean-up, and community plans to improve public health and the environment.
D. Health Facilities
There are no major medical facilities located within the study area, though there are a number of smaller scaled medical offices – including at least one “doc-in-the-box” emergency medical clinic that has moved into the commercial areas on Quebec Street near Quebec Square.

E. Issues for Further Consideration–Public Safety and Health

Public Safety
City staff should continue to monitor crime statistics within the Stapleton Perimeter Study area to better understand the impact, if any, that the Stapleton development may have on the surrounding neighborhoods in terms of crimes against property and crimes against people. Available data already point to a trend of decreasing crime in the neighborhood, mirroring the citywide trend.

Environmental Health
If the industrial areas north of 38th Avenue are considered for future redevelopment – specifically higher-density Transit Oriented Development – city staff should ensure that these industrial sites undergo additional assessment to identify any potential environmental conditions which would need to be addressed to accommodate residential uses at these sites.

If no redevelopment plans are foreseeable for the industrial area, city staff should work to implement the recommendation from the Park Hill Neighborhood Plan to create and/or enhance buffering between industrial and residential areas of the community.