



EAST
CENTRAL
 neighborhood
 PLANNING INITIATIVE

East Central area plan

**EXISTING CONDITIONS
 BRIEFING BOOK**

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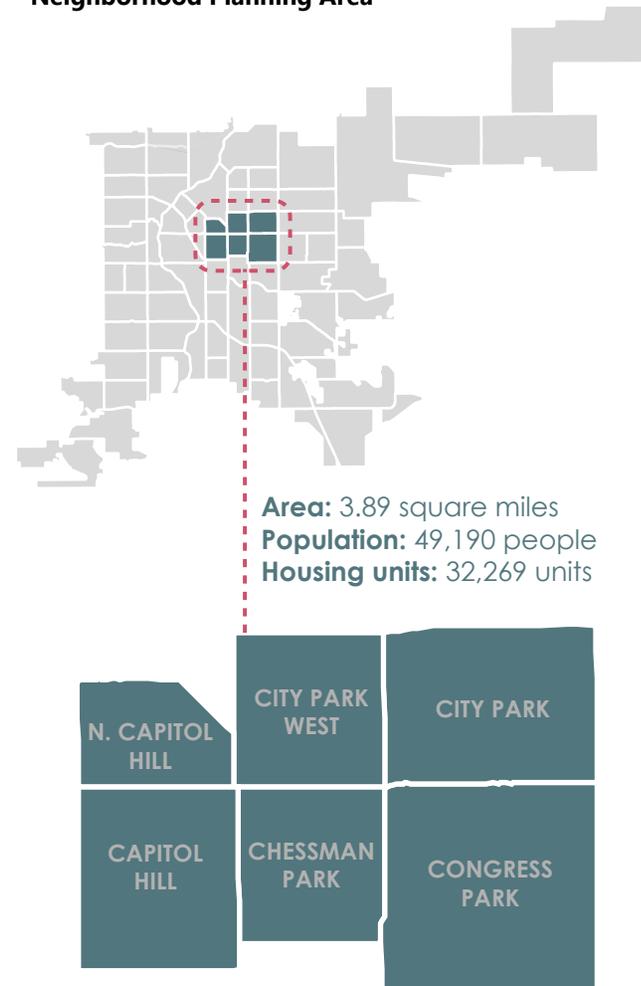
OVERVIEW

The East Central area Briefing Book serves as a resource for the planning process for the neighborhoods of Capitol Hill, Cheesman Park, City Park, City Park West, Congress Park, and North Capitol Hill. The briefing book was developed to offer participants with a clear and detailed context from which the planning discussion will emerge. Offering a collection of historical background information, existing conditions data, benchmark comparisons, and summaries of existing plans and studies, the briefing book may be read as a narrative document or used as a reference guide to be consulted and built upon throughout the planning process.

Denveright, the City's Comprehensive Plan, provides the community's long-term vision for Denver's social, economic, and physical environment. The Denveright Vision is made up of 6 Elements which provide the organizing framework for this Briefing Book and the lenses through which data have been collected and analyzed. The 6 Vision Elements are as follows:

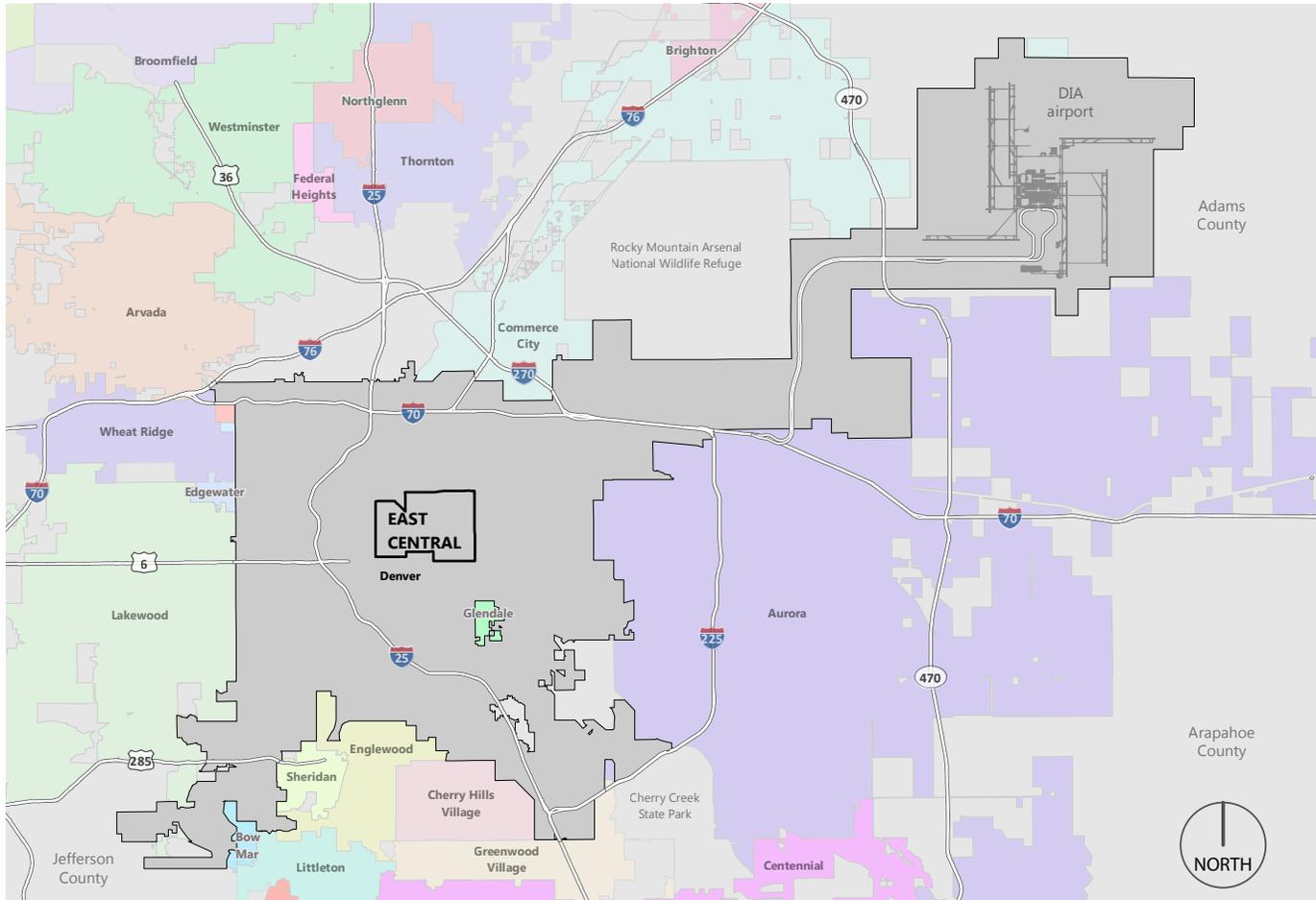
1. Strong and Authentic Neighborhoods
2. Economically Diverse and Vibrant
3. Equitable, Affordable, and Inclusive
4. Well Connected, Safe, and Accessible Places
5. Healthy and Active
6. Environmentally Resilient

Neighborhood Planning Area



REGIONAL MAP

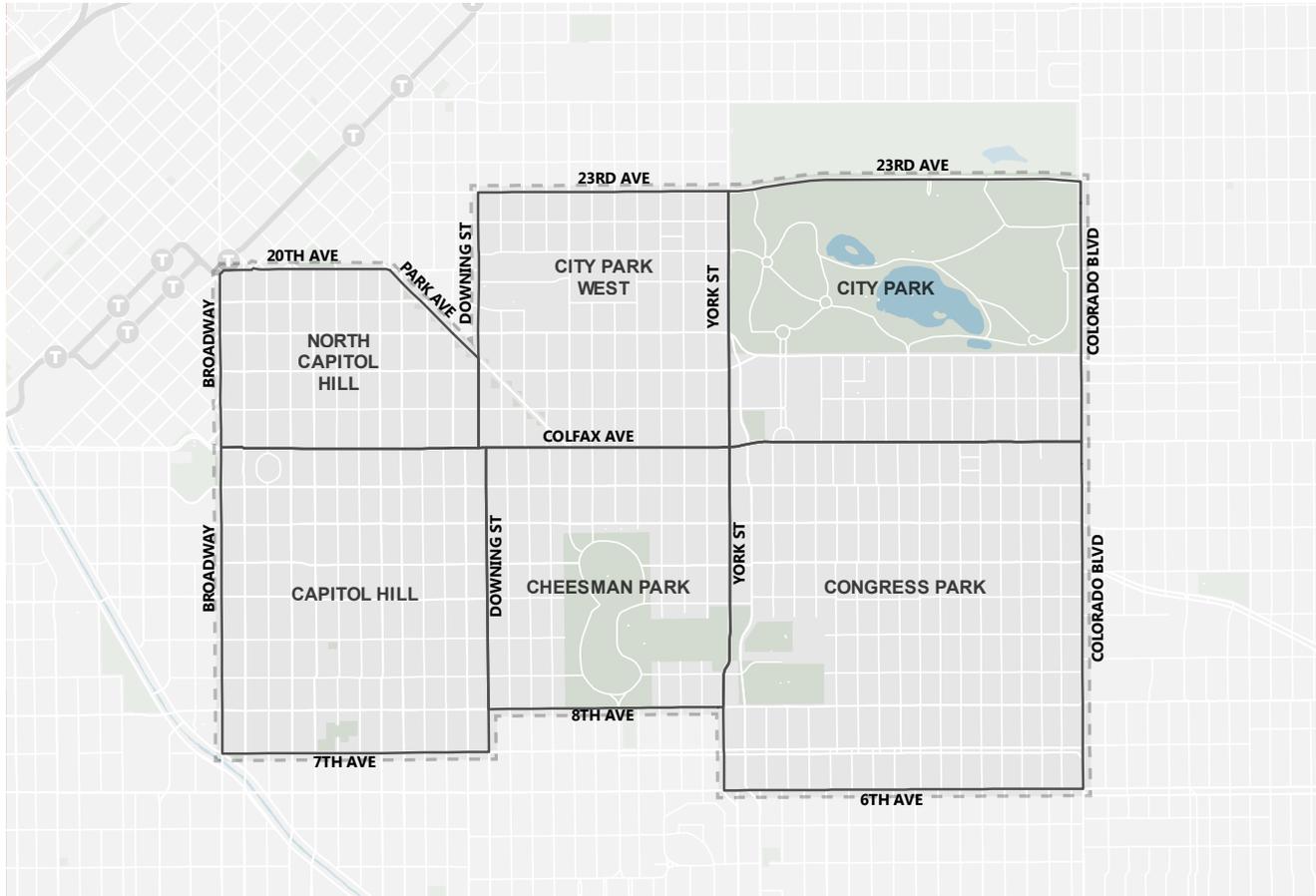
The East Central plan area is located near the geographical center of the city of Denver. As such, it is one of the most accessible places in the city for residents living in surrounding neighborhoods. Residents and businesses located within East Central also benefit, as the area's centrality provides close proximity to a variety of regional destinations.



□ Plan area boundary

0 2 4 Miles

Map date: 1/5/2018
Denver Community Planning and Development



0 0.2 0.4 Miles
 Map date: 6/21/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

PLAN AREA

The East Central area includes the statistical neighborhoods adjacent to Colfax Avenue between Broadway and Colorado Blvd., including Capitol Hill, Cheesman Park, City Park, City Park West, Congress Park, and North Capitol Hill. The boundaries are Broadway on the west, Colorado Blvd. on the east, 20th Ave. , 23rd Ave. on the north, and 6th Ave., 7th Ave., and 8th Ave. on the south.



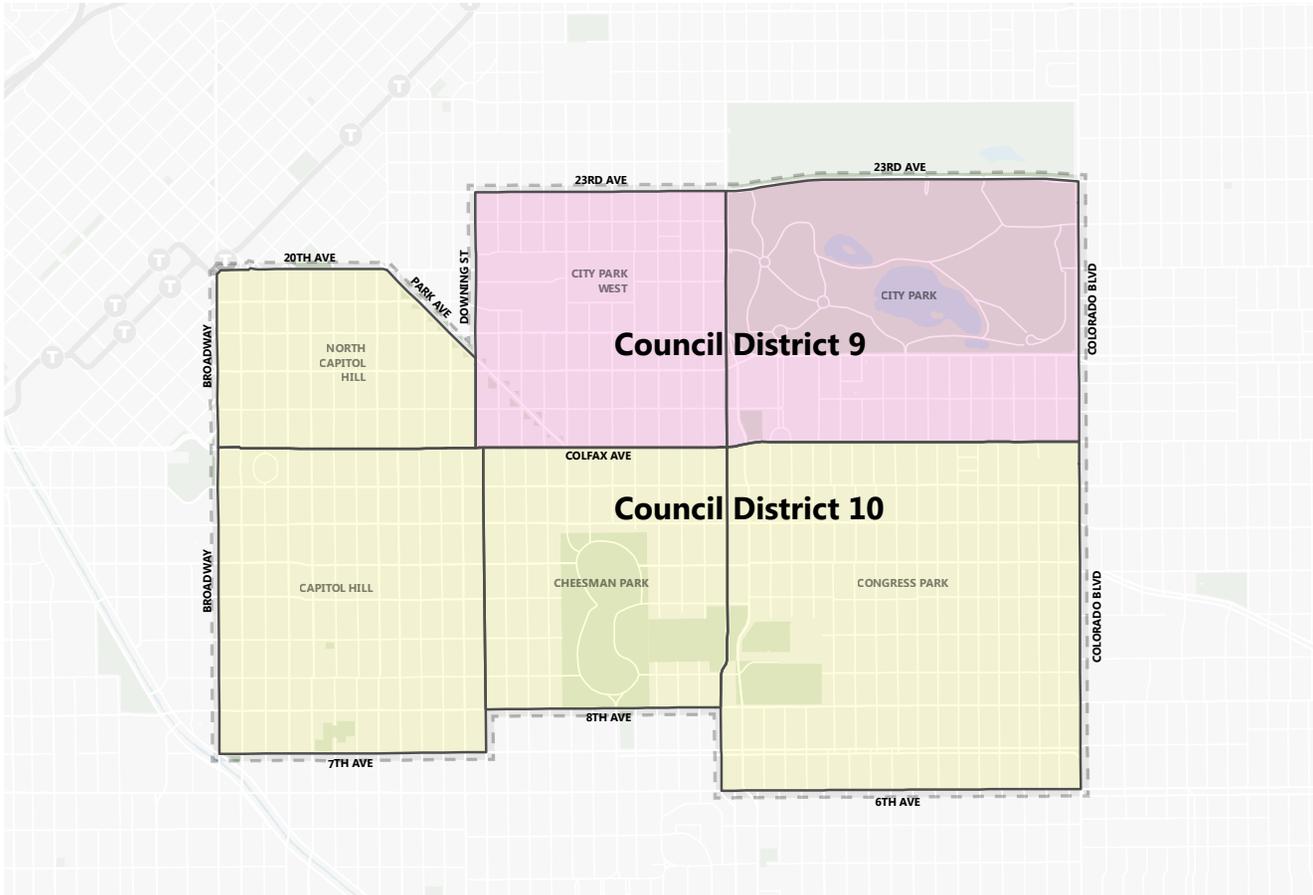
AERIAL (2016)

KEY INDICATORS

The table summarizes key indicators that have been compiled from analyses throughout the Briefing Book. The table provides a comparison of how the plan area performs relative to Denver as a whole. These data help identify strengths and weaknesses unique to East Central for further discussion and analysis during the planning process.

The key indicator table is organized by the Vision Elements contained within Denver's Comprehensive Plan. The Strong and Authentic Neighborhoods Vision Element is excluded from the table, as the data related to land use and urban design in this Briefing Book are useful for understanding the character of development but are not intended to measure performance.

Elements	Indicators	East Central	Denver
	Equitable, Affordable, and Inclusive		
	Overcrowded Housing Units	1.1%	3.4%
	Cost-Burdened Households	36%	36%
	Severely Cost-Burdened Households	16%	17%
	Housing and Transportation Costs as a % of Household Income	37%	43%
	Healthy and Active		
	Violent Crime per 1,000 residents	25	25
	Property Crime per 1,000 residents	214	184
	Equity Index	3.31	3.15
	Percent of households with low access to food	21%	33%
	Obesity	19.2%	26.5%
	Environmentally Resilient		
	Tree Canopy Coverage	18%	19%
	High Surface Temperature	14%	19%
	Impervious Surface	68%	44%
	Economically Diverse and Vibrant		
	Jobs per Household	1.96	1.56
	Sales tax increase 2012-2016	12%	37%
	Adults over 25 with at least a bachelor's degree	71.3%	45%
	Average annual wage	\$56,571	\$60,123
	Poverty rate	15.8%	15.7%
	Unemployment rate	4.9%	5.5%
Children under 5 per daycare place	0.87	3.78	
	Well Connected, Safe, and Accessible Places		
	Households with No Vehicle	20%	11%
	Households within 1/4 mile of a transit stop	99%	75%
	Residents who drive alone to work	60%	70%
	Pedestrian Crashes per 100,000 residents	825	316
	Bicycle Crashes per 100,000 residents	664	221
	Vehicle Crashes per 100,000 residents	20,569	10,859
	Missing Sidewalks	5%	9%
Signal Spacing along High Injury Network	0.12 miles	0.18 miles	



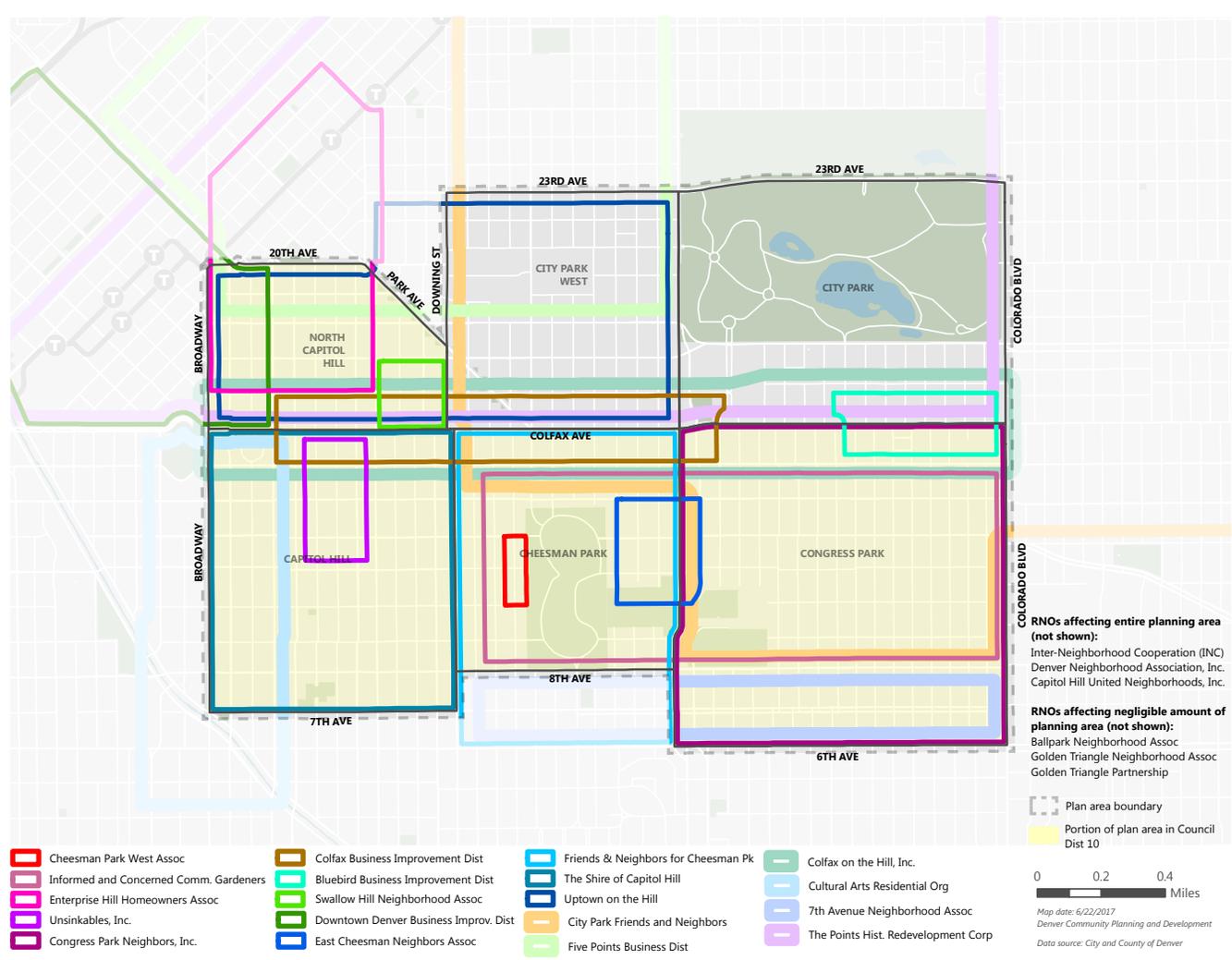
COUNCIL DISTRICTS

The East Central area includes portions of two council districts. As shown on the map to the left, the northeast portion of the area is within Council District 9, and the southern and western portion of the area is part of Council District 10.

Plan area boundary

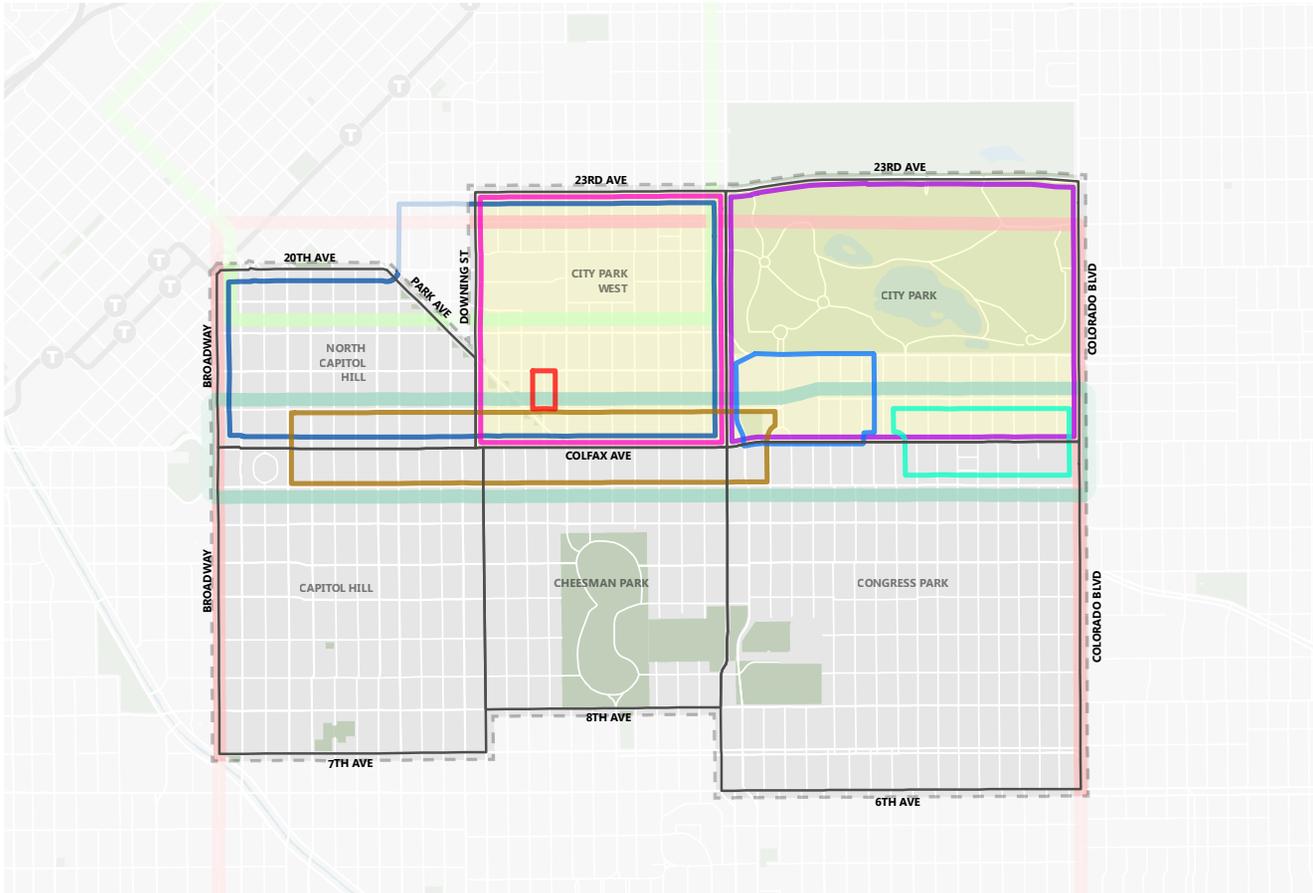


Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver



REGISTERED NEIGHBORHOOD ORGANIZATIONS (RNOs) IN DISTRICT 10

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



- Capitol Hill United Nbhds, Inc.
- Five Points Business Dist
- Colfax on the Hill, Inc.
- Colfax Business Improvement Dist
- Humboldt Street Neighborhood Assoc
- City Park West Neighborhood Org
- South City Park Neighborhood Assoc
- Bluebird Bus. Improvement Dist
- Easthigh Neighbors
- Uptown on the Hill
- Plan area boundary
- Portion of plan area in Council Dist 9

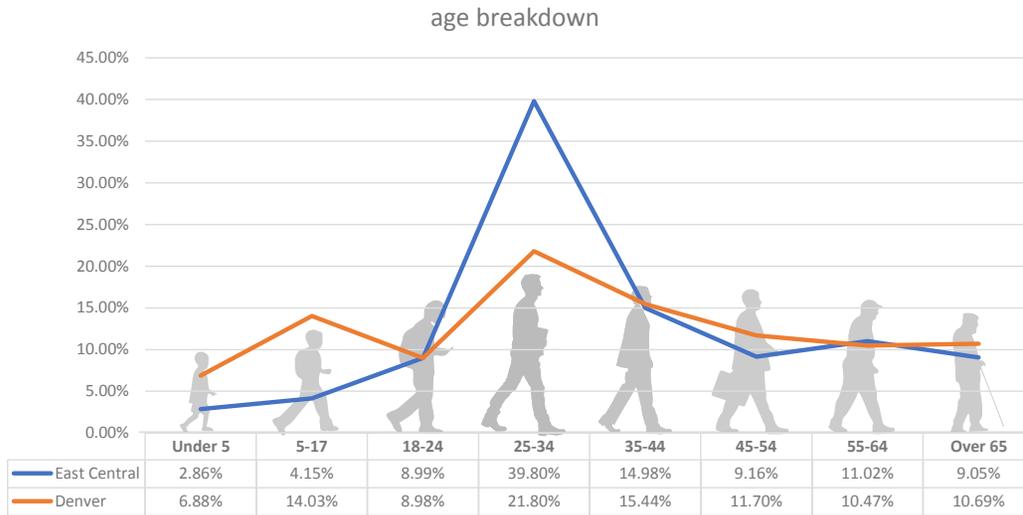
RNOs affecting entire planning area (not shown):
 City Park Friends and Neighbors
 Denver Neighborhood Association, Inc.
 Inter-Neighborhood Cooperation (INC)
 The Points Historical Redevelopment Corp

0 0.2 0.4 Miles
 Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

REGISTERED NEIGHBORHOOD ORGANIZATIONS (RNOs) IN DISTRICT 9

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

BASIC INFO



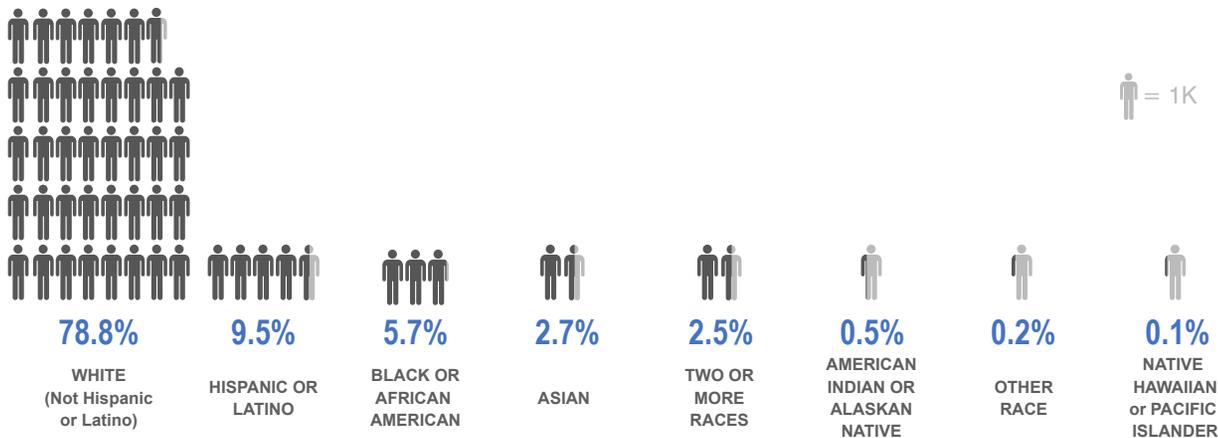
AGE

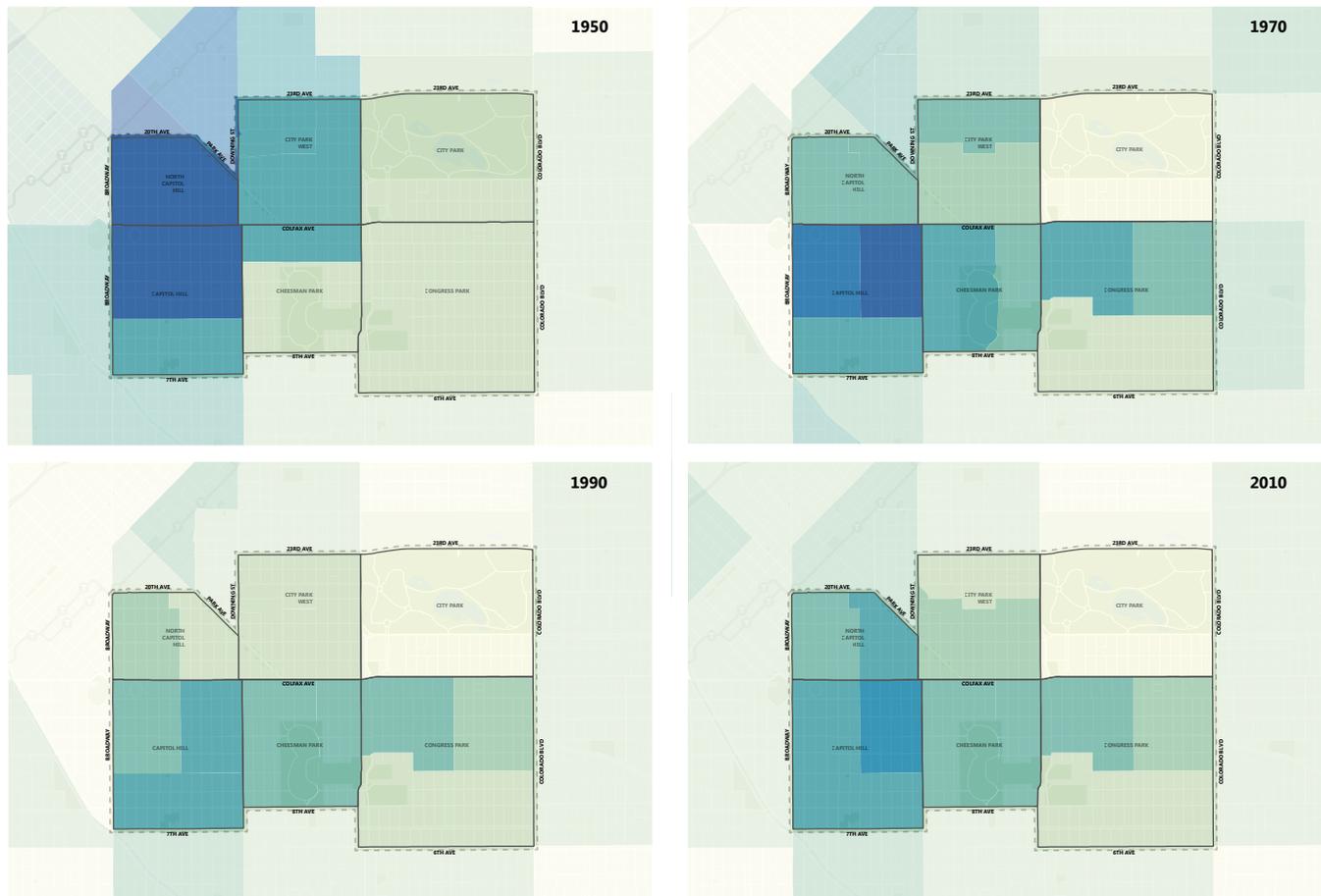
The East Central area has a large percentage of young adults aged 25-34, at 39.8 percent of the population, nearly twice the rate of the city as a whole. The area has relatively fewer children under 18 and about the same portion of older adults compared to the rate for Denver.

RACE & ETHNICITY

About 79 percent of the East Central area is Non-Hispanic White, compared to 53 percent of the overall Denver population. The highest minority populations include Hispanic or Latino at 9.5 percent and Black or African American 5.7 percent of the Area's population.

Race & Ethnicity



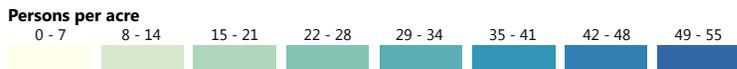


POPULATION

48,190 residents live in the East Central area. These maps demonstrate change in population density over time from 1950 through 2010. The darker blue indicates greater population density.

In 1950, the density of Capitol Hill and North Capitol Hill was 49-55 people per acre. By 1970, Congress Park and Cheesman Park had increased in density, while portions of Capitol Hill and North Capitol Hill saw a population decline. The decline generally continued through 1990.

By 2010, many areas saw gains in population. However, the density of most neighborhoods has generally remained at or lower than 1950 and 1970 levels.



Plan area boundary

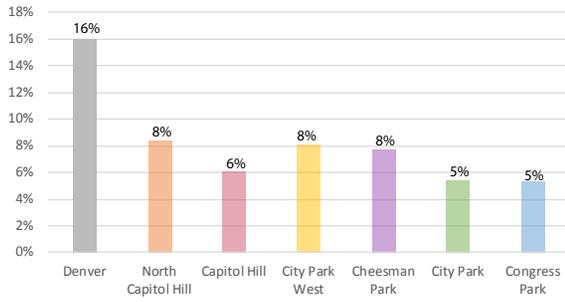


Map date: 7/18/2017
 Denver Community Planning and Development

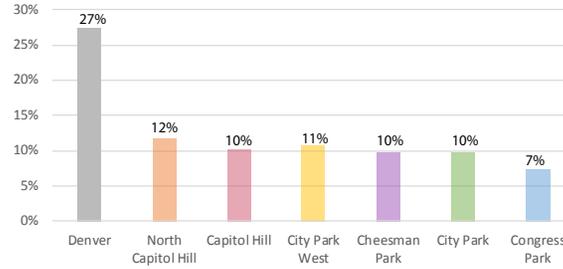
Data source: U.S. Census Bureau; Minnesota Population Center. National Historical Geographic Information System; Version 2.0. Minneapolis, MN: University of Minnesota 2011.



7%
Foreign Born



10%
Speak a Language
Other Than English
At Home



PLACE OF BIRTH AND LANGUAGE

The percentage of East Central residents that were born in another country or speak a language other than English at home is lower than Denver’s overall share.

Approximately 7 percent of East Central residents were born in another country, which is less than half of the percentage for Denver as a whole.

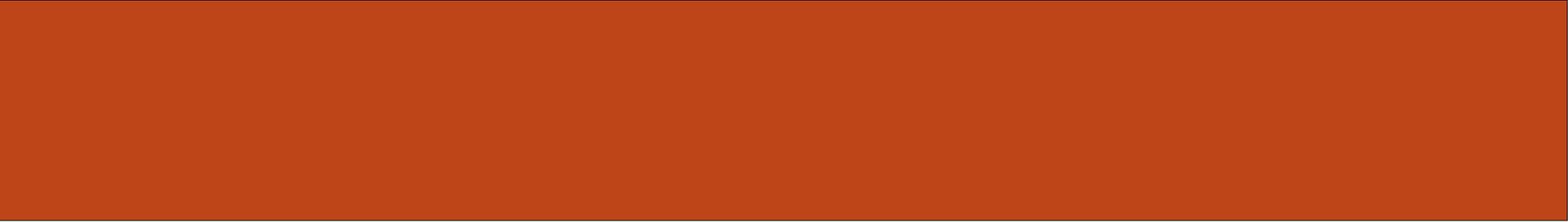
About 10 percent of East Central residents speak a language other than English at home, as compared to 27 percent of Denver residents.

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STRONG AND AUTHENTIC NEIGHBORHOODS

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

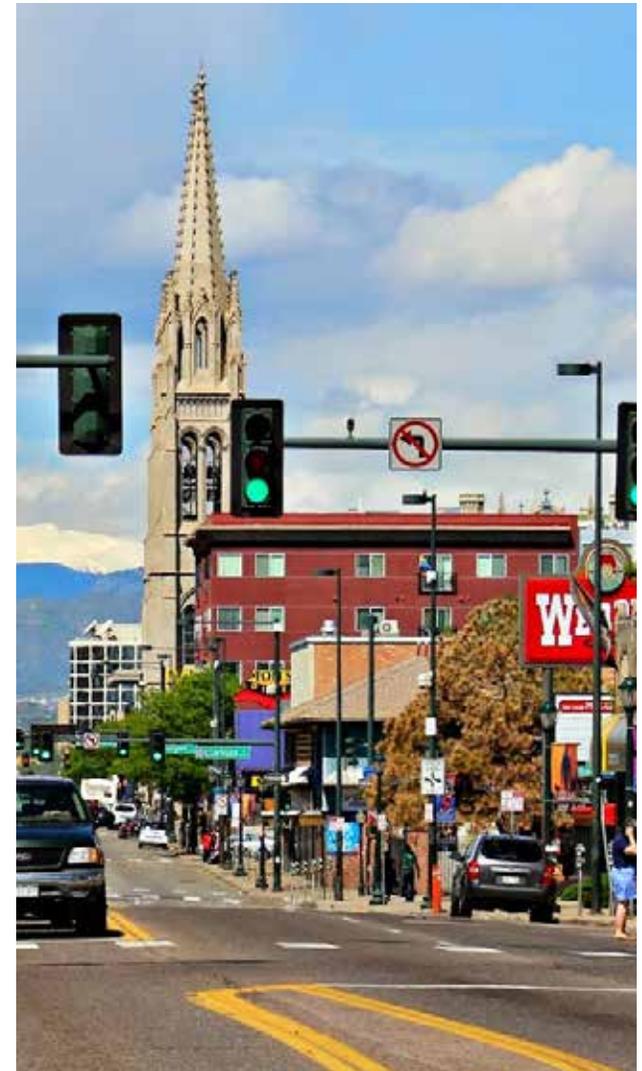


COLFAX AVENUE HISTORICAL HIGHLIGHTS

- Colfax Avenue first appeared on Denver maps in 1868.
- In the mid-1920s, Colfax Avenue was designated as part of US Highway 40, a transcontinental highway extending from Atlantic City to San Francisco.
- Though initially residential, Colfax Avenue grew increasingly commercial and mixed use. In 1925, with the adoption of the first zoning code, property along Colfax Avenue from Broadway to Yosemite Street was predominantly designated with commercial zone districts.
- In the 1920s, the avenue saw a building boom of commercial structures.
- Following WW-II, new structures and businesses tended to be more-auto oriented. This included the building of motels and restaurants with unique architecture and signs designed to attract motorists. In some cases, commercial additions were added in front of older homes facing the avenue.
- Streetcar service on Colfax ended in 1950 and was replaced by buses.
- The prominence of Colfax Avenue as a transportation and commercial corridor decreased with the development of the Interstate system, particularly I-70, in Denver in the 1960s.
- Today, the avenue continues to have a mix of predominantly auto-oriented stores and restaurants, auto repair and sales, and the motels that remain from Colfax's earlier days as a tourist destination.

Sources:

Historic Denver Guides: East Colfax Avenue; East Montclair/East Colfax Neighborhood Plan (1994)

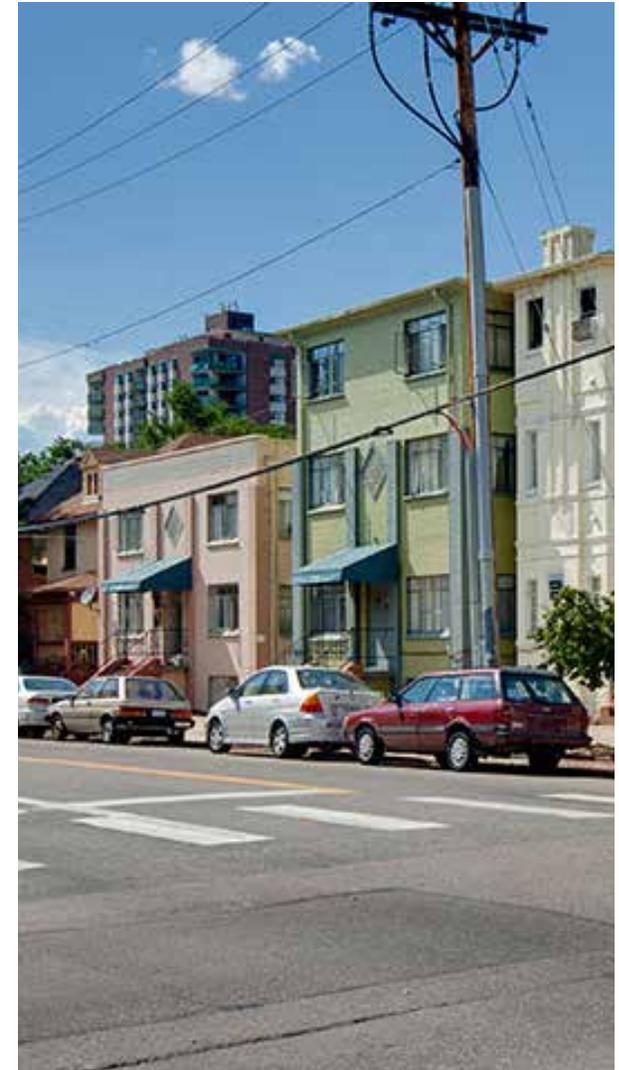


CAPITOL HILL HISTORICAL HIGHLIGHTS

- Subdivisions in the Capitol Hill area were first platted in the 1870s, and the area was completely platted by the 1880s.
- Henry C. Brown donated the land for the Capitol building in 1868. Construction began in 1886 and was completed by 1903.
- Many of the early houses built in Capitol Hill were mansions for the wealthy, but the neighborhood also included a sizeable middle-class population.
- After a financial panic in 1893, mansions began being converted to boarding houses and apartments started being built at the northern and western edges of the neighborhood.
- An extensive streetcar network served Capitol Hill, both along Colfax Avenue and Broadway, and into throughout the neighborhood, creating commercial centers at stops such as those at 11th Ave. & Ogden St. and 9th Ave. and Corona St.
- Several prominent civic and religious buildings were built in the area, including St. John's Episcopal Cathedral, built in 1911, Dora Moore Elementary School, built in 1889, and Morey Middle School, built in 1921.
- The neighborhood saw a decline in population from its peak in the 1950s, resulting in a significant number of vacant and abandoned properties by the late 20th century.

- The last streetcars stopped running in 1955, encouraging development throughout the neighborhood to become more auto-oriented.
- Both population and investment have increased in the early 21st century, though population is still below the 1950s peak.

Sources: Capitol Hill Cheesman Park Neighborhood Plan (1993); Capitol Complex Master Plan (2014)



CHEESMAN PARK HISTORICAL HIGHLIGHTS

- The land that is now Cheesman Park, Congress Park, and the Botanic Gardens was established as a cemetery in 1857.
- The cemetery was given to the city in 1872, which began moving the graves and converting the land into parks in 1893, completing the process in 1958.
- The Cheesman Park Pavilion was completed in 1910.
- Residential subdivisions in the Cheesman Park neighborhood were primarily platted in the 1870s and 1880s.
- An extensive streetcar network served Cheesman Park, both along Colfax Avenue and throughout the neighborhood, creating commercial centers at stops such as those at 13th Ave. & Vine St.
- The last streetcars stopped running in 1955, encouraging development throughout the neighborhood to become more auto-oriented.
- The large homes along Humboldt St. were built before 1925 and were designated as the city's second historic district in 1972.
- The high-rise apartment buildings surrounding the north end of Cheesman Park were predominantly built in the 1960s and 1970s.
- The Botanic Gardens opened in 1951, and includes the Boettcher Memorial Center, with its iconic concrete and plexiglass design.
- The neighborhood has stabilized in the early 21st century with increased investment in maintaining existing properties but relatively little new development.

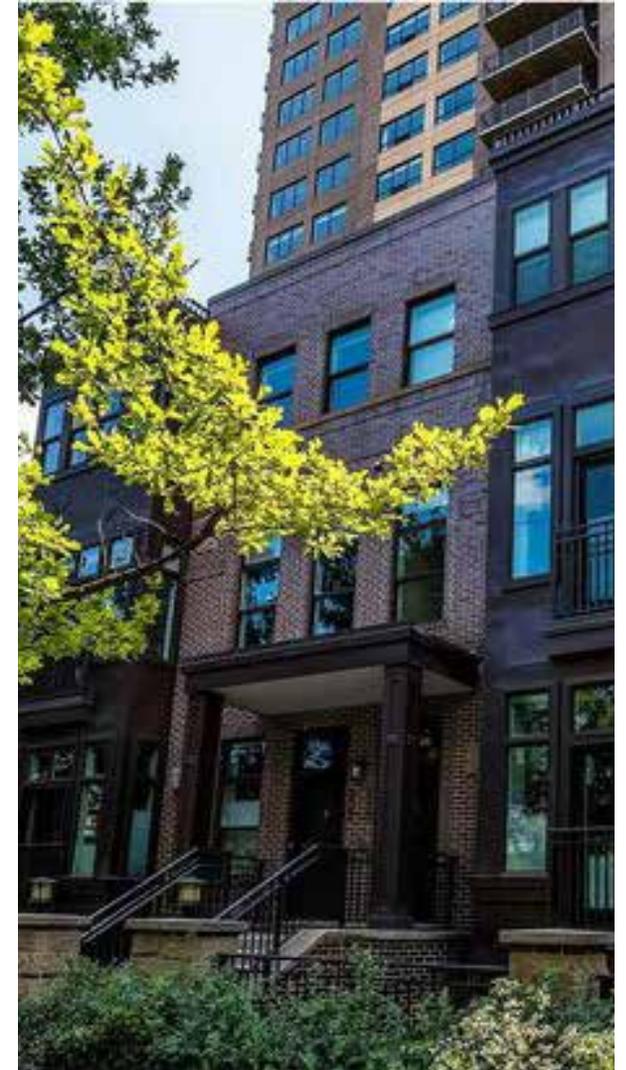
Sources: Capitol Hill Cheesman Park Neighborhood Plan (1993)



CITY PARK HISTORICAL HIGHLIGHTS

- City Park was established in 1881. The Denver Museum of Nature and Science (then the Colorado Museum of Natural History) opened in 1908 and the Denver Zoo was developed in the first decades of the 20th century.
 - The residential neighborhood south of City Park was platted in 1888.
 - An extensive streetcar network served City Park, particularly along Colfax Avenue and 17th Ave.
 - The last streetcars stopped running in 1955, encouraging development throughout the neighborhood to become more auto-oriented.
 - East High School was built in 1925.
 - Mercy Hospital, at 16th Ave. and Milwaukee St., opened in 1901 and closed in 2000. Most of the site has been redeveloped for residential uses.
 - The Bluebird Theater opened in 1913 as a movie theater and was converted to a music venue in 1994.
 - The Carla Madison Recreation Center at Colfax Avenue and Josephine St. opened in 2018.
- The City Park neighborhood maintained its character of predominantly single-family homes throughout the 20th century and has seen increased reinvestment in those homes in the early 21st century.

Sources: East Colfax Plan (2004); www.bluebirdtheater.net; Denver Public Library; www.denverzoo.org; www.dmns.org

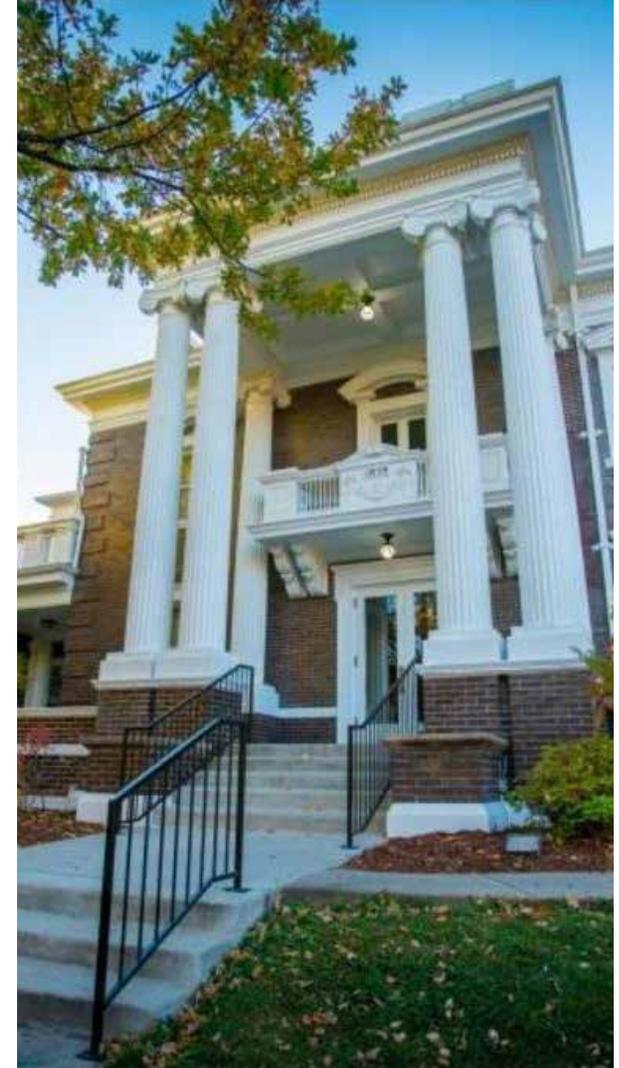


East Central Area Plan

CITY PARK WEST HISTORICAL HIGHLIGHTS

- The City Park West neighborhood was primarily platted in the 1870s and 1880s.
- The Park Avenue Addition to Denver of 1874 established the parkways along Park Ave. and 17th Ave.
- An extensive streetcar network served City Park West, both along Colfax Avenue and into the neighborhood, creating commercial corridors following the lines on 17th Ave. and 18th Ave.
- The last streetcars stopped running in 1955, encouraging development throughout the neighborhood to become more auto-oriented.
- St. Joseph's Hospital was founded in 1873, and opened a significant expansion in 2014.
- Children's Hospital had its campus in City Park West from 1909 to 2007, when it moved to Aurora.
- Presbyterian Hospital was founded in 1926, and merged with St. Luke's Hospital, which moved from North Capitol Hill, in 1979.
- The neighborhood saw a decline in population from its peak in the 1950s, resulting in a significant number of vacant and abandoned properties by the late 20th century.
- As the population declined, many houses between Colfax Avenue and 18th Ave. were converted to office use, for medical purposes near the hospitals or other professional services such as law firms.
- Both population and investment have increased in the early 21st century, though population is still below the 1950s peak.

Sources: Uptown Neighborhood Plan (1986); www.sclhealth.org; www.pslmc.com; www.childrenscolorado.org



CONGRESS PARK HISTORICAL HIGHLIGHTS

- The land that is now Cheesman Park, Congress Park, and the Botanic Gardens was established as a cemetery in 1857.
- The cemetery was given to the city in 1872, which began moving the graves and converting the land into parks in 1893, completing the process in 1958.
- Residential subdivisions in the Congress Park neighborhood were primarily platted in the late 1880s, and the area was annexed into Denver in 1889.
- An extensive streetcar network served Congress Hill, both along Colfax Avenue and into the neighborhood, creating commercial centers at stops such as those at 12th Ave. & Elizabeth St. and 12th Ave. and Madison St.
- National Jewish Hospital, at the northeast corner of the neighborhood, was built in 1893 and opened in 1899 to treat people suffering from Tuberculosis.
- The Denver Water reservoir just north of Congress Park was established in 1887, when the city leased the land to the Denver Water Company.
- The Bonfils/Lowenstein Theater was an important early theater in Denver, and was converted to its present retail/movie theater format in 2006.
- The last streetcars stopped running in 1955,

encouraging development throughout the neighborhood to become more auto-oriented.

- The Congress Park neighborhood maintained its character of predominantly single-family homes throughout the 20th century and has seen increased reinvestment in those homes in the early 21st century.

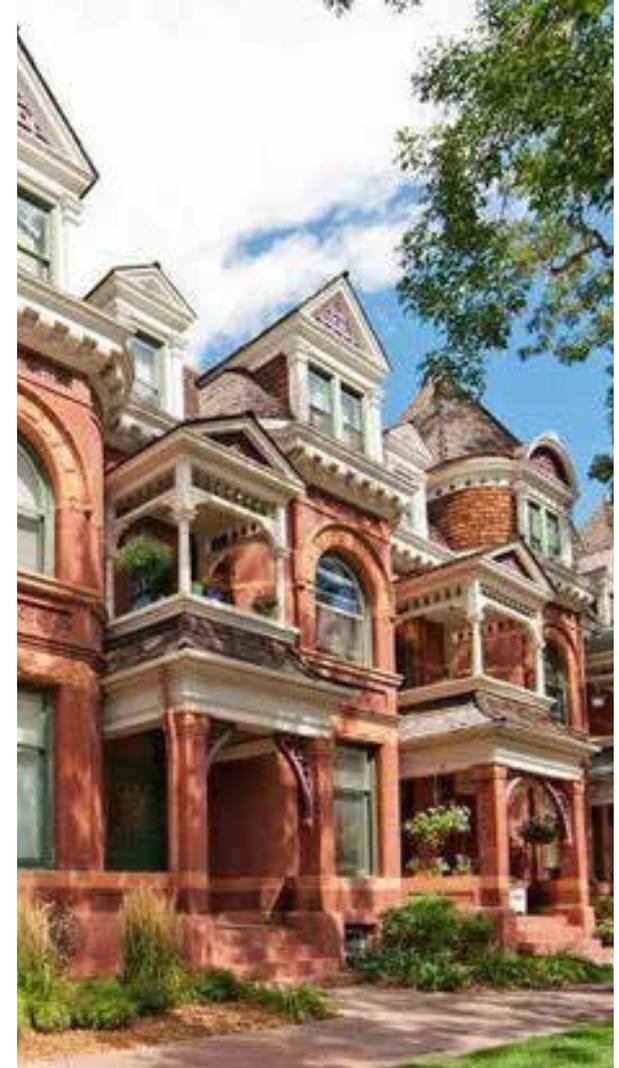
Sources: Congress Park Neighborhood Plan (1995), www.nationaljewish.org

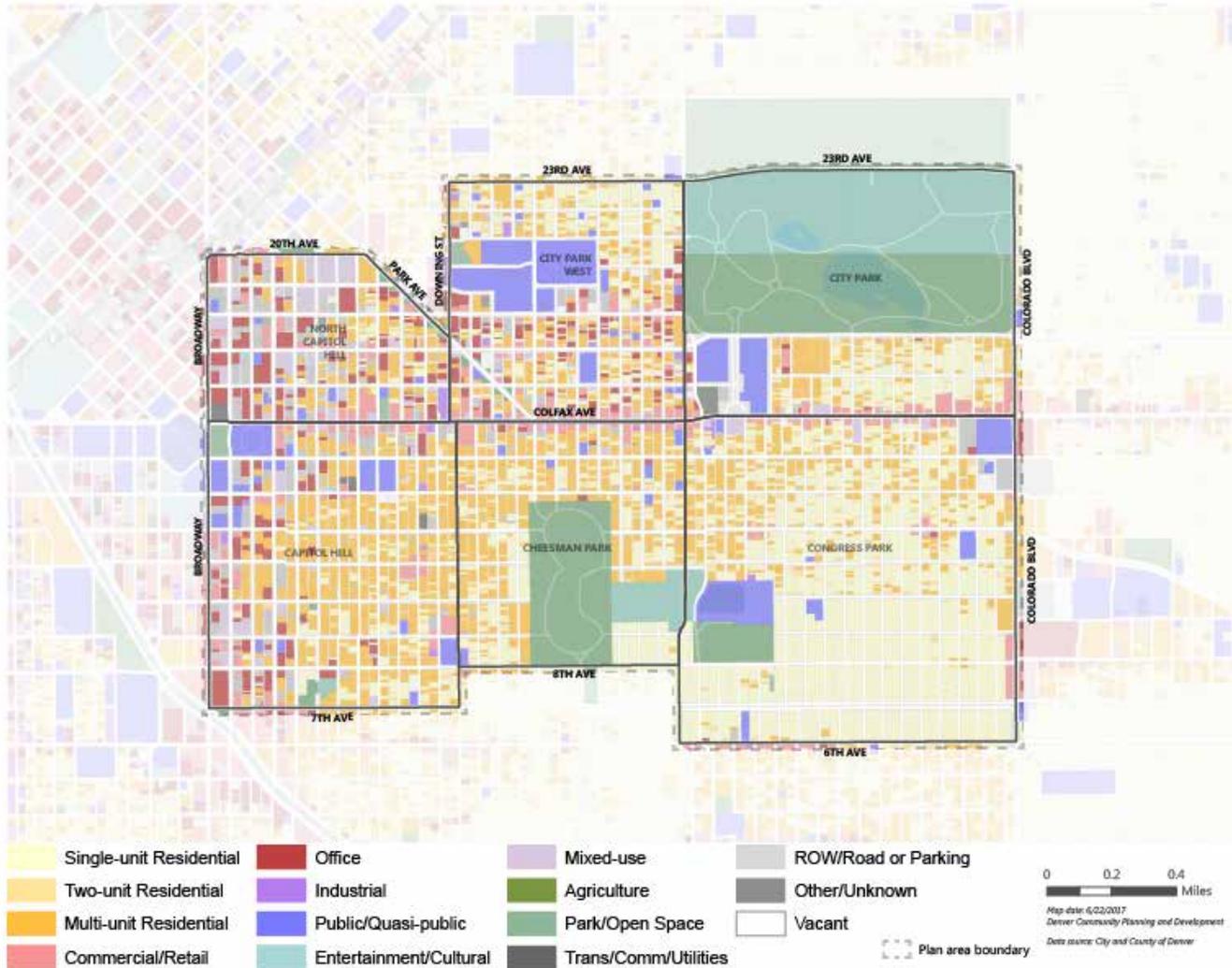


NORTH CAPITOL HILL HISTORICAL HIGHLIGHTS

- North Capitol Hill experienced some of the earliest residential development in the city outside of Downtown, beginning with Henry Brown's subdivision of 1868.
- Though the western portion of the neighborhood started out residential, it eventually became part of the commercial core of Downtown with the construction of office towers like the Wells Fargo Center in the 1970s and 1980s.
- An extensive streetcar network served North Capitol Hill, both along Colfax Avenue and into the neighborhood, creating commercial corridors following the lines on 17th Ave. and 18th Ave.
- The last streetcars stopped running in 1955, encouraging development throughout the neighborhood to become more auto-oriented.
- St. Luke's Hospital moved into the neighborhood at 19th Ave. and Pearl St. in 1891, and following a merger with Presbyterian Hospital in 1979, left the neighborhood by the late 1990's.
- The Cathedral Basilica of the Immaculate Conception at Colfax Avenue and Logan St. was constructed between 1902 and 1912.
- The neighborhood saw a decline in population from its peak in the 1950s, resulting in a significant number of vacant and abandoned properties by the late 20th century, with many residential structures being demolished to provide parking lots for Downtown offices.
- Both population and investment have increased in the early 21st century, though population is still below the 1950s peak.

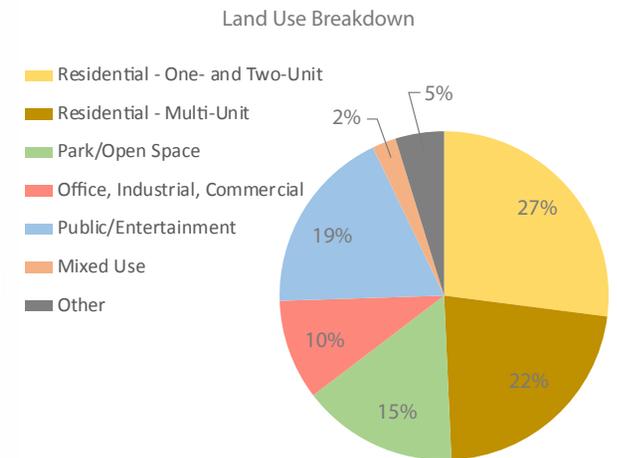
Sources: Uptown Neighborhood Plan (1986); www.pslmc.com; www.denvercathedral.org

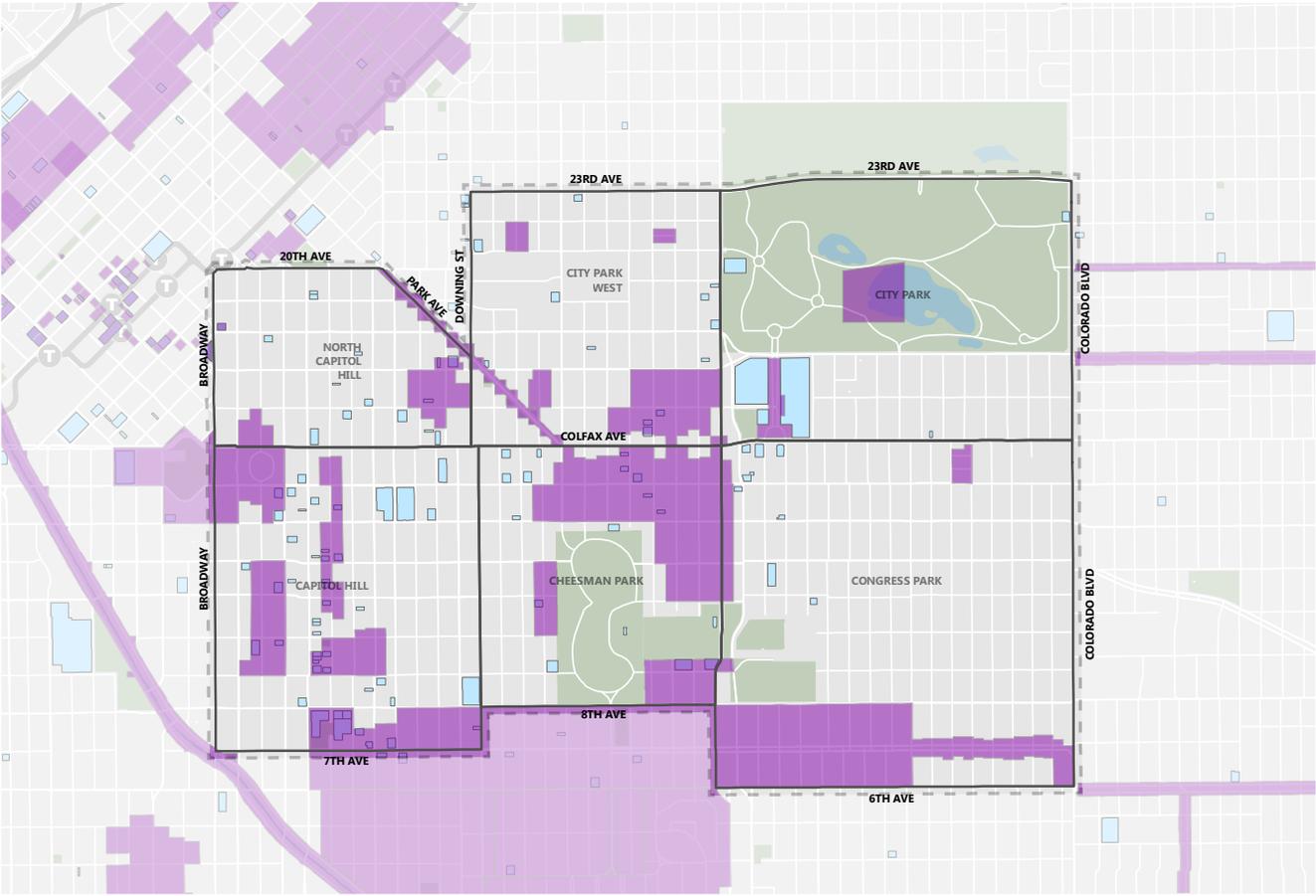




LAND-USE

The most common land uses in East Central are multi-unit, one unit, and two unit residential. Multi-unit residential is more common in the western portion of the plan area and closer to Colfax Avenue, while single unit residential is more common to the east and further from Colfax Ave. Commercial/retail uses are concentrated along Colfax Avenue, while office is more common along the western edge of the plan area, along with parking uses.





Local Historic Landmark Structures
Local Historic Districts

Plan area boundary

0 0.2 0.4 Miles
Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

HISTORIC LANDMARKS AND DISTRICTS

The East Central area’s rich history is reflected in the 103 landmark structures and 17 historic districts the city has designated. Historic designation acknowledges a property’s importance within the community and ensures that any future changes are in keeping with the character of the structure or district.

Historic districts within the East Central area include Civic Center, Wyman, Sherman-Grant, Pennsylvania Street, Quality Hill, Park Avenue, East Seventh Avenue, Humboldt Street, City Park Pavillion and Esplanade, Lafayette Street, East Park Place, Morgan’s Subdivision, and Frank S. Snell Subdivision.

Individual landmarks include homes, churches, schools, and other significant structures.



Molly Brown House



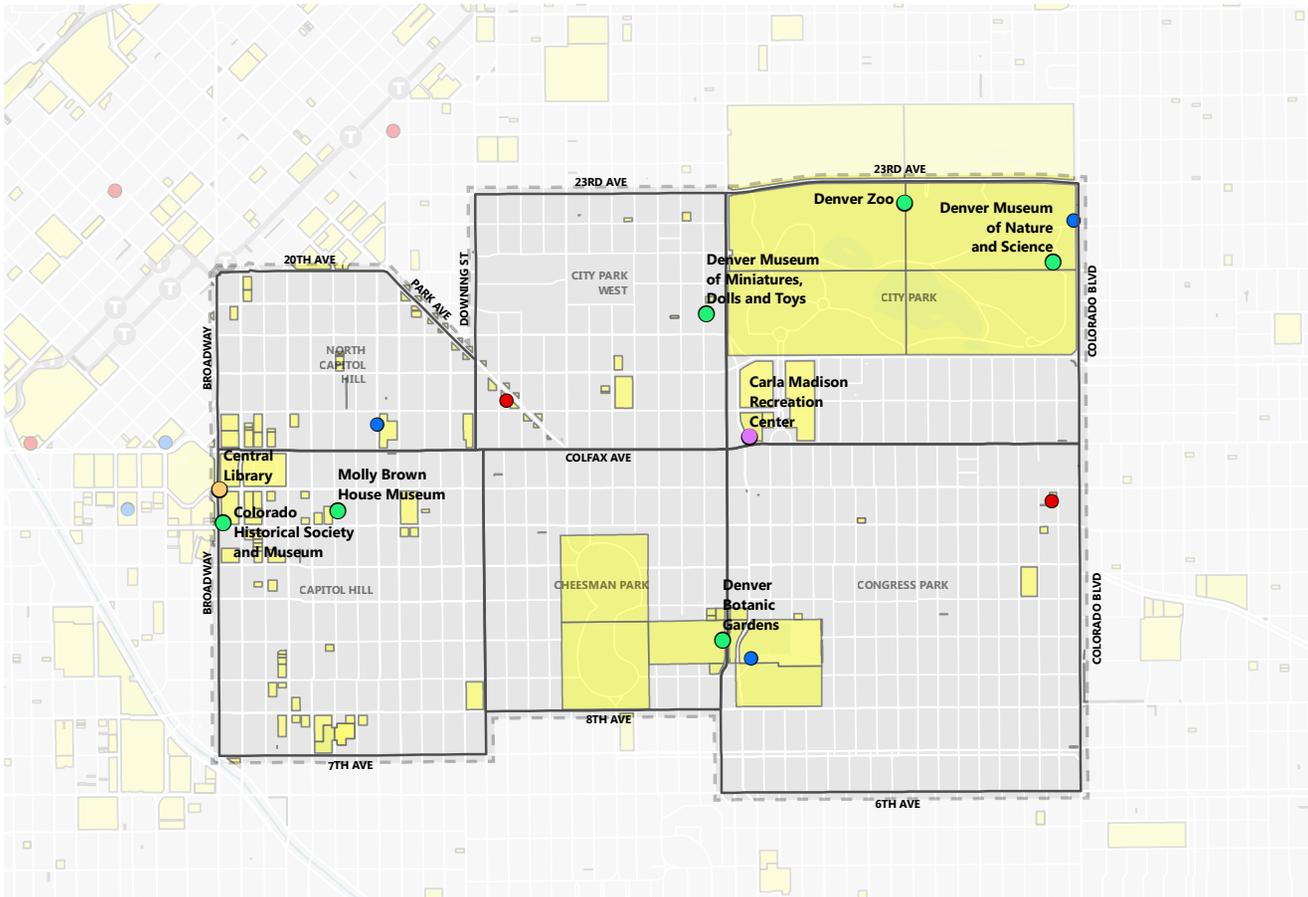
Cheesman Pavilion



City Park Pavilion

PUBLIC, CIVIC, AND CULTURAL

There are a several important public, civic, and cultural uses in the East Central area. In terms of land area, public parks are the most prominent. The State of Colorado owns a significant amount of land around the State Capitol building, where there are many State offices. Regional cultural attractions are also located in the plan area, including the Denver Zoo, Denver Museum of Nature and Science, Denver Botanic Gardens, and the Colorado History Museum. The Denver Central Library is just outside the western boundary of the plan area. The Carla Madison Recreation Center is adjacent to East High School. There are also two fire stations and three police stations in East Central. Other publicly owned parcels include schools and public housing.

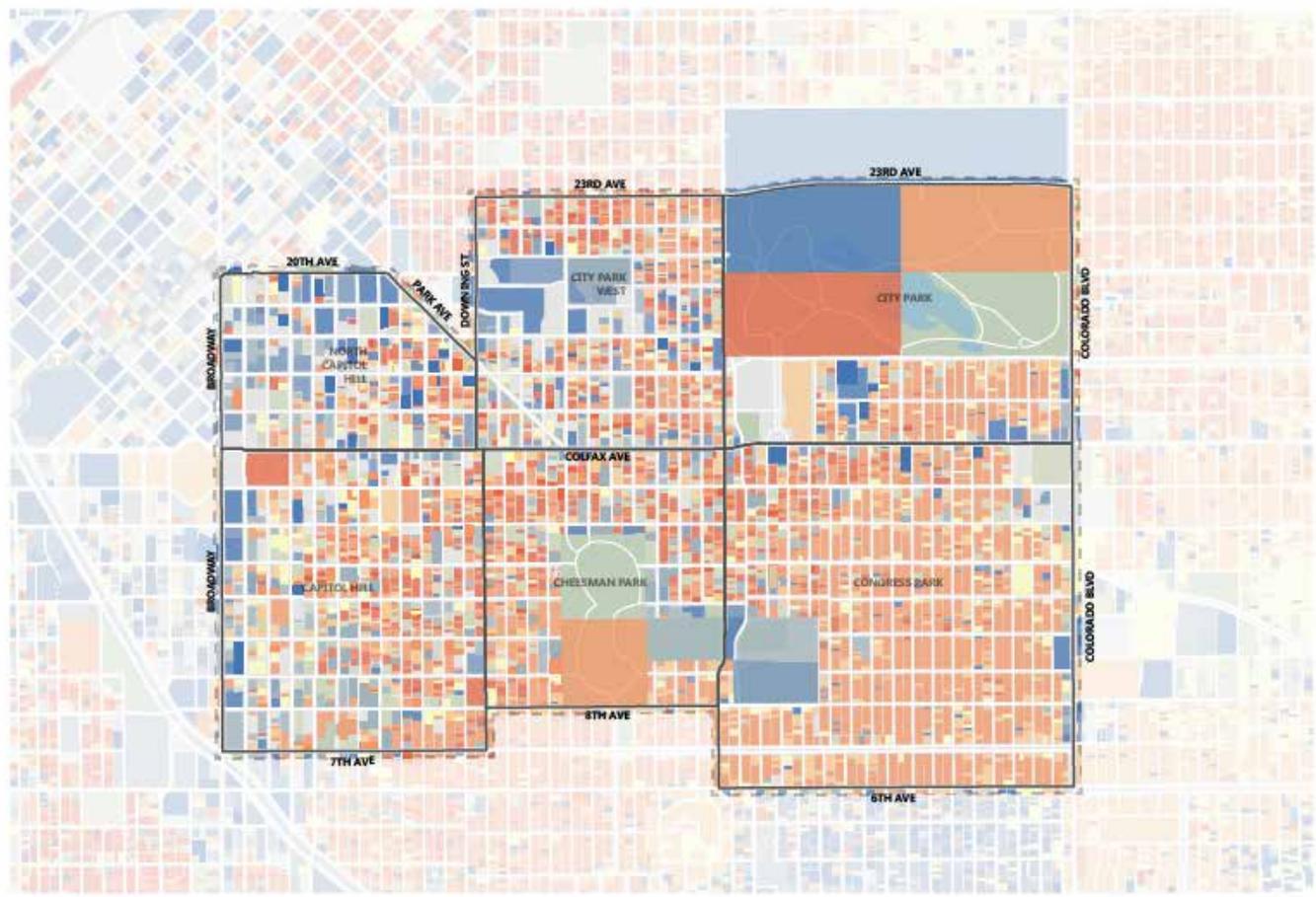


- library
- rec center
- museum/cultural center
- police station
- fire station
- publicly-owned parcels

Plan area boundary

0 0.2 0.4
Miles

Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver



YEAR OF CONSTRUCTION

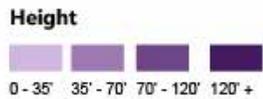
Much of the East Central area was built prior to 1925, with a higher concentration of pre-1900 buildings in the center of the plan area. The neighborhoods in the eastern portion of the plan area are quite consistent in building age, while there is significant variation in the neighborhoods in the western portion. Most of the newer development is concentrated in the far west and northwest of the plan area and along Colfax Avenue.

Vacant
 1873 - 1900
 1901 - 1925
 1926 - 1945
 1946 - 1965
 1966 - 1980
 1981 - 2000
 2001 - 2017

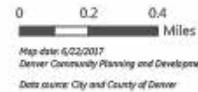
Plan area boundary

0 0.2 0.4
 Miles

Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

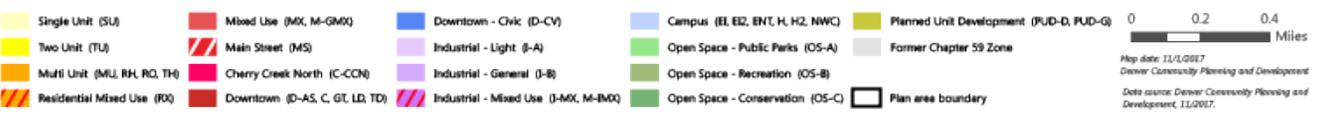
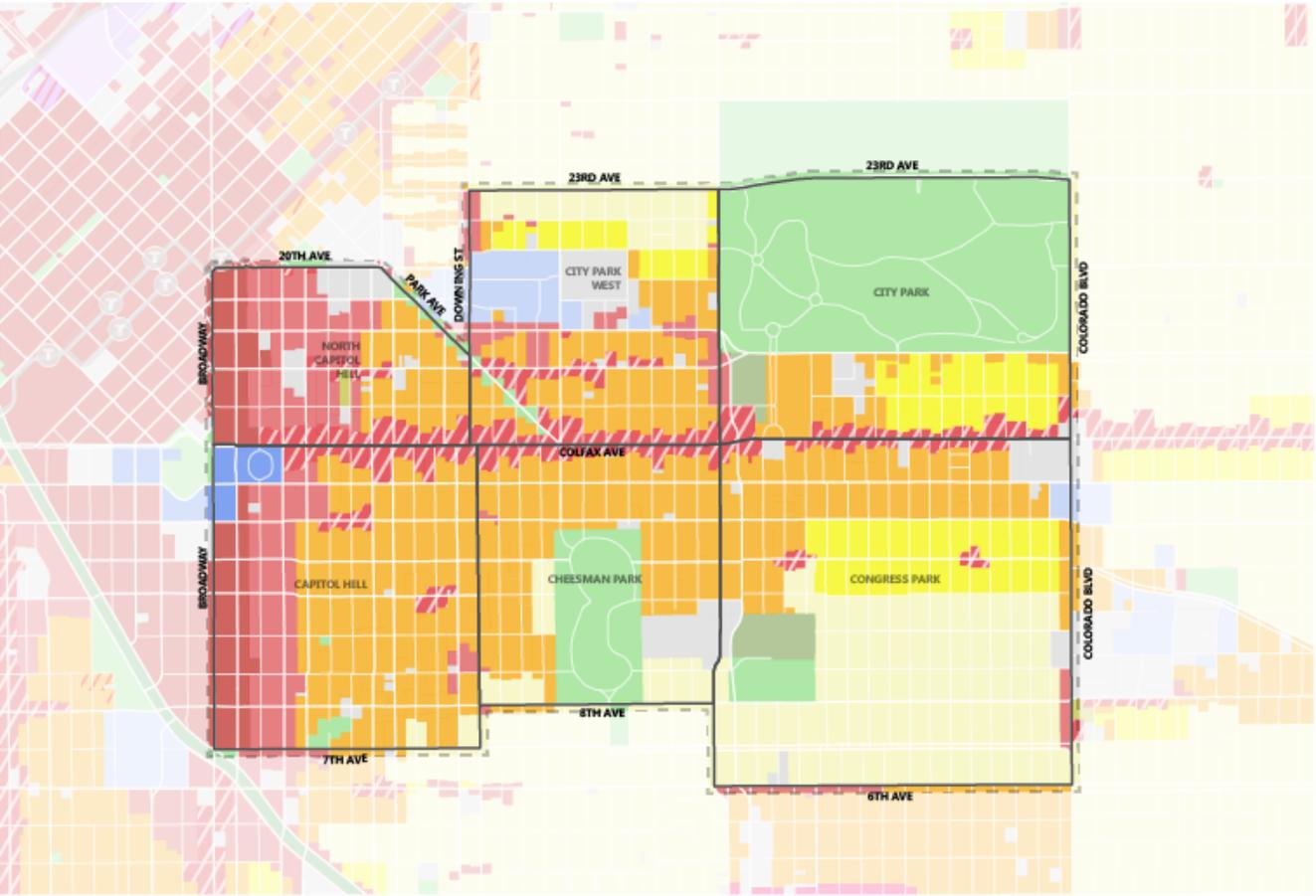


Plan area boundary



BUILDING HEIGHTS

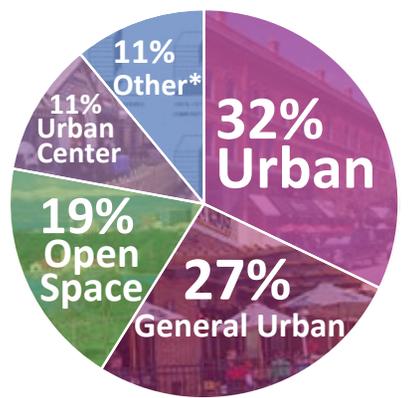
Building heights in the East Central area vary, with the tallest buildings concentrated in the neighborhoods within the western portion of the plan area. Taller buildings are also located adjacent to Cheesman and City Parks, in the hospital campuses, and along some of the major streets. Less variation occurs in the eastern portion of the plan area, with most buildings in Congress Park and City Park 35 feet or less in height.



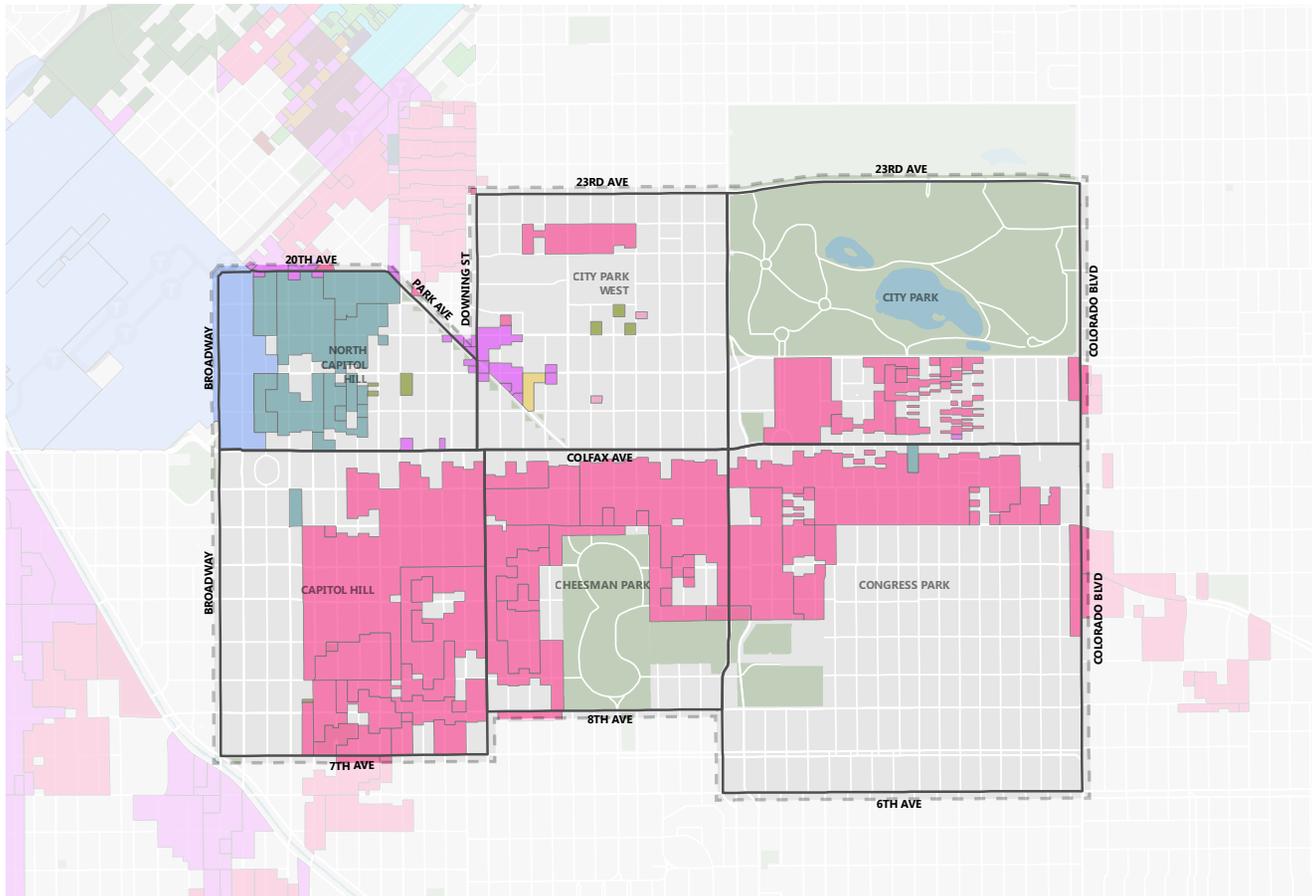
ZONING

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

Denver Zoning Code Neighborhood Context



*Old Zoning Code, Downtown, Campus



Overlay Districts

 DO-1	 UO-1	 UO-3
 OD-1	 UO-1, UO-2	
 OD-9	 UO-1, UO-2, DO-3	

 Plan area boundary

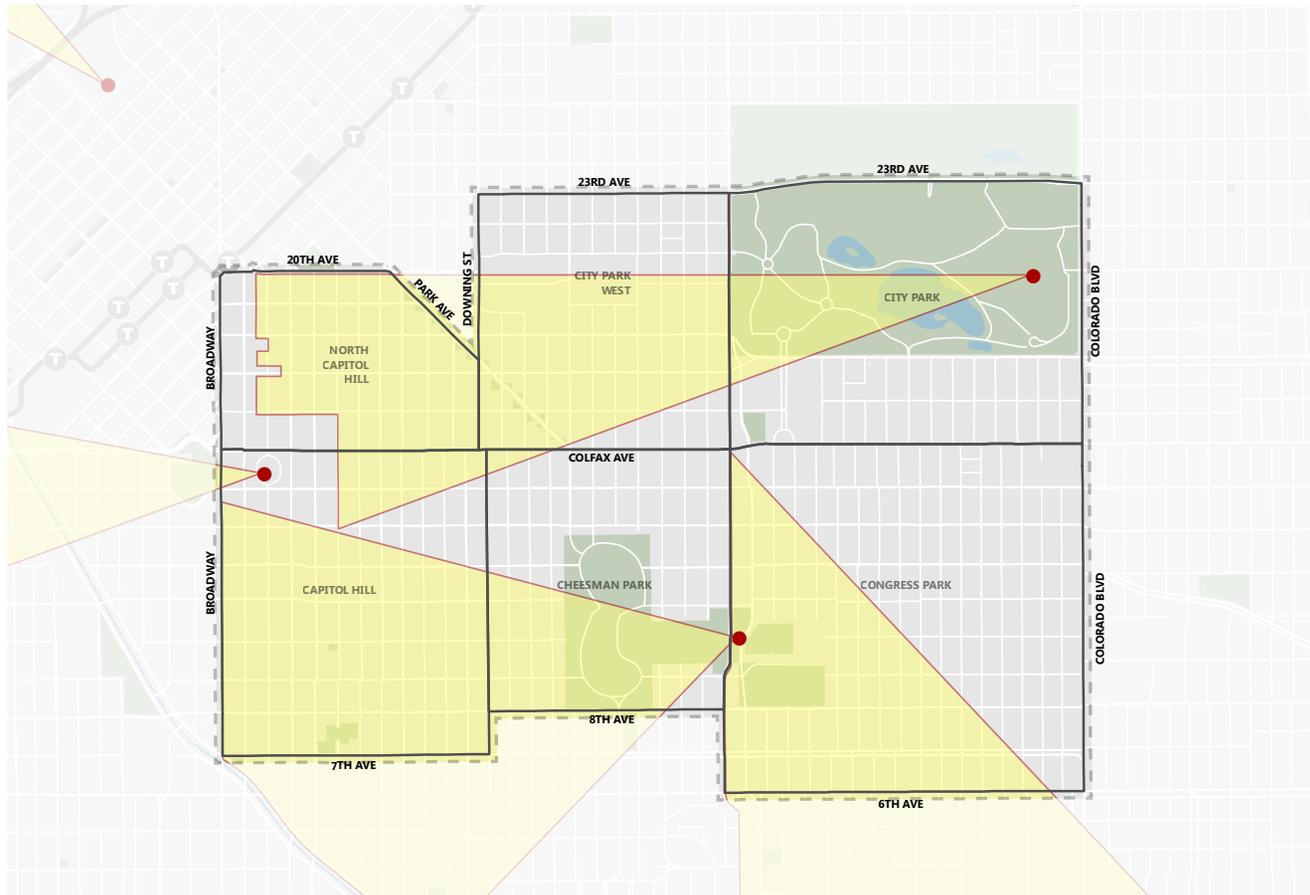


Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

OVERLAYS

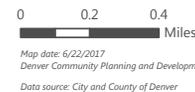
Overlay districts are additional regulations that are added in addition to the underlying zoning. Overlays can modify the allowances or requirements for uses and/or site and building design. There are seven overlays in the East Central area:

- The DO-1 design overlay applies mostly in North Capitol Hill and provides design standards.
- The DO-3 design overlay provides additional height and setback standards.
- The OD-1 overlay is from Former Chapter 59 zoning and requires residential uses in certain buildings, as well as design standards.
- The OD-9 overlay is also from Former Chapter 59 and modifies setback, height, and bulk plane standards.
- The UO-1 use overlay allows adult uses. T
- The UO-2 use overlay allows billboards.
- The UO-3 use overlay allows expanded commercial uses in landmarked structures in residential zones.



- view plane origin
- view plane

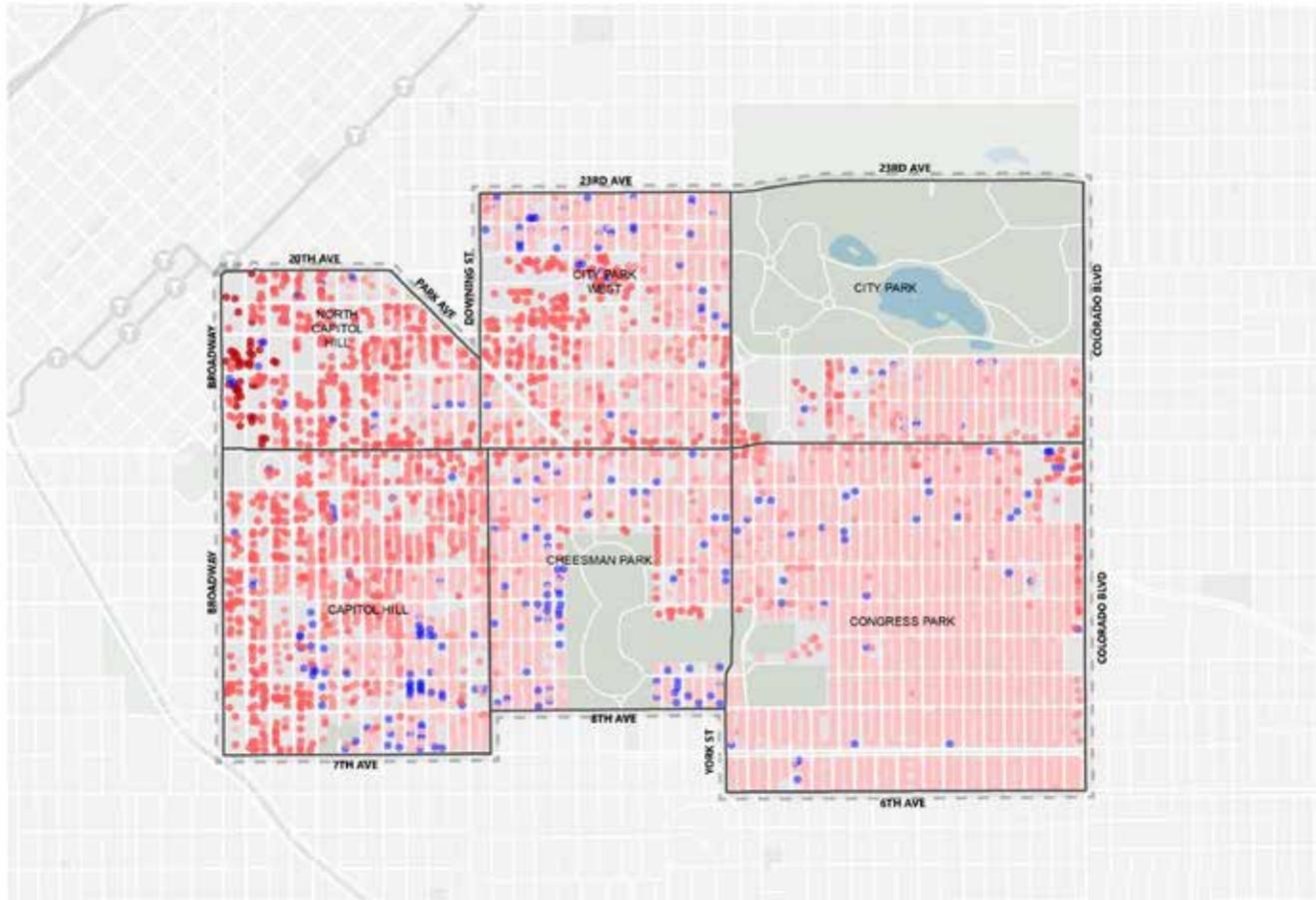
Plan area boundary



VIEW PLANES

View planes are regulations that limit building height to preserve certain views – generally of the mountains or downtown - from public places. There are four view planes that are located within the East Central area:

- The City Park view plane covers portions of the City Park, City Park West, North Capitol Hill, and Capitol Hill neighborhoods, preserving the iconic view of the mountains and downtown from the Denver Museum of Nature and Science.
- The Cheesman Park view plane covers portions of the Cheesman Park and Capitol Hill neighborhoods, preserving the views of the mountains from Cheesman Park and the Botanic Gardens.
- The Cranmer Park view plane covers a portion of the Congress Park neighborhood and preserves views of the mountains from Cranmer Park in the Hilltop neighborhood.
- The State Capitol view plane covers a small portion of the Capitol Hill neighborhood, preserving views of the mountains from the Capitol building. There are additional building height restrictions on the properties immediately around the Capitol and Civic Center Park to preserve the character and feel of the Civic Center area.



Buildings by number of stories below entitlement

- above entitlement
- 1 story
- 2 - 3 stories
- 4 - 18 stories
- 19 - 32 stories



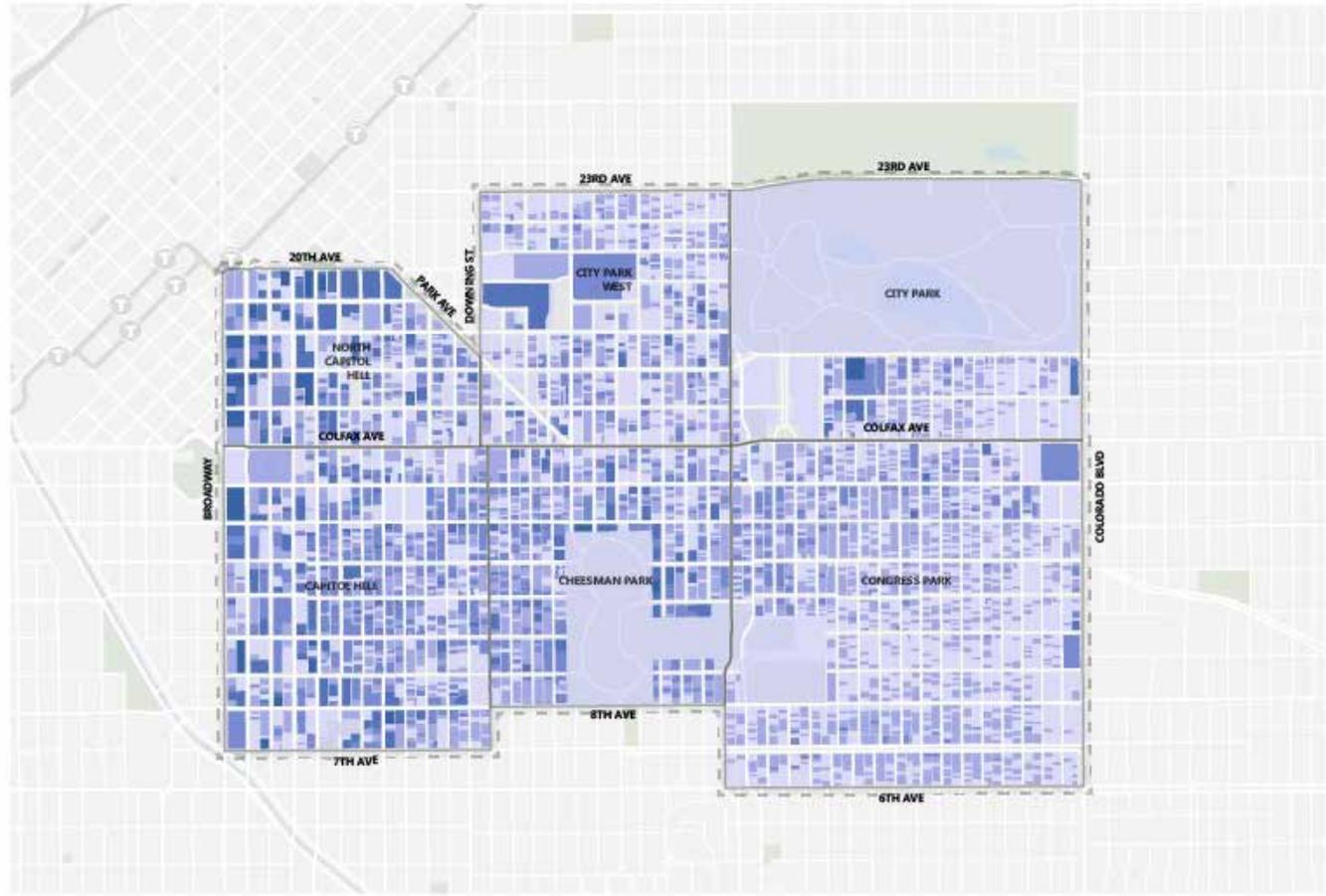
EXISTING BUILDING HEIGHTS COMPARED TO MAXIMUM ALLOWED

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

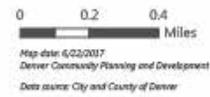
The map compares the height of existing buildings to the maximum heights permitted by the Denver Zoning Code. The blue and lightest red color indicate buildings that are either above or close to the maximum that zoning allows. The darker red colors indicate buildings that are 2 or more stories below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

In general, the larger the gap between existing heights and the maximum allowed by zoning, the greater the development potential. This is largely seen in the neighborhoods in the western portion of the plan area and along some portions of Colorado Boulevard and Colfax Avenue.

This map is a general analysis of base zone districts within the East Central plan area and does not take into account custom zoning, waivers and conditions, view planes, or other restrictions that may be in place on specific properties.

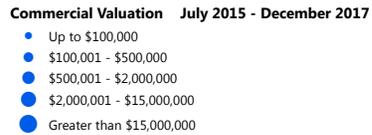
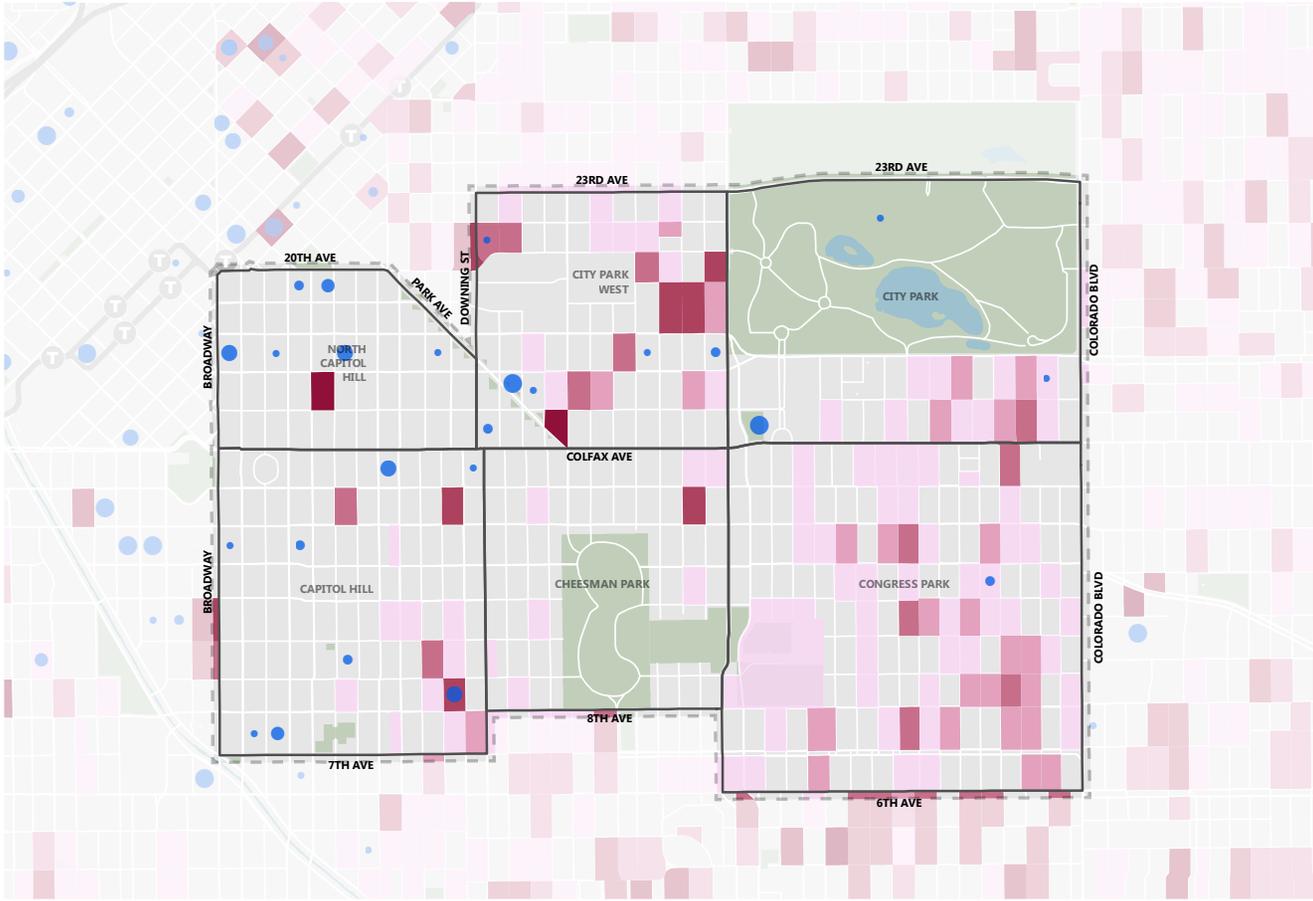


Plan area boundary



PROPERTY VALUES

The map shows total assessed property values divided by the size of the property to provide comparable numbers across the plan area. Greater property values per acre typically indicate taller, more intense development or newer buildings. Concentrations of higher values can be seen near parks and downtown. Notably, the value of commercial properties along Colfax Avenue are generally the same or lower than those of adjacent residential properties.



Plan area boundary



Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

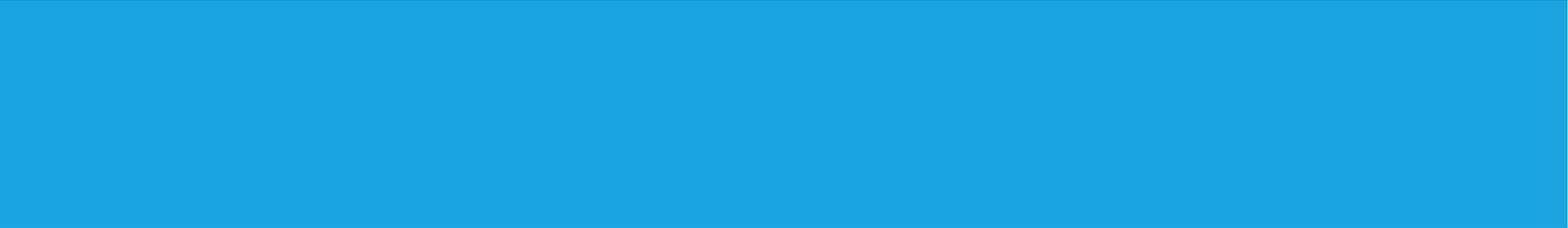
RECENT PERMIT ACTIVITY

Construction permits for work valued at approximately \$235 million were issued between July 2015 and December 2017. Of that total, \$157 million was for residential development and \$77 million was for commercial development. The map shows permit valuations aggregated at the block level and not valuations of individual permits.



ECONOMICALLY DIVERSE AND VIBRANT

The Economically Diverse and Vibrant section provides data and analysis related to economic opportunity and the financial health of residents and businesses. Topics within this Vision Element include access to jobs, education, household income, poverty, and business development.





Jobs Per Acre

0 - 5	26 - 50	126 - 200	301 - 500
6 - 25	51 - 125	201 - 300	501 - 1308

Plan area boundary

0 0.2 0.4 Miles

Map title: 5/22/0617
 Denver Community Planning and Development
 Data source: Infoplease 2016, 2015, 2014, 2013, 2012, 2011, 2010, 2009, 2008, 2007, 2006, 2005, 2004, 2003, 2002, 2001, 2000, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 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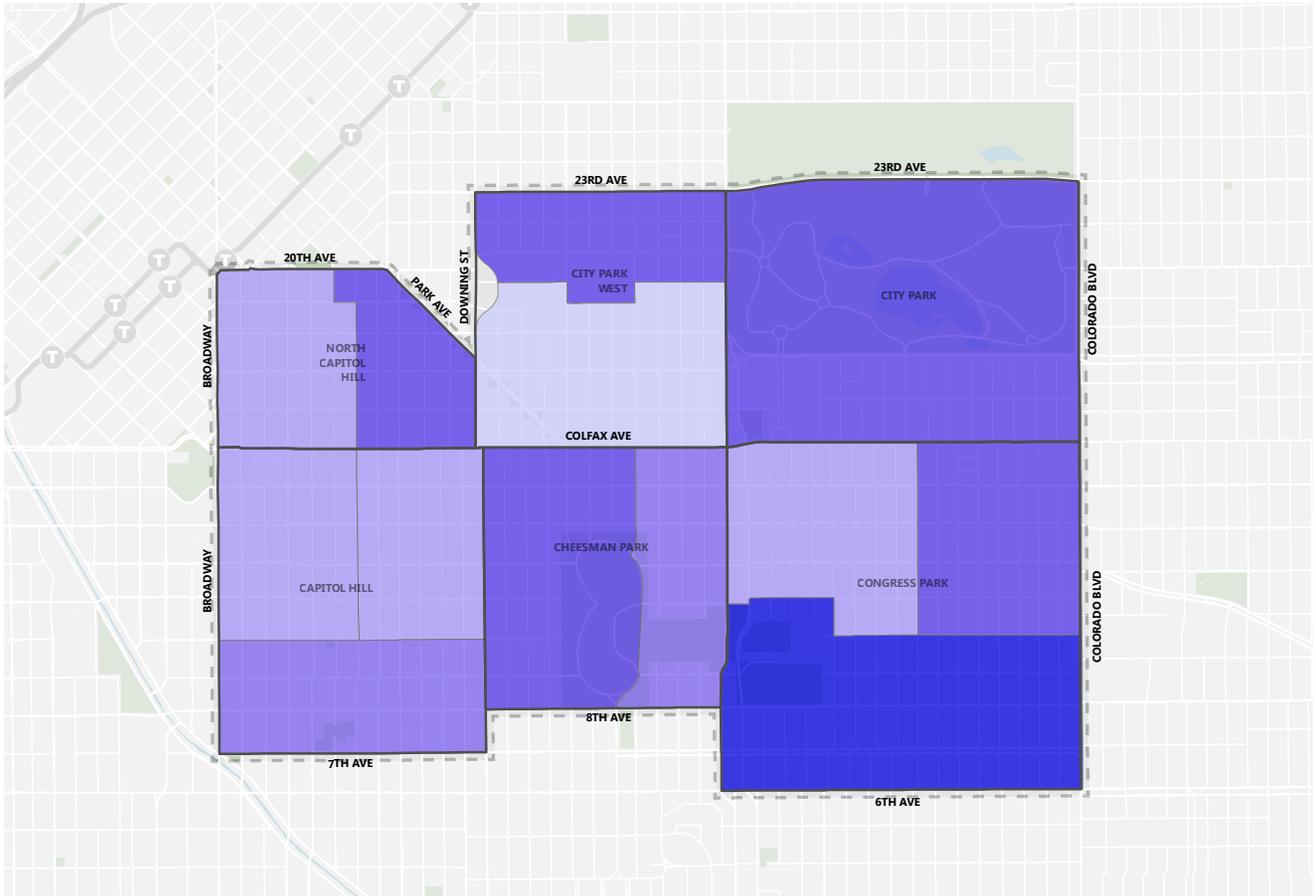
EMPLOYMENT DENSITY

There were 62,692 jobs in the East Central area in 2015, a 2.4 percent increase from 2010, but less than the 17 percent increase seen citywide.

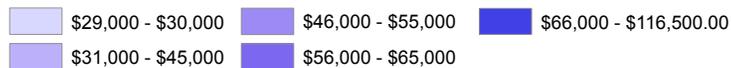
There are 1.96 jobs per household in the East Central area, compared to 1.56 jobs per household in Denver as a whole.

The East Central area has a job density of 25 jobs per acre, compared to 4.3 jobs per acre for Denver. Employment is concentrated in the west end of the plan area, at the hospitals, and along Colfax Avenue, with additional pockets scattered throughout the rest of the plan area.

The top employment sectors in the East Central area are Health Care, Public Administration, and Finance and Insurance. The largest individual employers are Wells Fargo, Presbyterian – St. Luke’s Hospital, Blue Cross Blue Shield, and the State of Colorado.



Median Household Income



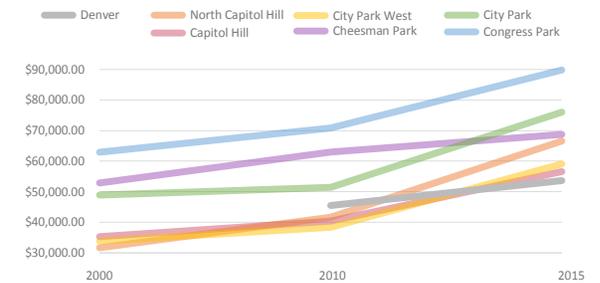
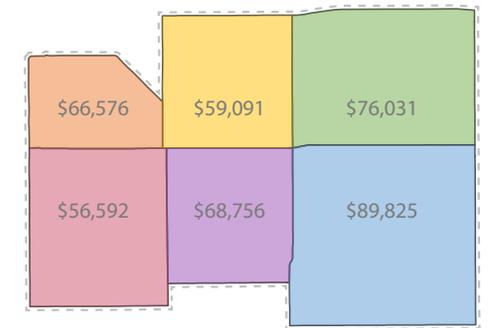
Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: Denver Assessor, 2015; Denver Public Works, 2017.

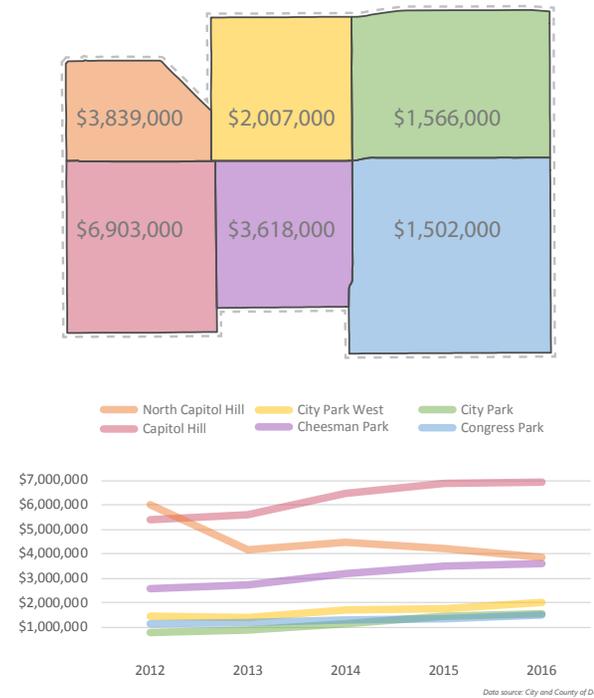
HOUSEHOLD INCOME

The median annual household income in the East Central area is \$67,864, compared to the Denver median of \$53,637. There are significant differences between neighborhoods within East Central: the median income in Congress Park is \$89,825, while Capitol Hill's is only \$56,592. Incomes in the East Central area have generally increased between 2000 and 2015. It is not clear from the data how much of the change is attributable to household incomes improving or a result of low income households moving out of the area or those with higher incomes moving in.



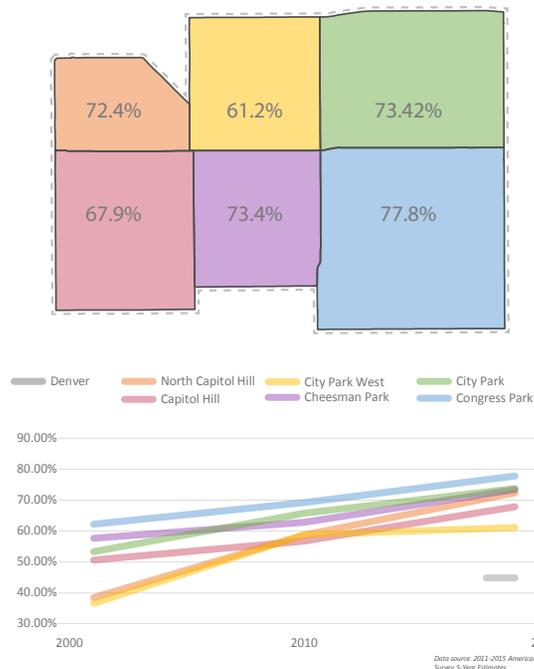
SALES TAX

Sales Tax receipts in the East Central area increased by 12 percent between 2012 and 2016, compared to a 37 percent increase for Denver. Sales tax receipts increased in all neighborhoods except for North Capitol Hill, which saw a significant decline.



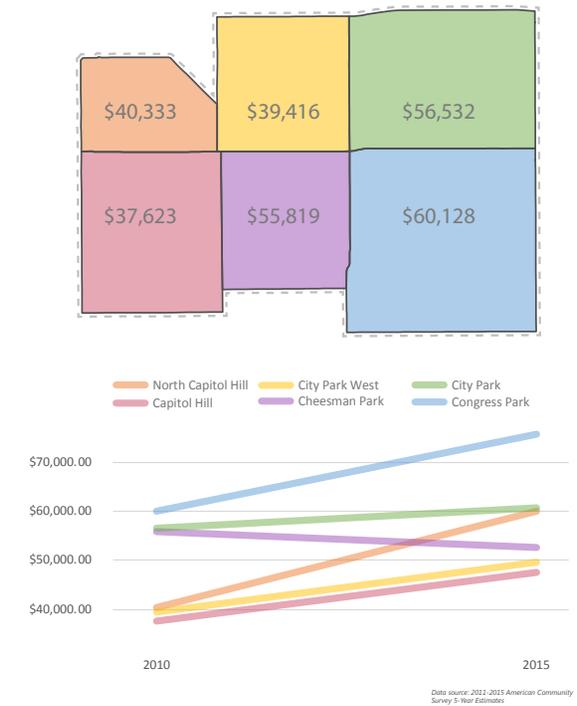
LEVEL OF EDUCATION

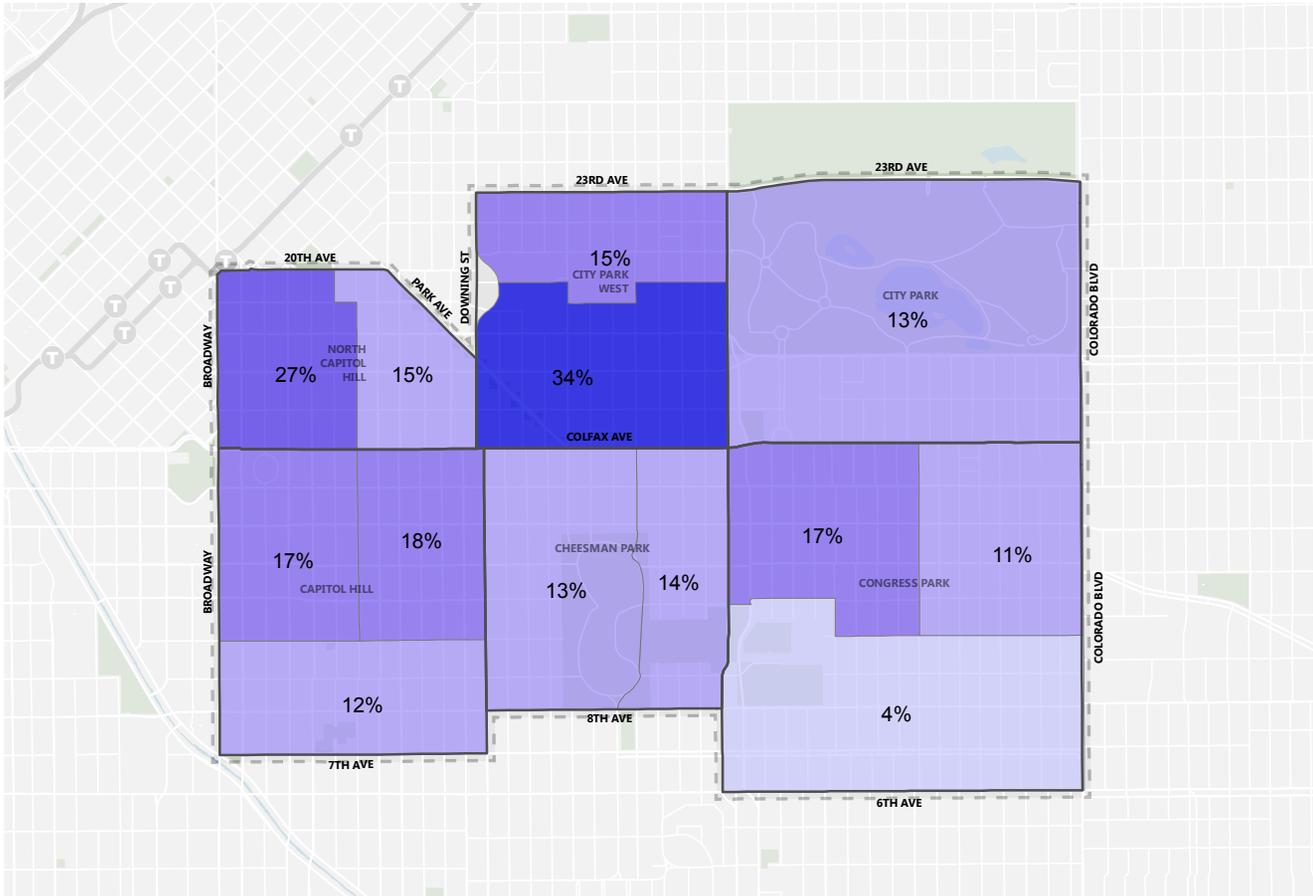
The percentage of adults over the age of 25 with a bachelor's degree or higher in the East Central area is 71.3 percent, compared to 45 percent in Denver. The individual neighborhoods have similar rates, with the lowest being City Park West at 61 percent and the highest being Congress Park at 78 percent. The overall trend in the East Central area from 2000 to 2015 has been an increase in residents with college degrees, with North Capitol Hill seeing the greatest increase.



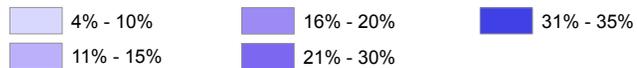
INDIVIDUAL WAGES

The average employed resident within the East Central area earns \$56,571 annually, compared to \$60,213 for Denver. There are significant differences between neighborhoods, with the average wage in Capitol Hill being \$37,623 while the average in Congress Park is \$60,128. With the exception of Cheesman Park, where wages declined from 2010 to 2015, wages have generally increased, most notably in North Capitol Hill.





Poverty Rate



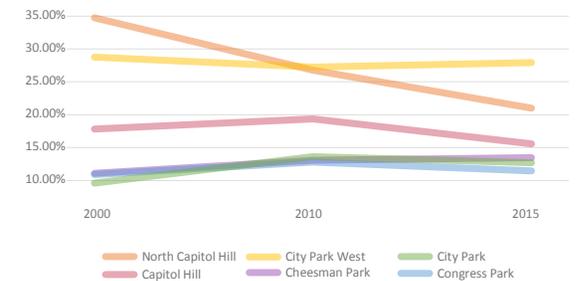
Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: 2011-2015 American Community Survey 5-Year Estimates

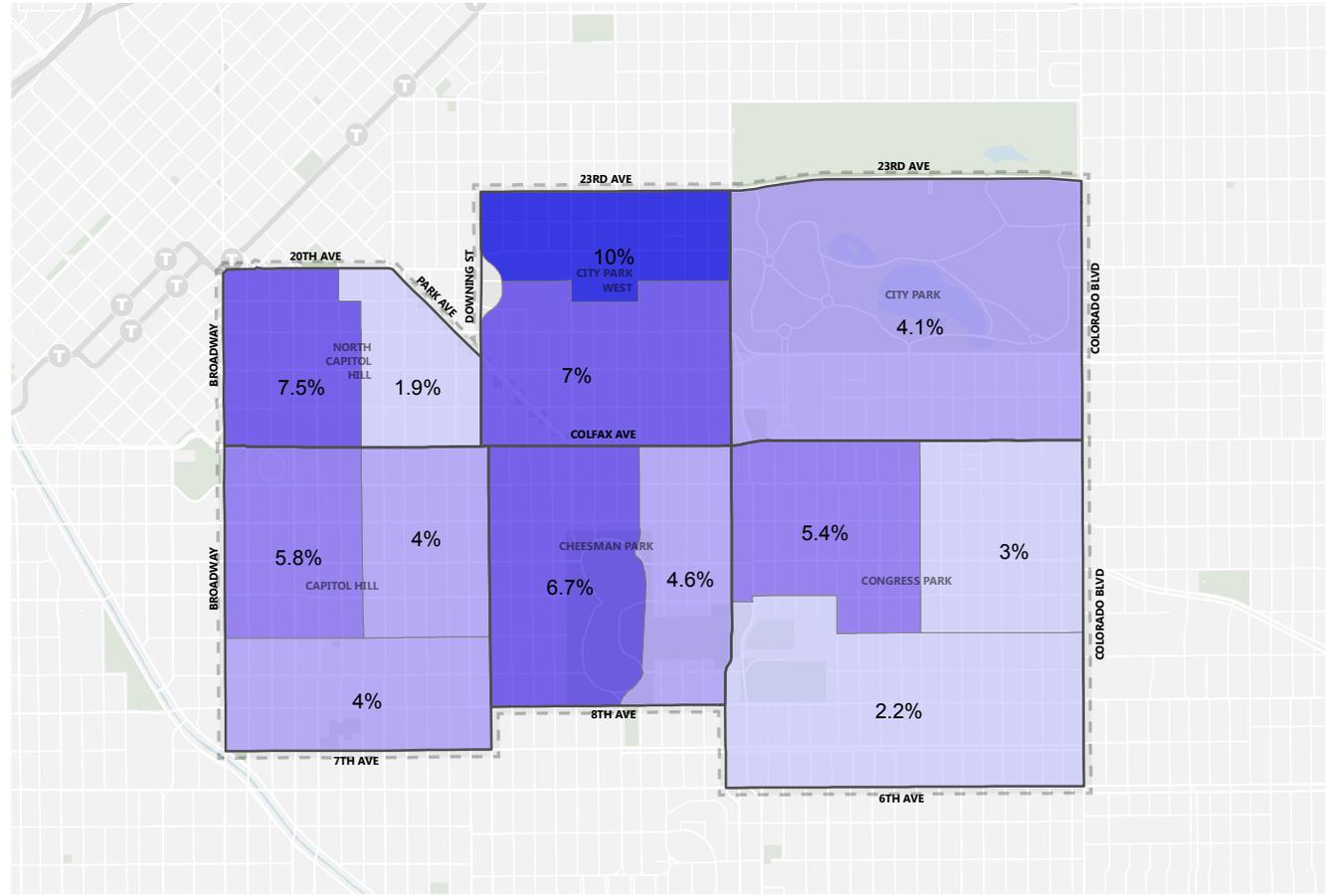
POVERTY

Households are in poverty if their income is less than about \$12,000 annually for an individual, or about \$24,000 annually for a family of four. The poverty rate in the East Central area is 15.8 percent, consistent with the overall Denver rate of 15.7 percent. There are wide differences between the neighborhoods, however, with a low of 4 percent in Congress Park and a high of 34 percent in City Park West. The number of households in poverty decreased by 3 percent between 2000 and 2015 in the East Central area. Most of the decrease was in North Capitol Hill, where it is not clear from the data how much of the change is attributable to household incomes improving or how much the decrease has resulted from impoverished households moving out of the area or those with higher incomes moving in.

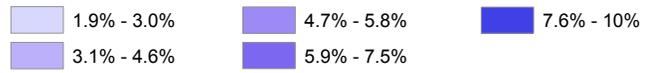


UNEMPLOYMENT

The unemployment rate in the East Central area is 4.9 percent, lower than the citywide rate of 5.5 percent. The rates vary across neighborhoods, with a low of 1.9 percent in a portion of North Capitol Hill and a high of 10 percent in a portion of City Park West.



Unemployment Rate

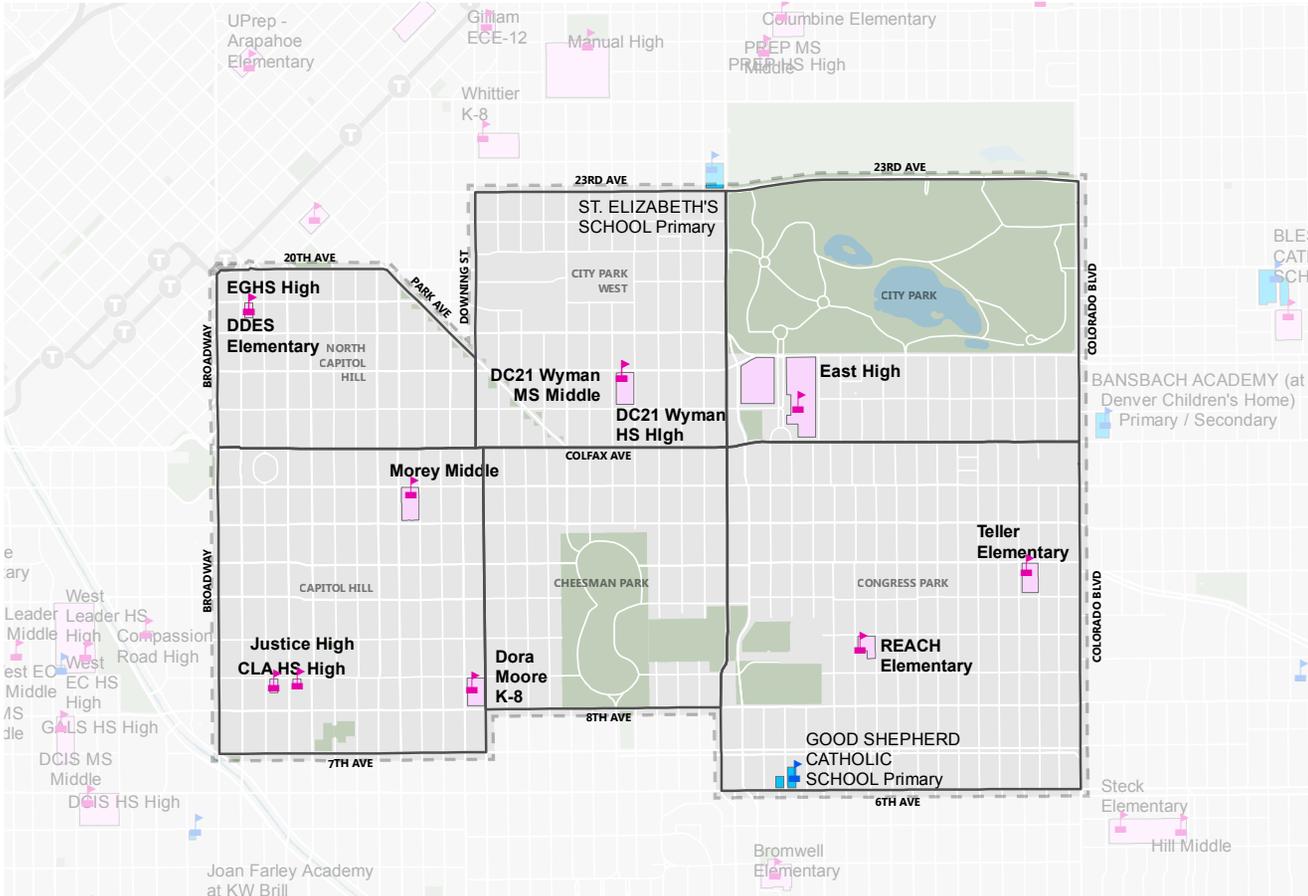


Plan area boundary



SCHOOLS/EDUCATION FACILITIES

There are 11 public K-12 schools and one private elementary school in the East Central area. Denver Public Schools rates its schools annually on a five-category scale. In 2016, seven of the schools in the East Central area received the second-highest rating of Meets Expectations, two schools received the middle rating of Accredited On Watch, and two schools received the second-lowest ranking, Accredited On Priority Watch.



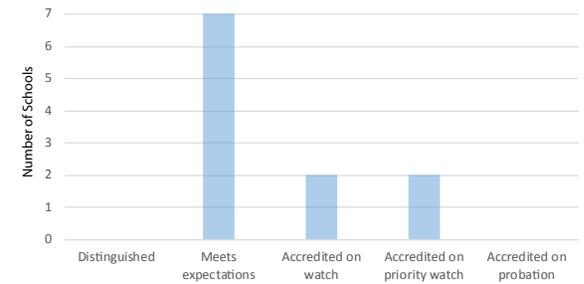
-  Public Schools
-  Private Schools

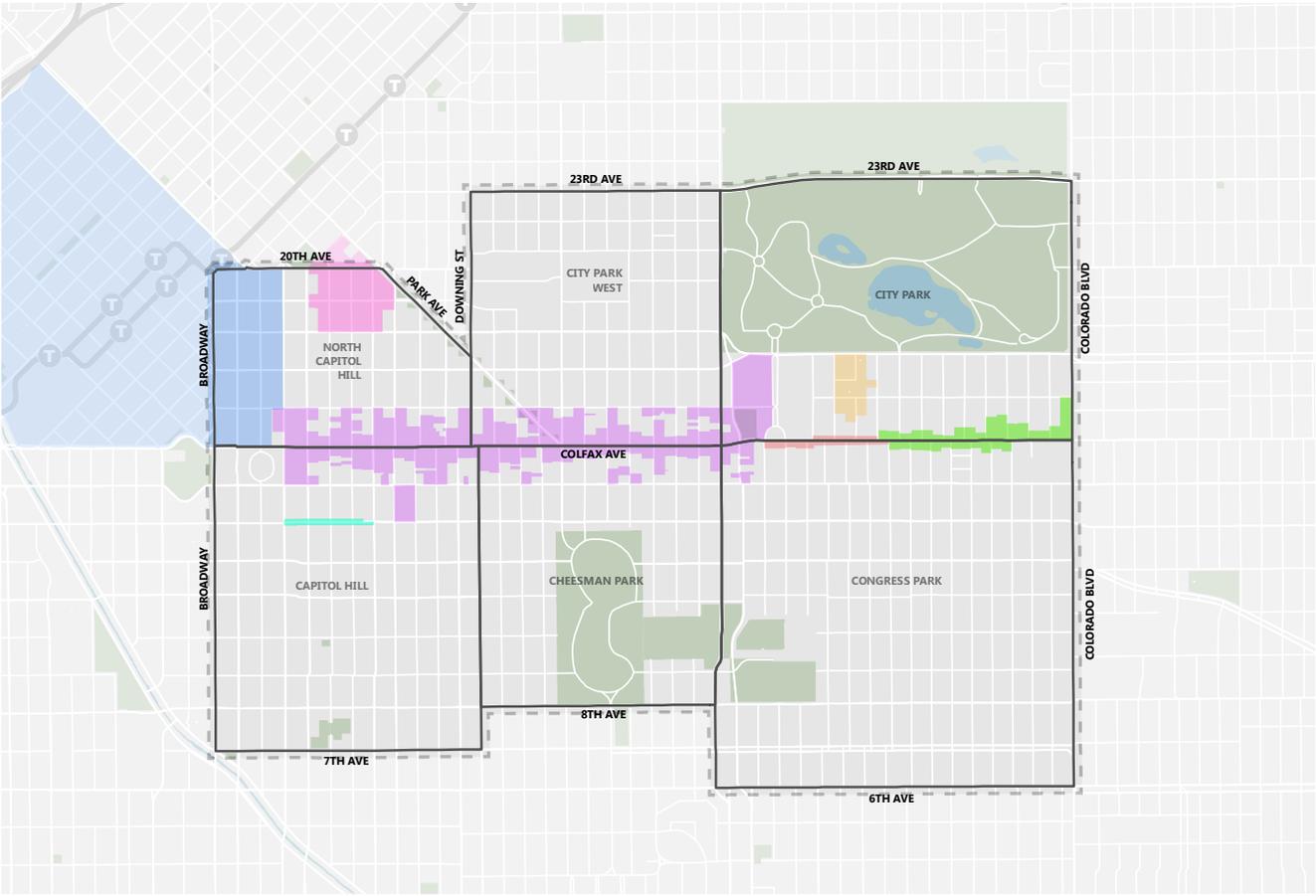
 Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

Denver Public Schools Ratings





- Bluebird BID
- City Park South TIF
- Colfax Ave BID
- Downtown Denver BID
- St. Luke's Pedestrian Mall LMD
- East 13th Avenue Pedestrian Mall
- Expanded Greek Town Pedestrian Mall
- Plan area boundary

0 0.2 0.4 Miles
 Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

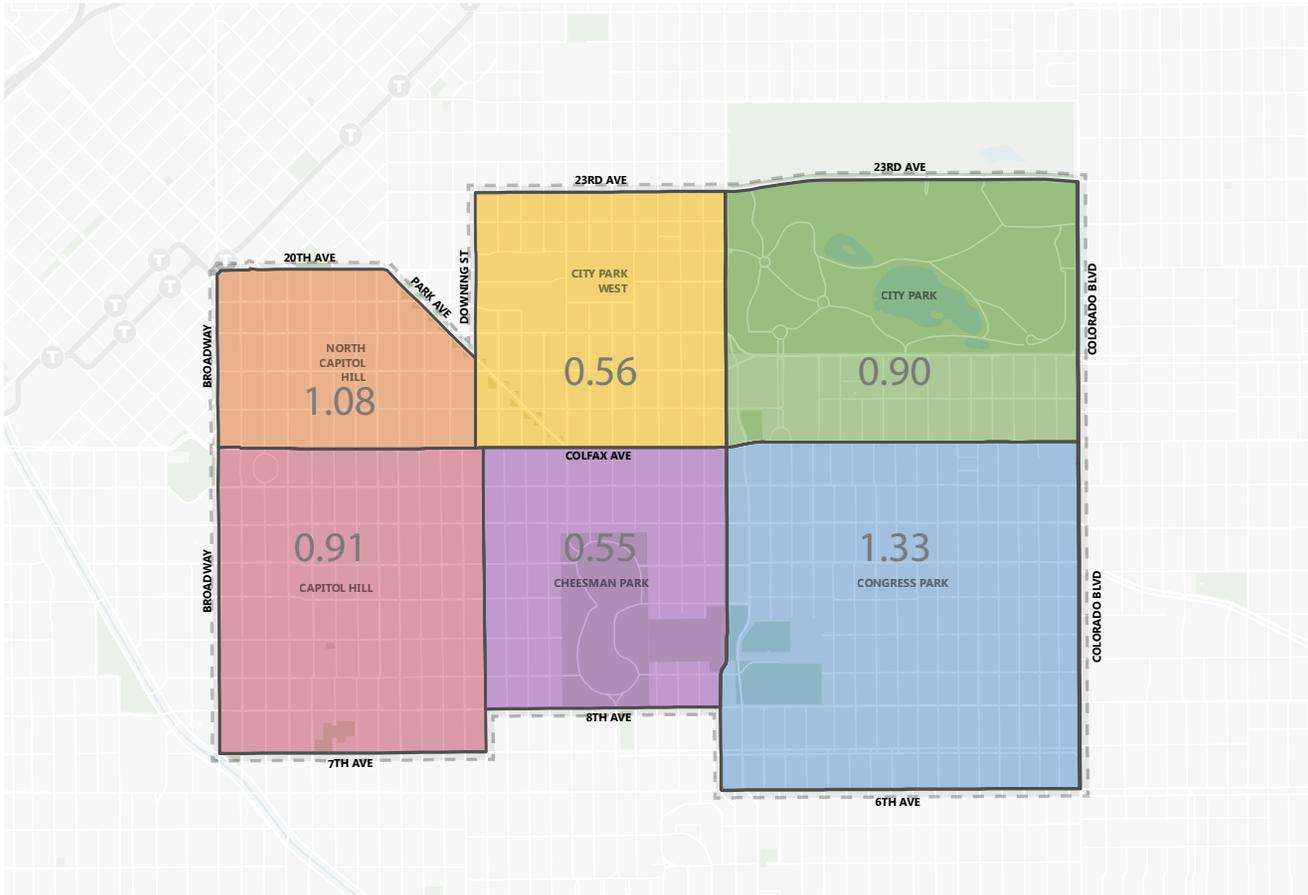
SPECIAL DISTRICTS

There are 7 special districts of 3 different types in the East Central area. There are 3 Business Improvement Districts (BIDs) which construct and maintain public improvements and provide other business services through assessments on commercial properties. There are 3 Local Maintenance Districts which maintain public improvements through additional property assessments. There is 1 Tax Increment Finance (TIF) District which pays for improvements and services to facilitate redevelopment of blighted areas by collecting incremental tax increases generated by redevelopment and reinvesting them back into the District.

- Bluebird BID
- City Park South TIF
- Colfax Ave BID
- Downtown Denver BID
- St. Luke's Pedestrian Mall LMD
- East 13th Avenue Pedestrian Mall
- Expanded Greek Town Pedestrian Mall

CHILDCARE

Licensed childcare centers in the East Central area have a maximum capacity of 1,407 for children under the age of 5, resulting in a ratio of 0.87 children in the East Central area for every 1 childcare spot. In Denver, there are 3.78 children per childcare spot. Congress Park has the greatest number of childcare spots in the East Central area but has more children than available childcare services, with a ratio of 1.33 children for every 1 available spot.



Children under 5 per childcare spot

East Central 0.87	■ North Capitol Hill	■ City Park West	■ City Park	Plan area boundary
Denver 3.78	■ Capitol Hill	■ Cheesman Park	■ Congress Park	



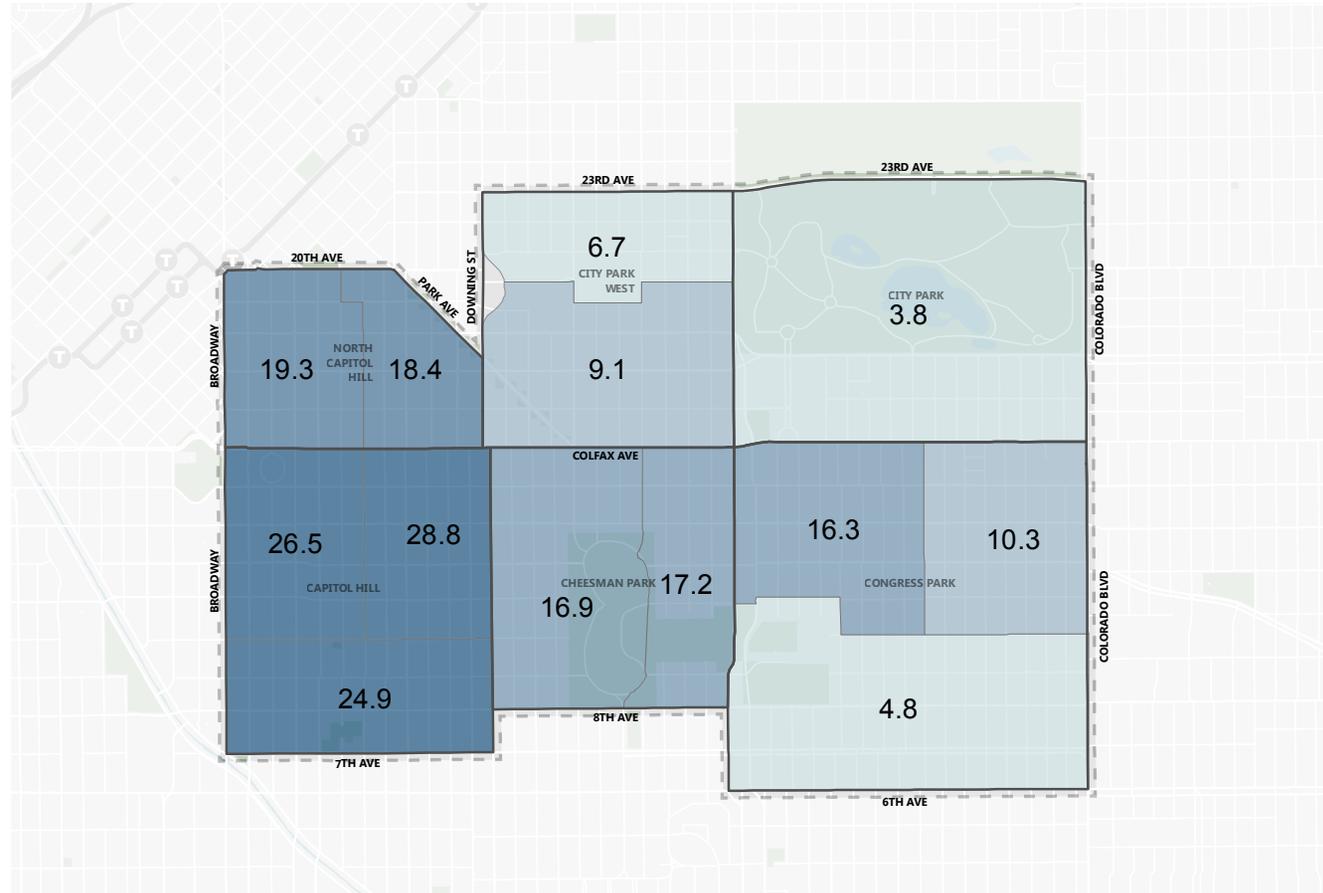
Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: US Census, Colorado Department of Human Services, Qualistar Colorado



EQUITABLE, AFFORDABLE, & INCLUSIVE

The Equitable, Affordable, and Inclusive section provides data and analysis related to the cost of living and diversity of residential units. Topics within this section include affordable housing, gentrification and involuntary displacement, and types of housing available.



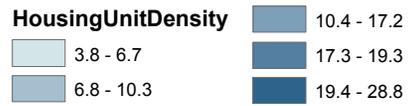


HOUSING DENSITY

The map shows the number of housing units per acre within the East Central area, based on census tracts.

Capitol Hill and North Capitol Hill have the highest density, reflecting the predominance of multi-unit residential buildings found in these areas.

The lowest density areas are found in the southern portion of Congress Park, where single- and two-unit buildings are most typical, and City Park, where the low density is driven by the large amount of open space provided by the park.



Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: 2011-2015 American Community Survey 5-Year Estimates

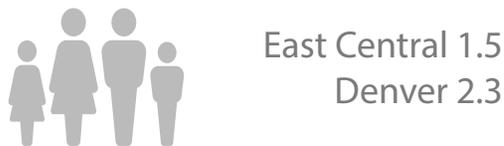
Total Housing Units



Total Households



Average Household Size



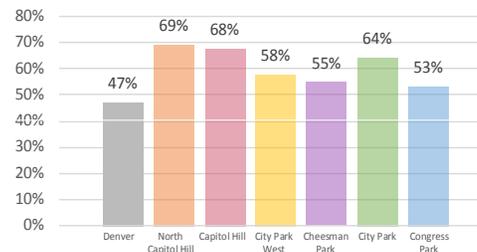
Overcrowded Housing Units



Renter- and Owner-Occupied Units



Households that moved in since 2010



HOUSING CHARACTERISTICS

The East Central area has 32,269 total housing units and 30,005 households. The average household size is 1.5 people per household, which is lower than the Denver average of 2.3 people per household.

Approximately 1 percent of the housing units (about 323 units) are considered overcrowded, defined as more than one person per room in a housing unit. This is lower than Denver overall, where 3.4 percent of units are overcrowded.

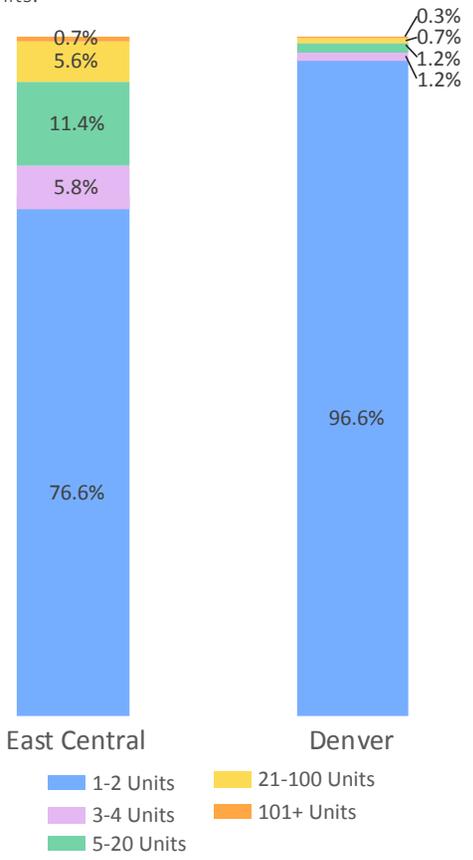
An estimated 70 percent of housing units in the East Central area are occupied by renters. The highest percentages of renter-occupied units are located in the western portion of the plan area, with 85 percent in North Capitol Hill and 79 percent in Capitol Hill. In comparison, 51 percent of Denver’s housing units are renter-occupied.

A relatively high percentage of households are recent arrivals to the East Central area. About 62 percent of households have moved into their home since 2010 and only 12 percent of housing units are occupied by householders that have been there since before 2000.

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

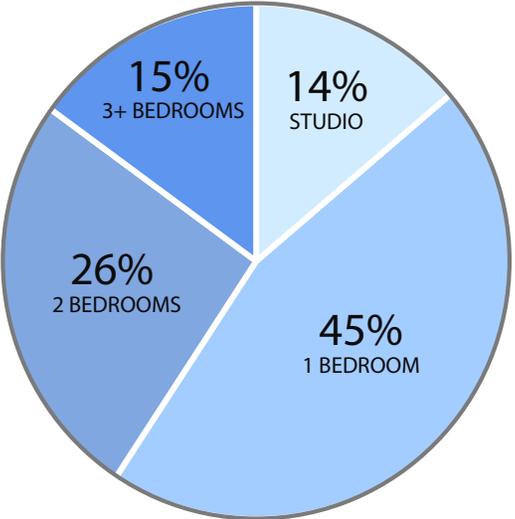
HOUSING UNITS PER STRUCTURE

The East Central area has a diverse range of housing types as compared to Denver overall. The majority (77 percent) of residential buildings are single- or two-unit structures. 23 percent are multi-unit buildings with 3 or more units. 23 percent are multi-unit buildings with 3 or more units.



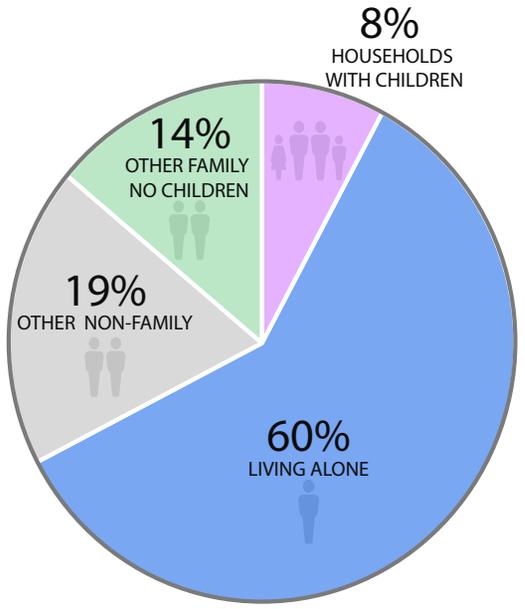
HOUSING UNITS BY BEDROOMS

When looking at the number of bedrooms per housing unit, the East Central area has a diverse range of housing options. Over half of the housing units are studios or one-bedrooms, while 41 percent of units have two or more bedrooms.

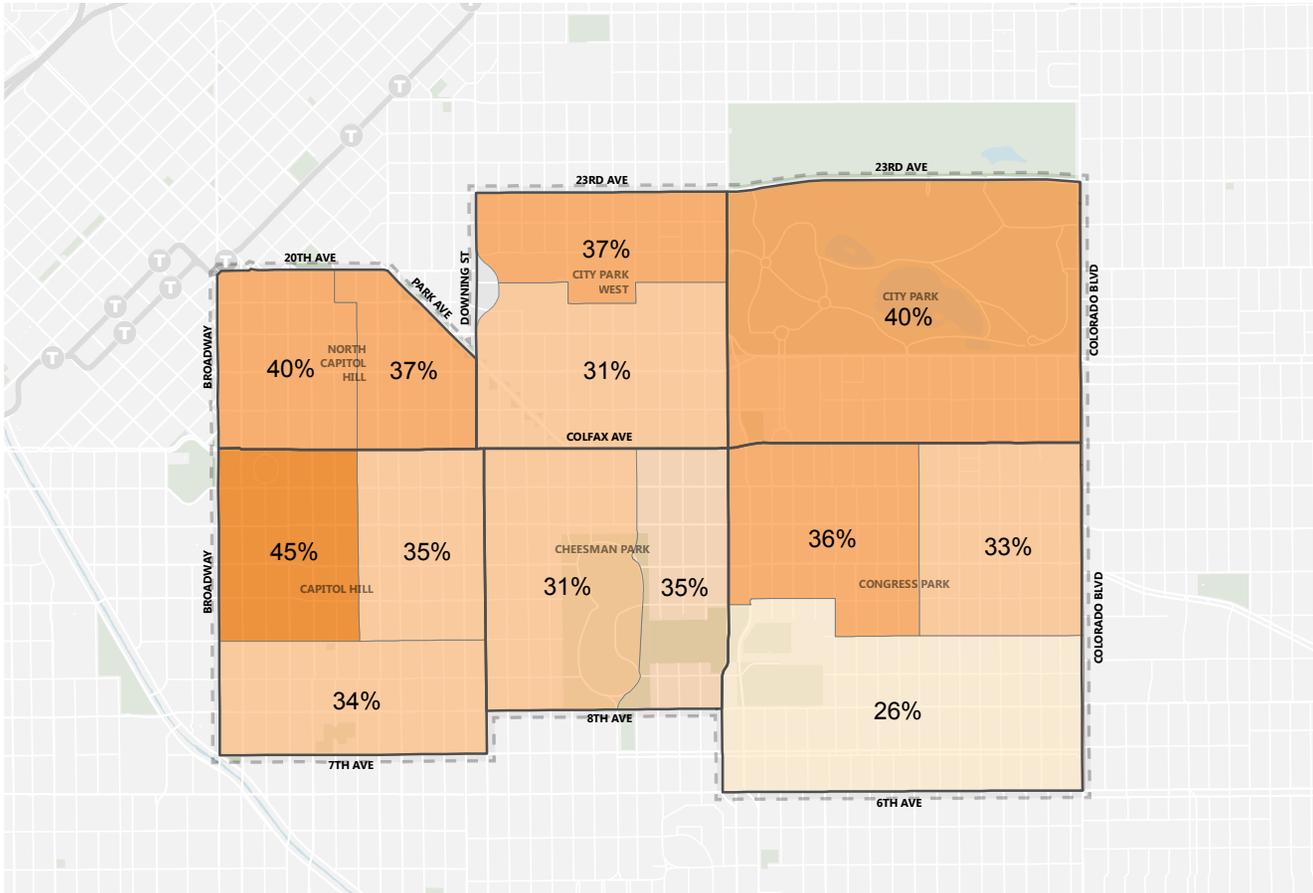


HOUSEHOLD TYPES

Household composition in the East Central area differs greatly from Denver overall. 60 percent of households in the East Central area are single-person households, compared to only 39 percent in Denver overall. Children reside in 8 percent of East Central households, compared to 26 percent in citywide.



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



Percent of households spending 30%+ of their income on housing costs

- 26% - 30%
- 31% - 35%
- 36% - 40%
- 41% - 45%

Plan area boundary

0 0.2 0.4 Miles

Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: 2011-2015 American Community Survey 5-Year Estimates

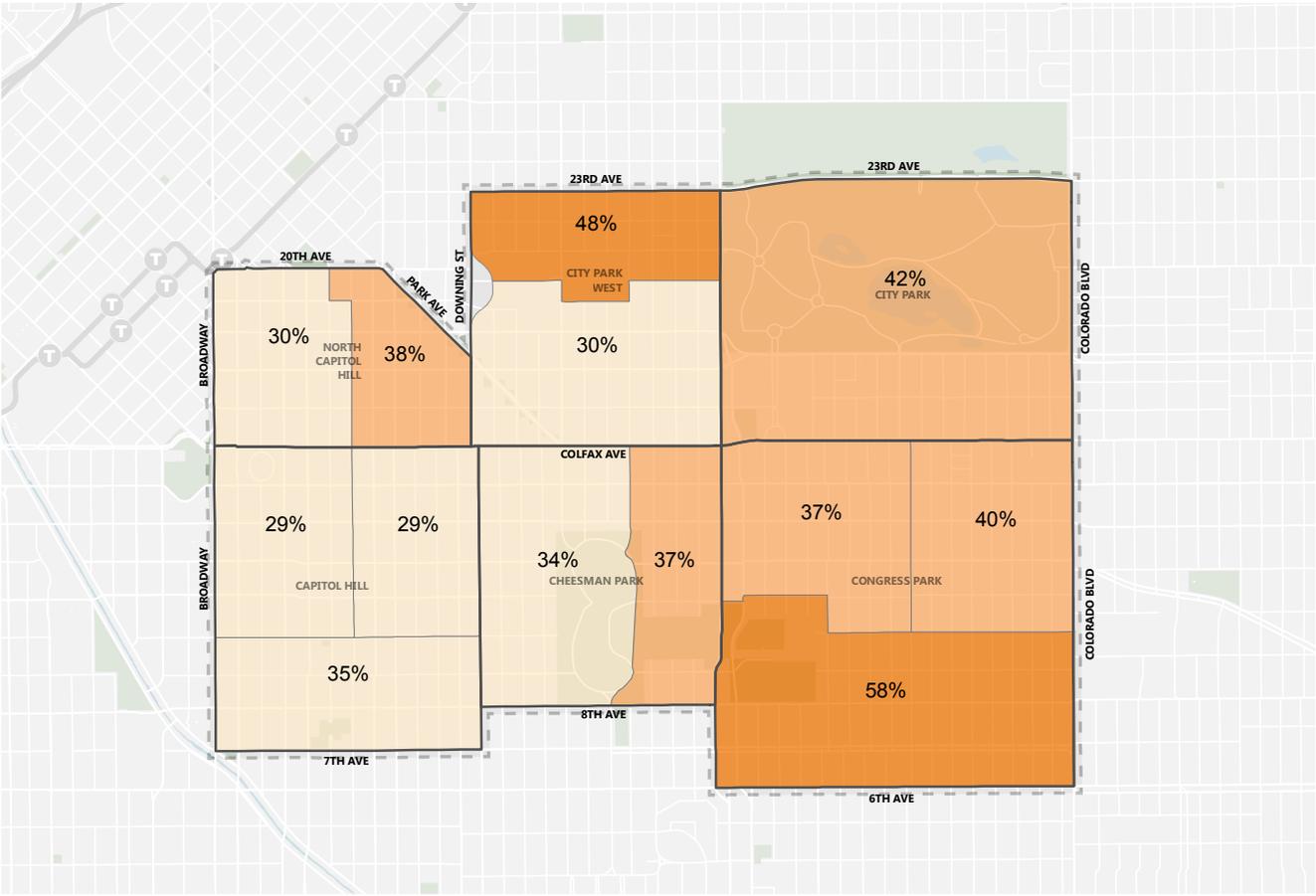
COST BURDENED HOUSEHOLDS

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

10,696 households, or 36 percent of all households, in the East Central area are cost-burdened. The map shows the western portion of Capitol Hill has the highest percentage of cost-burdened households in the East Central area. Further, 16 percent, or about 4,800 households, are severely cost-burdened.

Renters and low-income households are the most cost-burdened. 41 percent of renter households are cost-burdened, as compared to 23 percent of owner households. In addition, 84 percent of renter households with incomes of less than \$20,000 and 51 percent of renter households with incomes of between \$20,000 and \$49,999 are cost-burdened.

Median home values have risen rapidly throughout Denver in the last few years. In the East Central area, median home values increased from 18.5 to 21.6 percent from 2015 to 2017. As of April 2017, the median home value in the plan area was \$532,200.



Housing & Transportation Costs as a Percentage of Typical Regional Household Income

- 29% - 35%
- 36% - 45%
- 46% - 58%

--- Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: Center for Neighborhood Technology

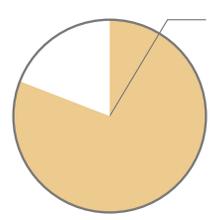
HOUSING & TRANSPORTATION COSTS

An alternative way of measuring affordability is to combine both housing and transportation costs for a household, given that transportation can account for a large portion of a household's expenses.

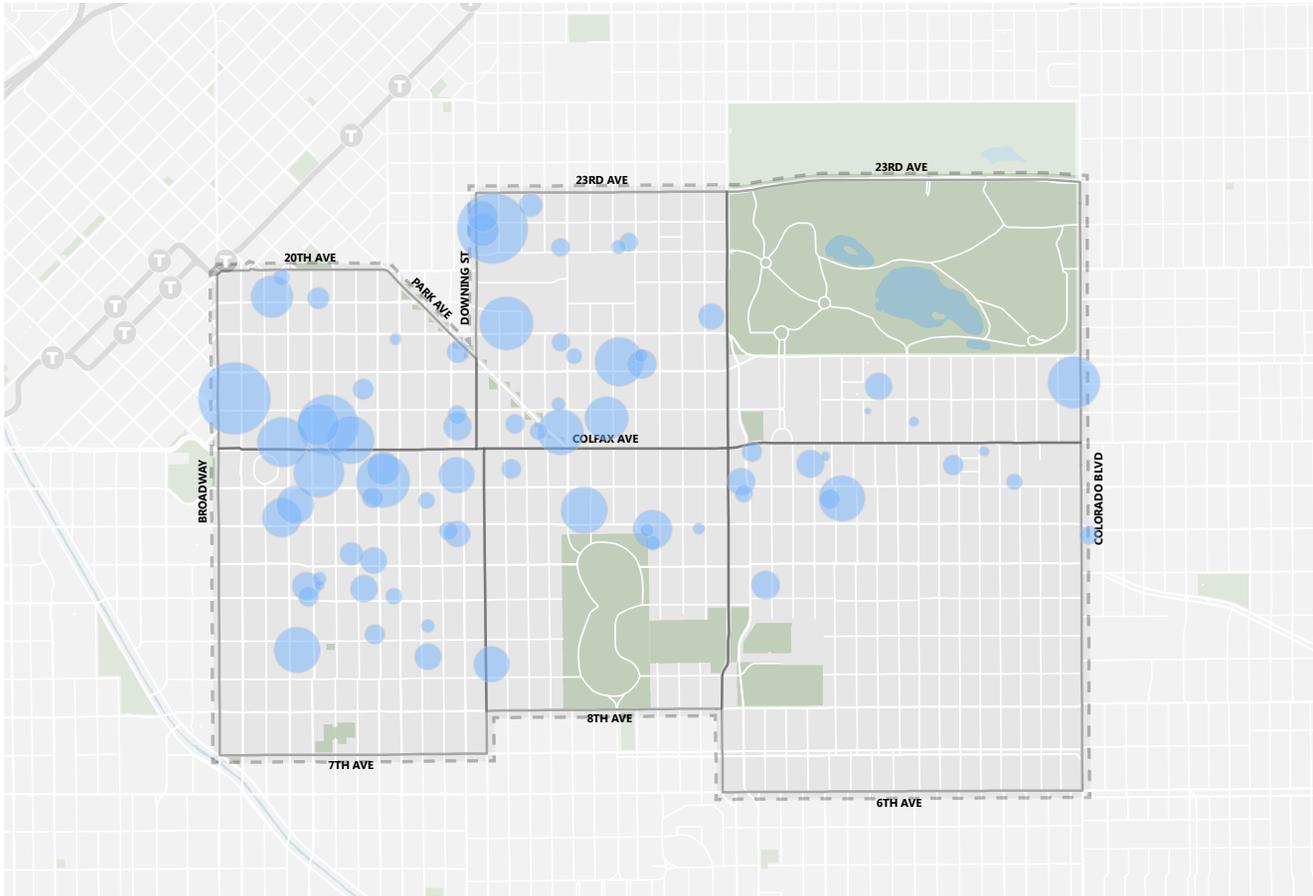
The map shows what a household with the Denver region's median income would spend on housing and transportation costs, based on 2013 data. Those with costs less than 45 percent of the regional median household income are considered affordable.

Based on this analysis, 85 percent of census tracts in the East Central area would be affordable to a typical regional household. Unlike the map on the previous page, this map does not show what residents within the East Central area are spending, but, rather, provides an estimate of what a household making the typical income in the Denver region would spend in East Central.

CNT (the data source) estimates that a household with the typical regional income would spend 15-21 percent of their income on transportation in East Central.



85% of census tracts are affordable to a typical regional household



Number of Income Restricted Units



Plan area boundary

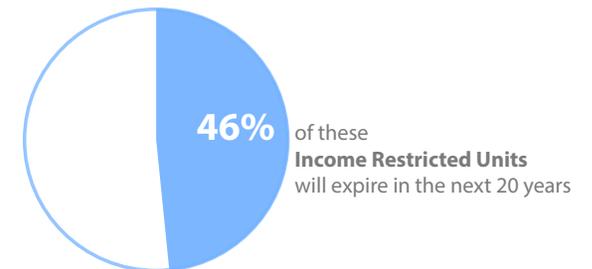


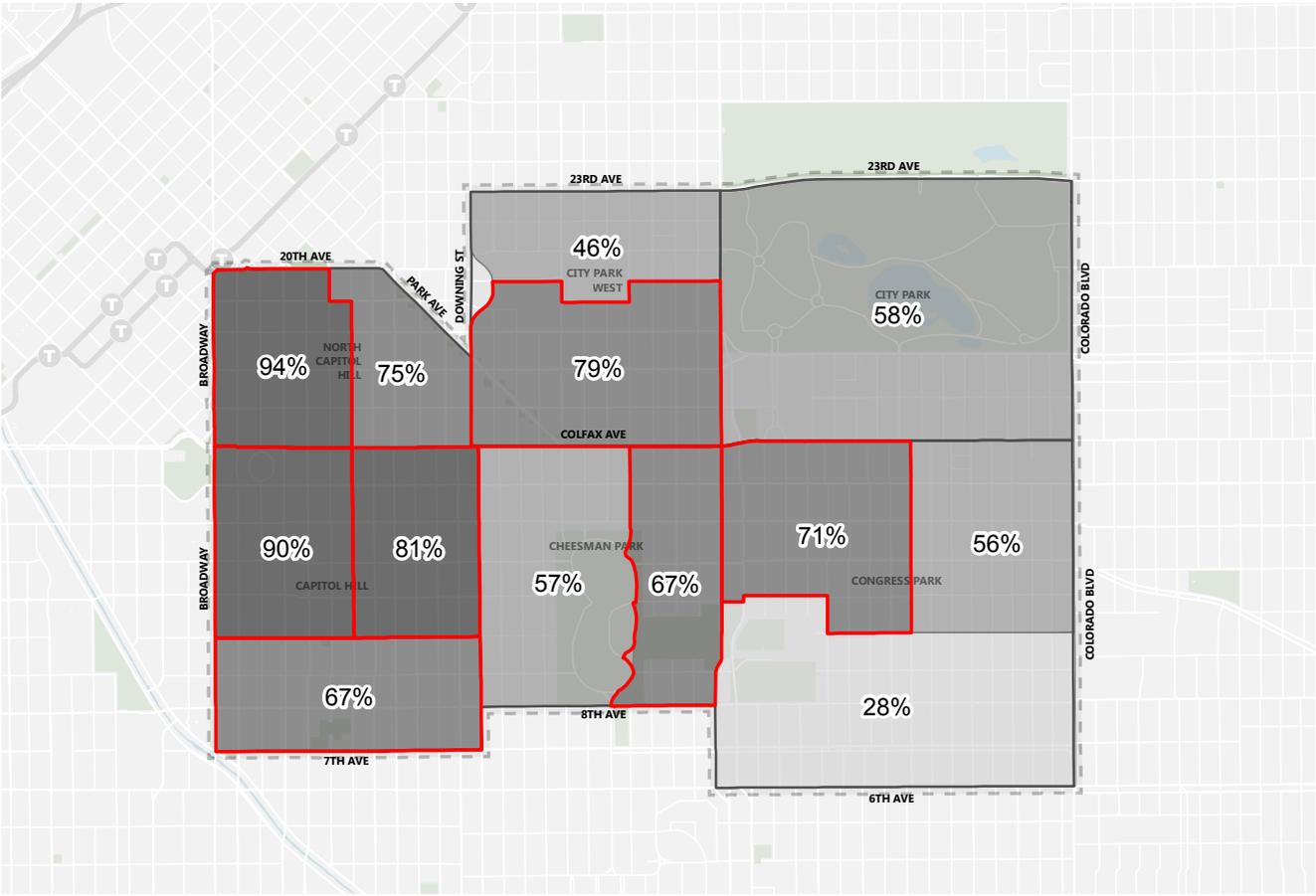
Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

INCOME-RESTRICTED UNITS

Income-restricted housing units have a covenant or other restriction that requires them to be affordable to tenants with certain income levels. These types of units are distinguished from naturally occurring affordable housing, which may be affordable to tenants due to current market conditions but are not required to be maintained as affordable.

The East Central area currently has 3,255 income-restricted units, which accounts for 10 percent of the housing units in the plan area. For comparison, Denver has 22,558 income-restricted units overall, which is 8 percent of all housing units in the city. Approximately 46 percent, of the covenants requiring affordability are set to expire within the next 20 years, which would result in a reduction of about 1,497 affordable units in East Central.





Census Tracts - Percentage of Renters



Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: 2011-2015 American Community Survey 5-Year Estimates, Denver Office of Economic Development

VULNERABILITY TO DISPLACEMENT

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

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

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

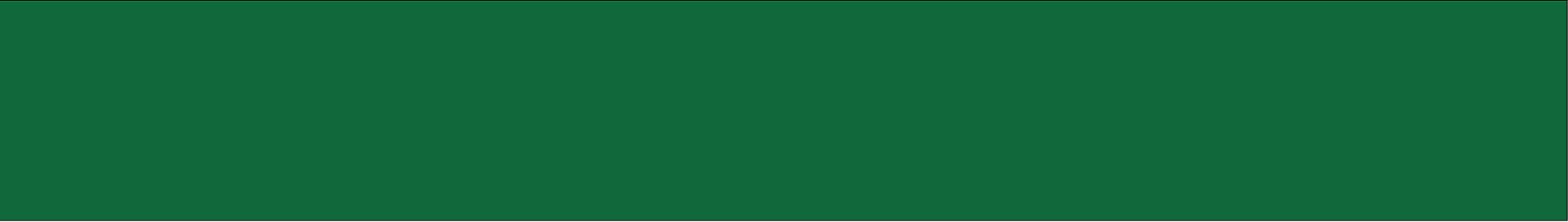
The map shows the percentage of renter-occupied units in each census tract. The red outline indicates areas which are vulnerable to displacement. There are 15,212 renter-occupied units in the vulnerable areas of Capitol Hill, North Capitol Hill, City Part West, Cheesman Park, and Congress Park.

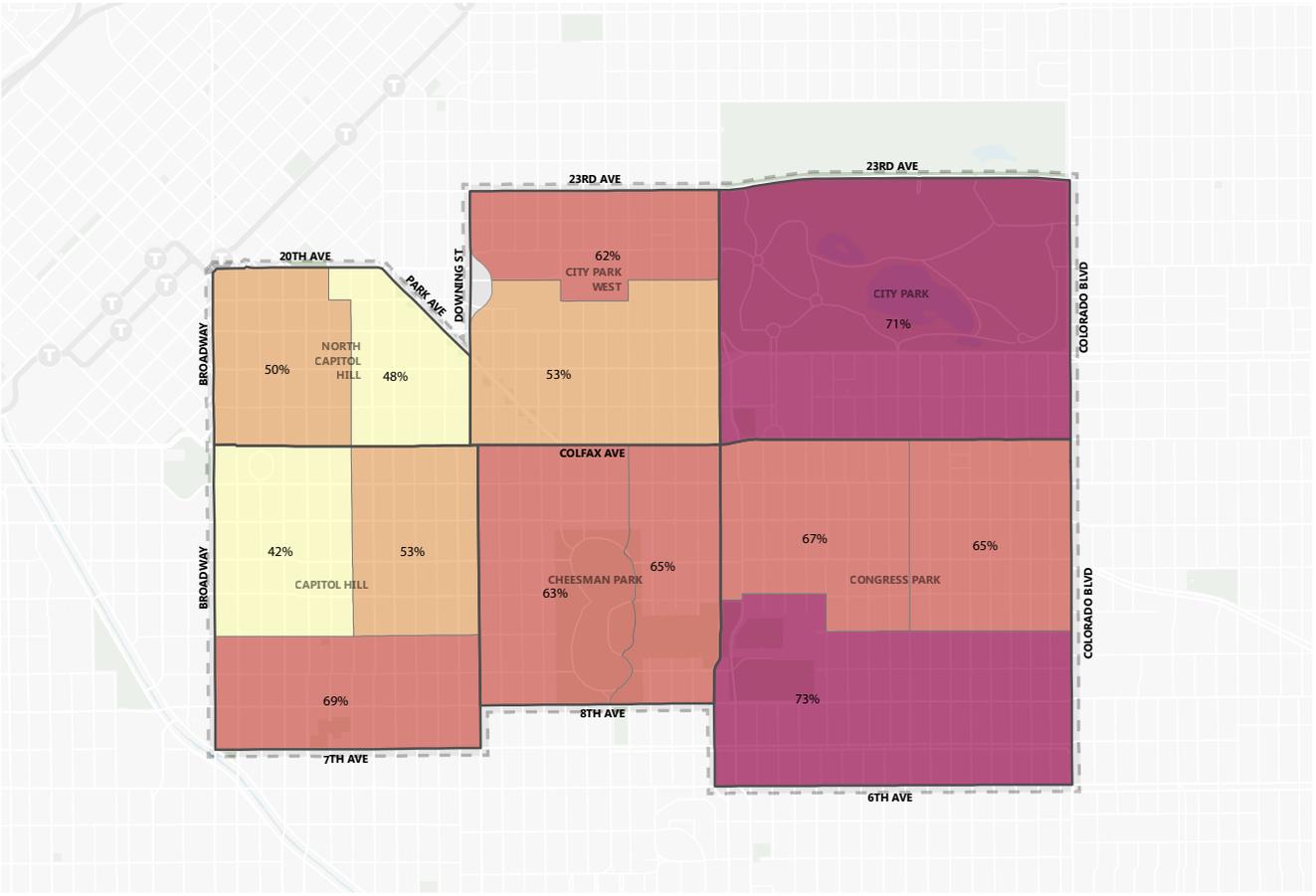
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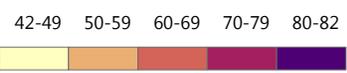
WELL CONNECTED, SAFE, AND ACCESSIBLE PLACES

The Well Connected, Safe, and Accessible Places section provides data and analysis related to multi-modal transportation infrastructure. Topics in this section include public transit, sidewalks, bike lanes, vehicular travel, and traffic crashes.





Percent of workers that commute by driving alone



Plan area boundary



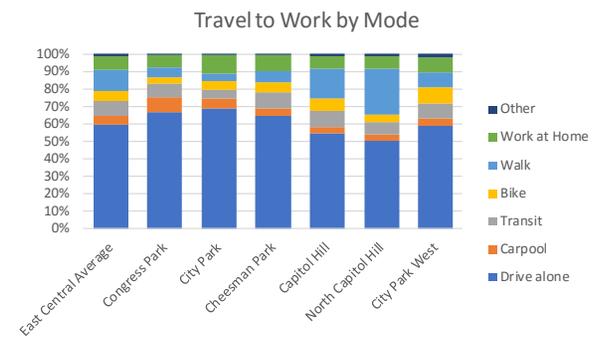
Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

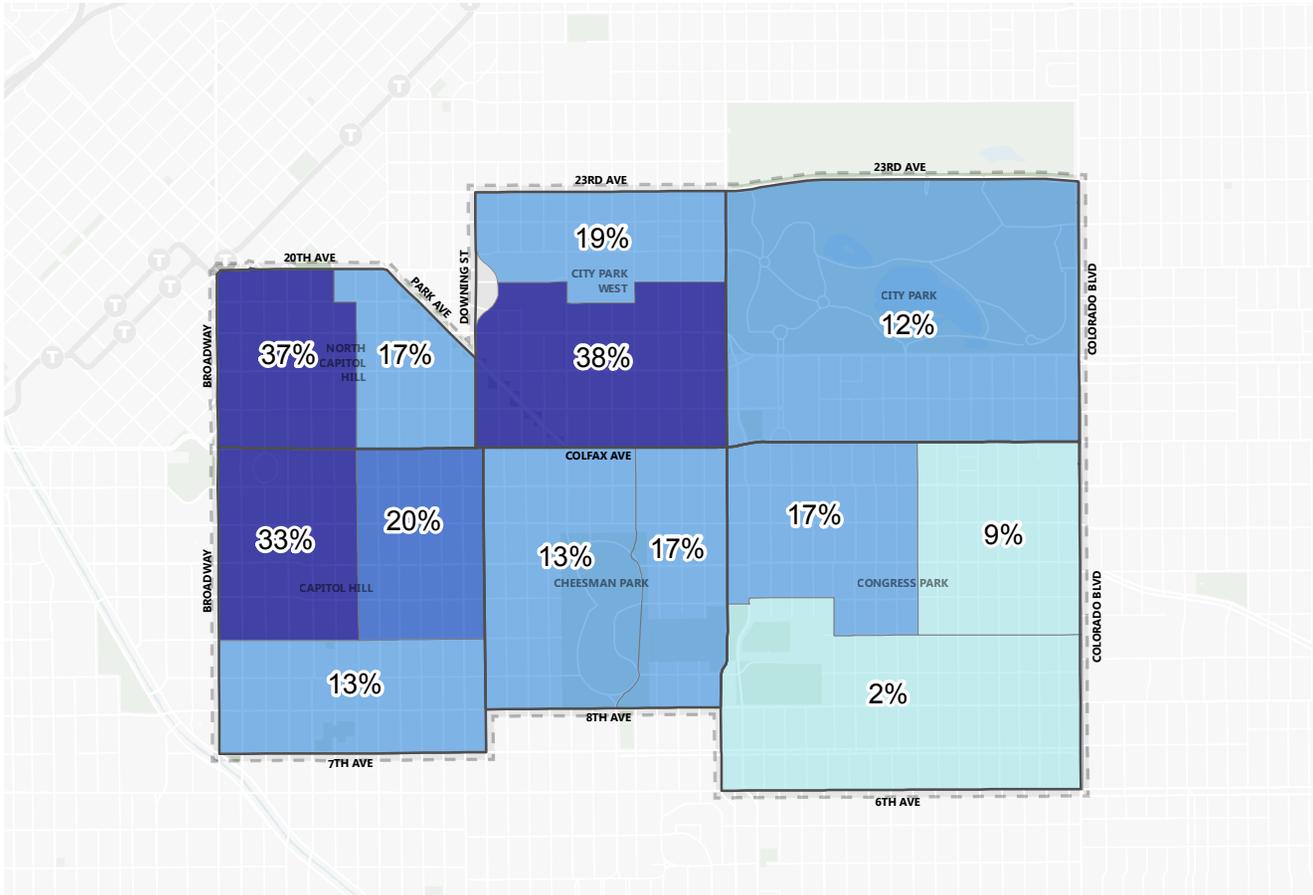
TRAVEL HABITS

Approximately 60 percent of commuters in the plan area drive alone to work, ranging from 51 percent in North Capitol Hill to 69 percent in City Park. The citywide average is 70 percent.

Notably, approximately 27 percent of residents walk to work in North Capitol Hill, as do 17 percent of residents in Capitol Hill.

The chart below illustrates the percent of residents who take each mode of transportation as measured by the American Community Survey within East Central as a whole and within each neighborhood.





Census Tracts - Percent of Housing Units with No Cars



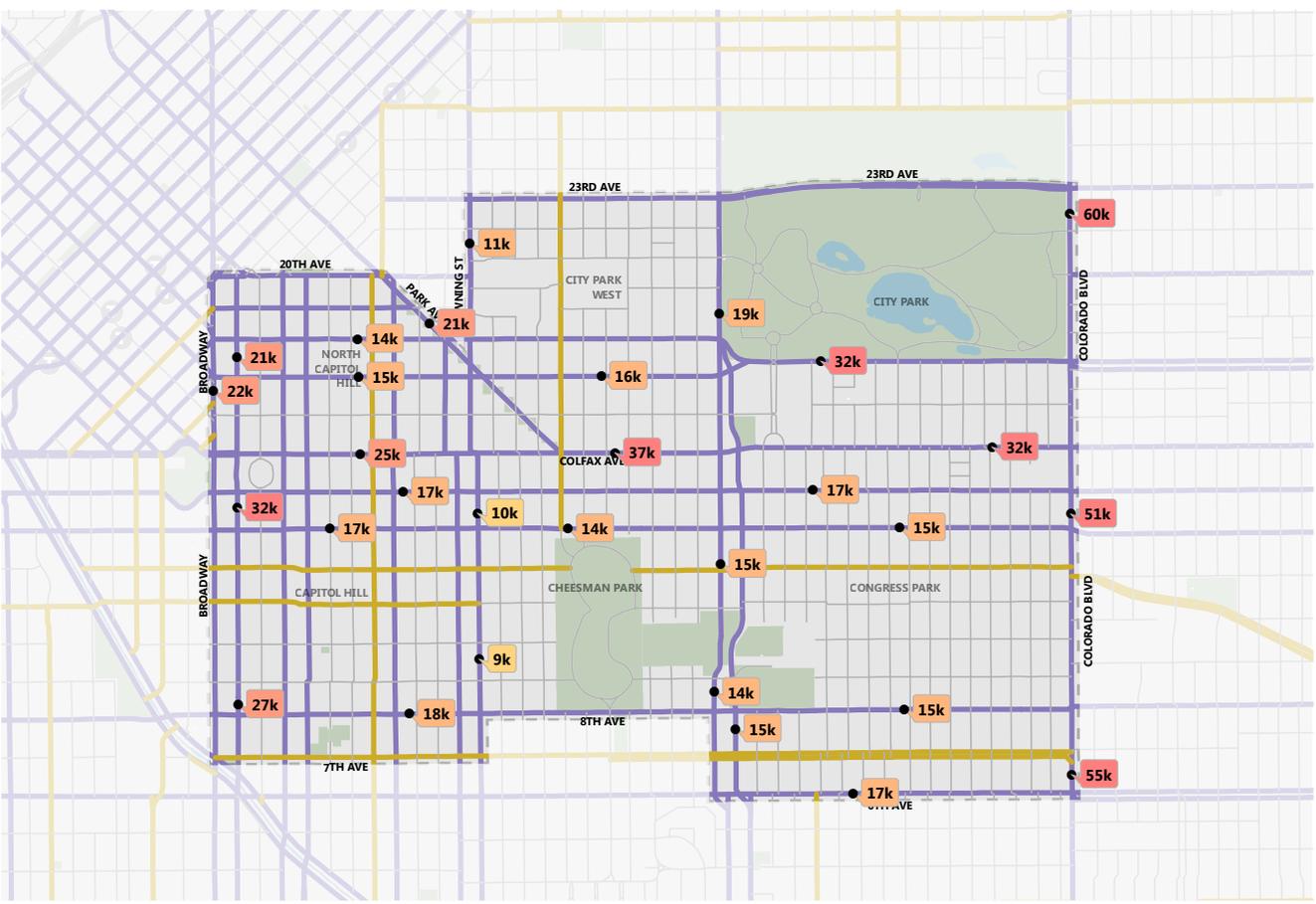
Plan area boundary



Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

VEHICLE OWNERSHIP

Approximately 20 percent of households within the East Central area, do not have a vehicle, almost twice that of the 11 percent average city-wide. Census tracts within City Park West (38 percent), North Capitol Hill (37 percent), and the Capitol Hill (33 percent) have the highest percentages of car-less households.

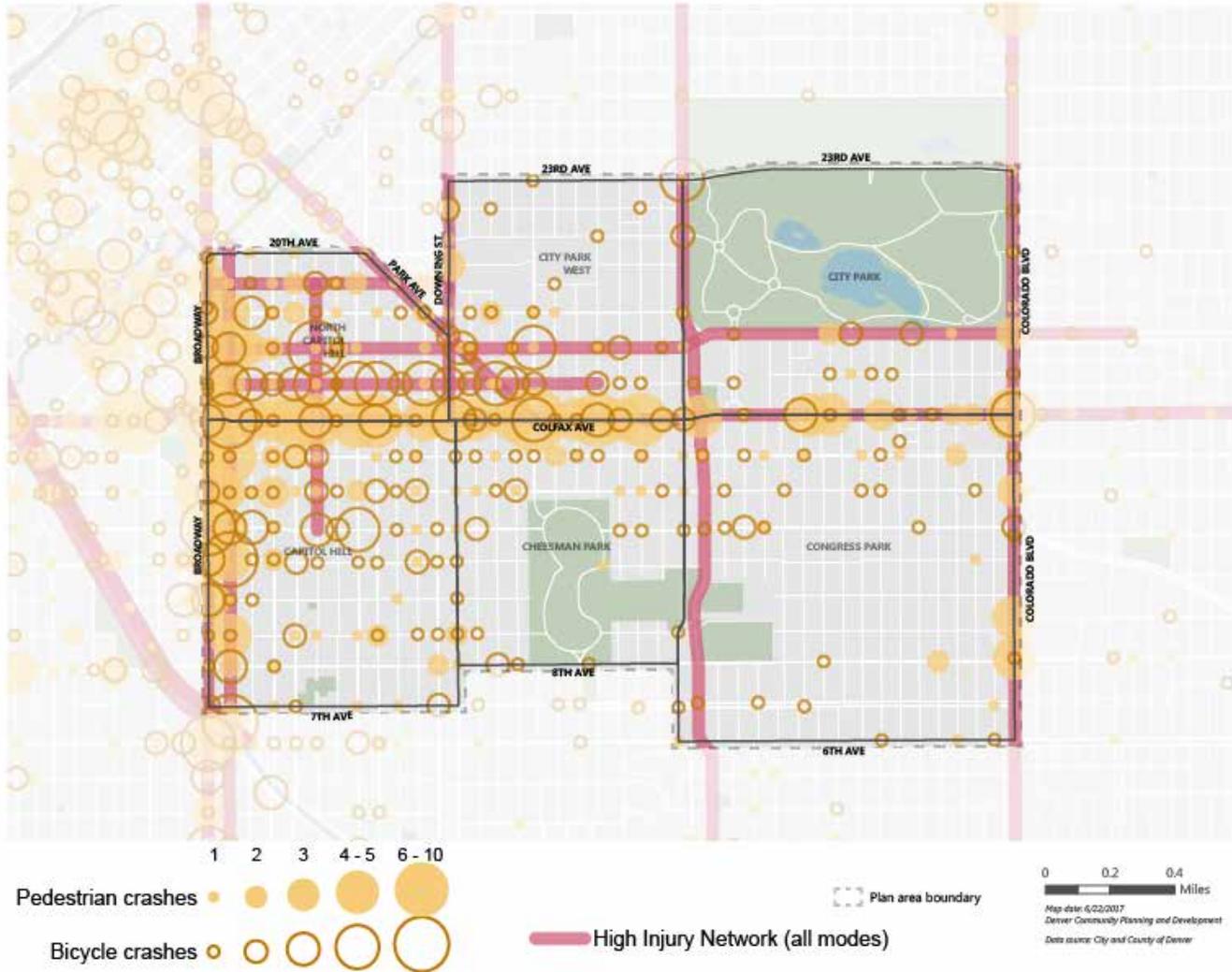


Arterial	Average Daily Trips	0 - 10k	Plan area boundary 0 0.2 0.4 Miles <small>Map date: 6/22/2017 Denver Community Planning and Development Data source: City and County of Denver</small>
Collector		11 - 20k	
Local		21 - 30k	
		31k+	

VEHICLE TRAFFIC VOLUMES

The highest vehicle traffic volumes in East Central are on Arterial Streets, including Colorado Boulevard, Lincoln Street, Colfax Avenue, 18th Avenue, and 17th Avenue.

Collector Streets in the plan area include Washington Street, Franklin Street, 12th Avenue, 11th Avenue, and 7th Avenue. The remaining streets are classified as local streets.

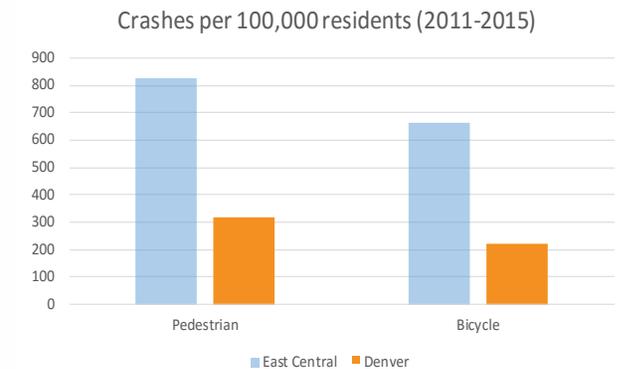


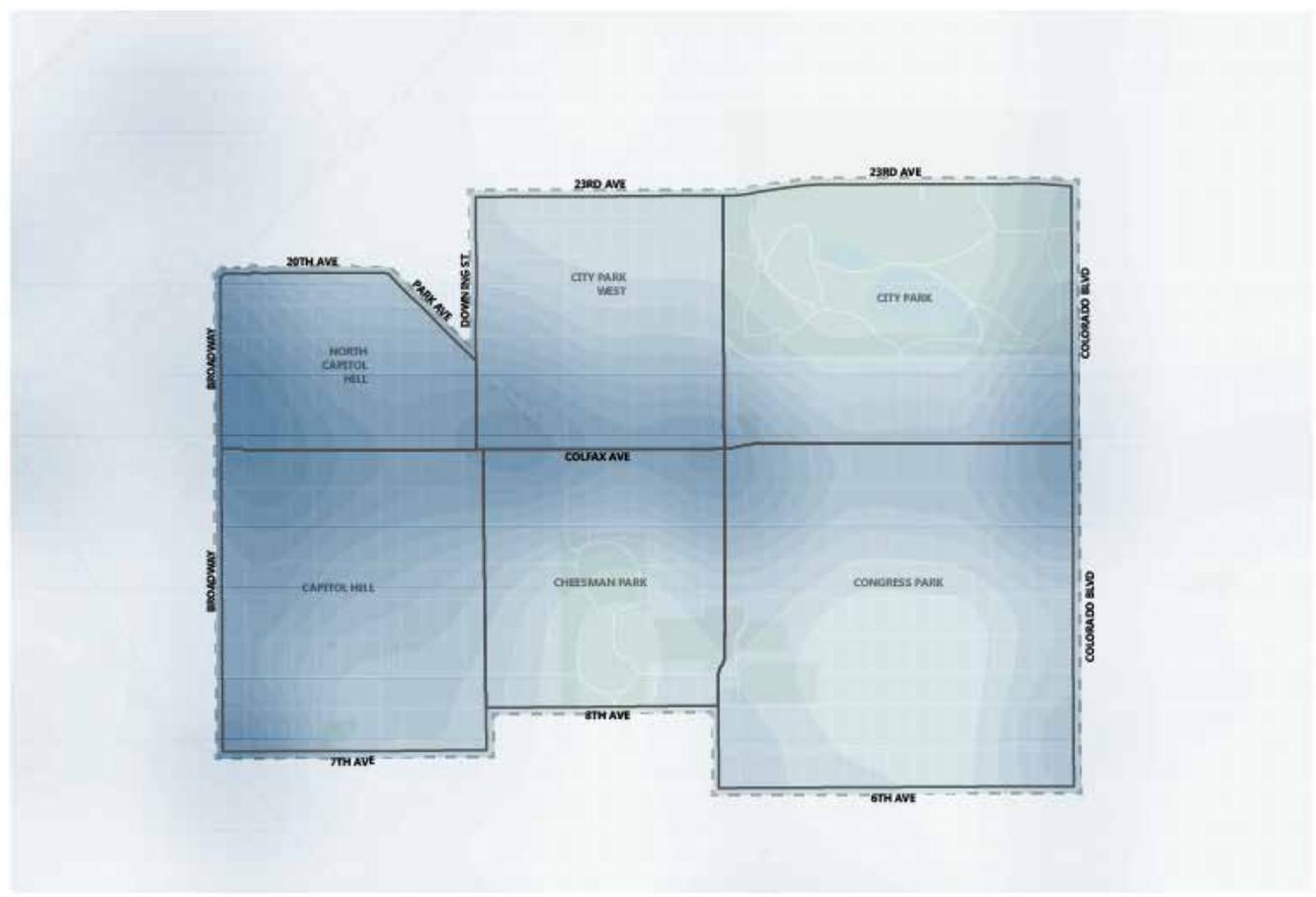
PEDESTRIAN AND BIKE CRASHES

The Denver Vision Zero Action Plan included extensive data collection and analysis that identified a High Injury Network (HIN) representing corridors in Denver with the highest number of crashes with injuries and fatalities. Collectively, the HIN accounts for 5 percent of streets in Denver but 50 percent of traffic deaths.

East Colfax is the corridor with the highest rate of crashes in the city; Colorado Boulevard has the sixth highest crash rate in Denver.

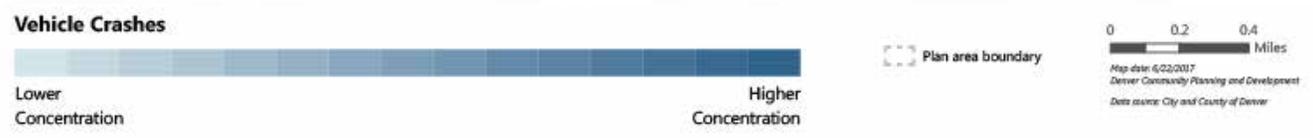
The rate of crashes in East Central is much higher than the city as a whole with pedestrian crashes at over 2.5 times the citywide rate and bicycle crashes at 3 times the Denver rate.

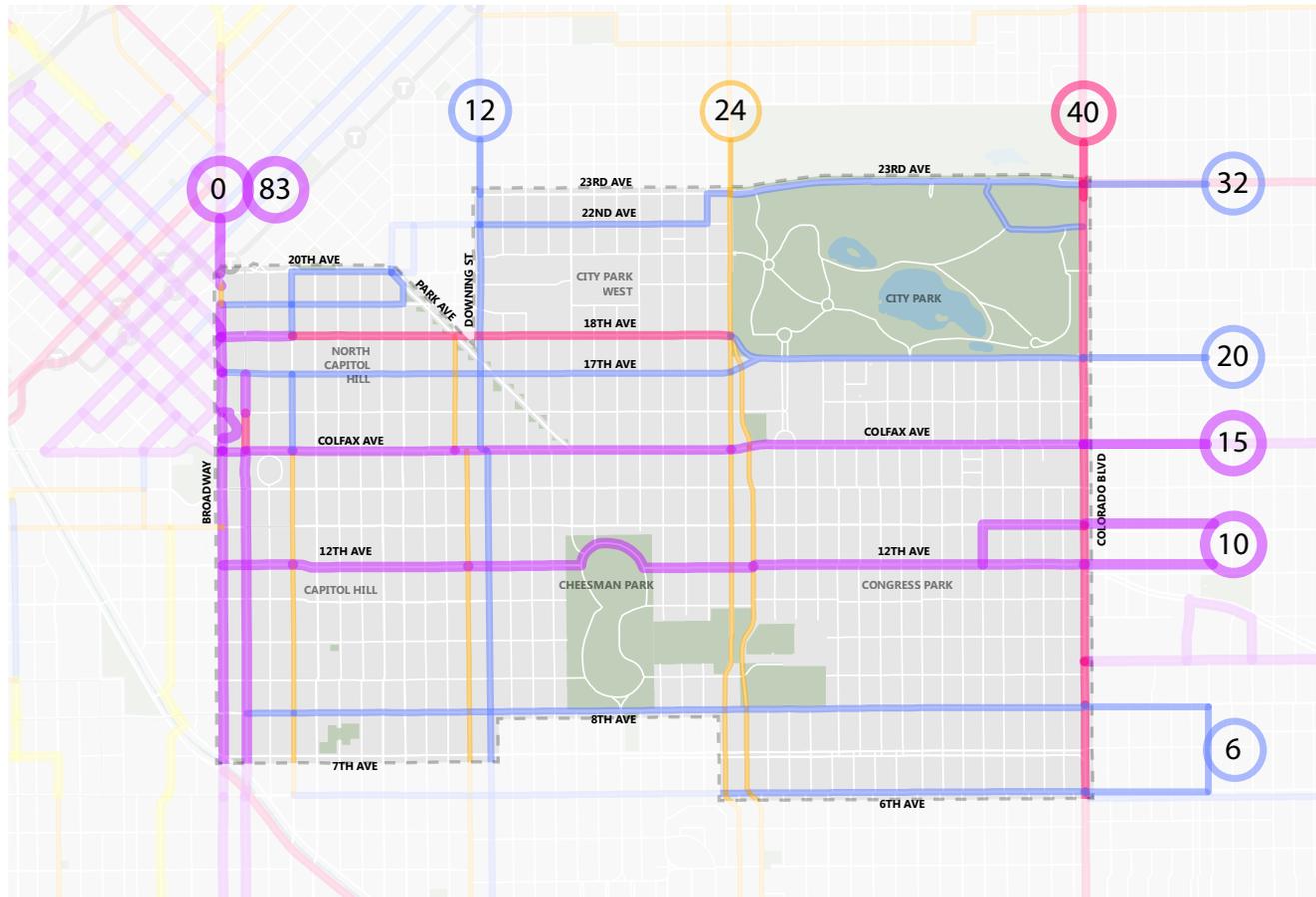




VEHICULAR CRASHES

There is a concentration of vehicle crashes within the East Central plan area. There were over 20,000 vehicle crashes per 100,000 residents from 2011 through 2015, which is almost double the rate of crashes citywide.





Transit Frequency (Number of Minutes)



Plan area boundary

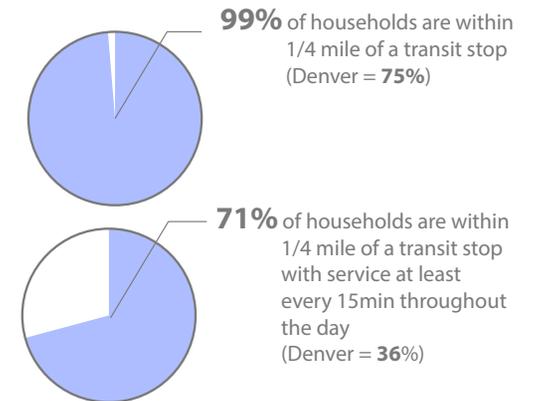


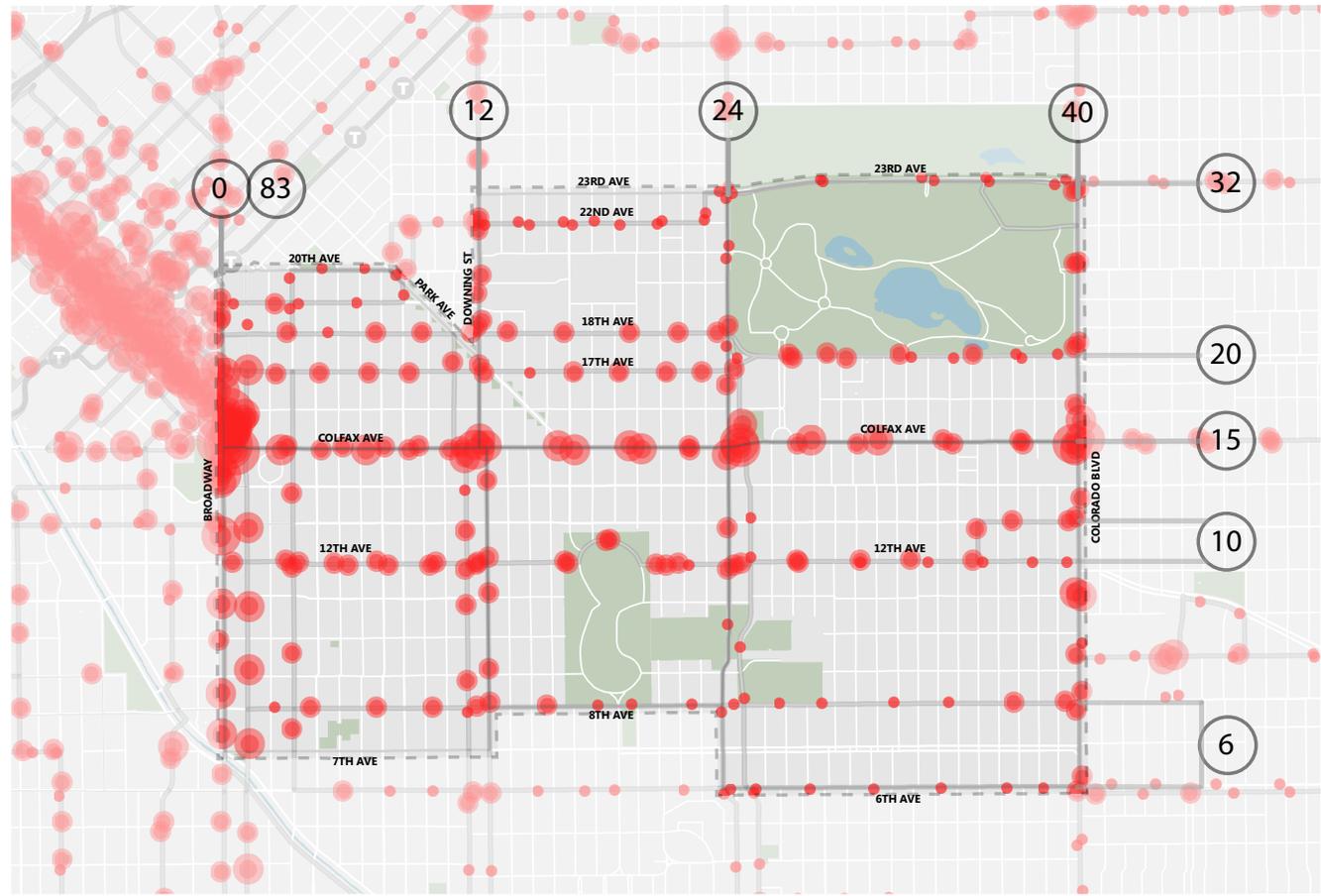
Map date: 6/22/2017
Denver Community Planning and Development
Data source: Regional Transportation District, 2015; Denver Public Works, 2017.

TRANSIT FREQUENCY BY ROUTE

People are more likely to use transit when the service operates frequently, runs on a predictable schedule, and is easily accessible.

Within the East Central area, Colfax Avenue (15) and 12th Avenue (10) have the most frequent bus service. Generally speaking, east-west service is more frequent than north-south service in the Area which is due in large part to the proximity of Downtown Denver. Many of these bus routes serve commuters from neighborhoods in the East Central area to the Central Business District for work and other social activities..





Average Weekly Ridership (Boarding)

● 0-10	● 501-1000
● 11-100	● 1001-2500
● 101-500	● 2501-5000

--- Plan area boundary

0 0.2 0.4 Miles

Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: Regional Transportation District, 2015; Denver Public Works, 2017.

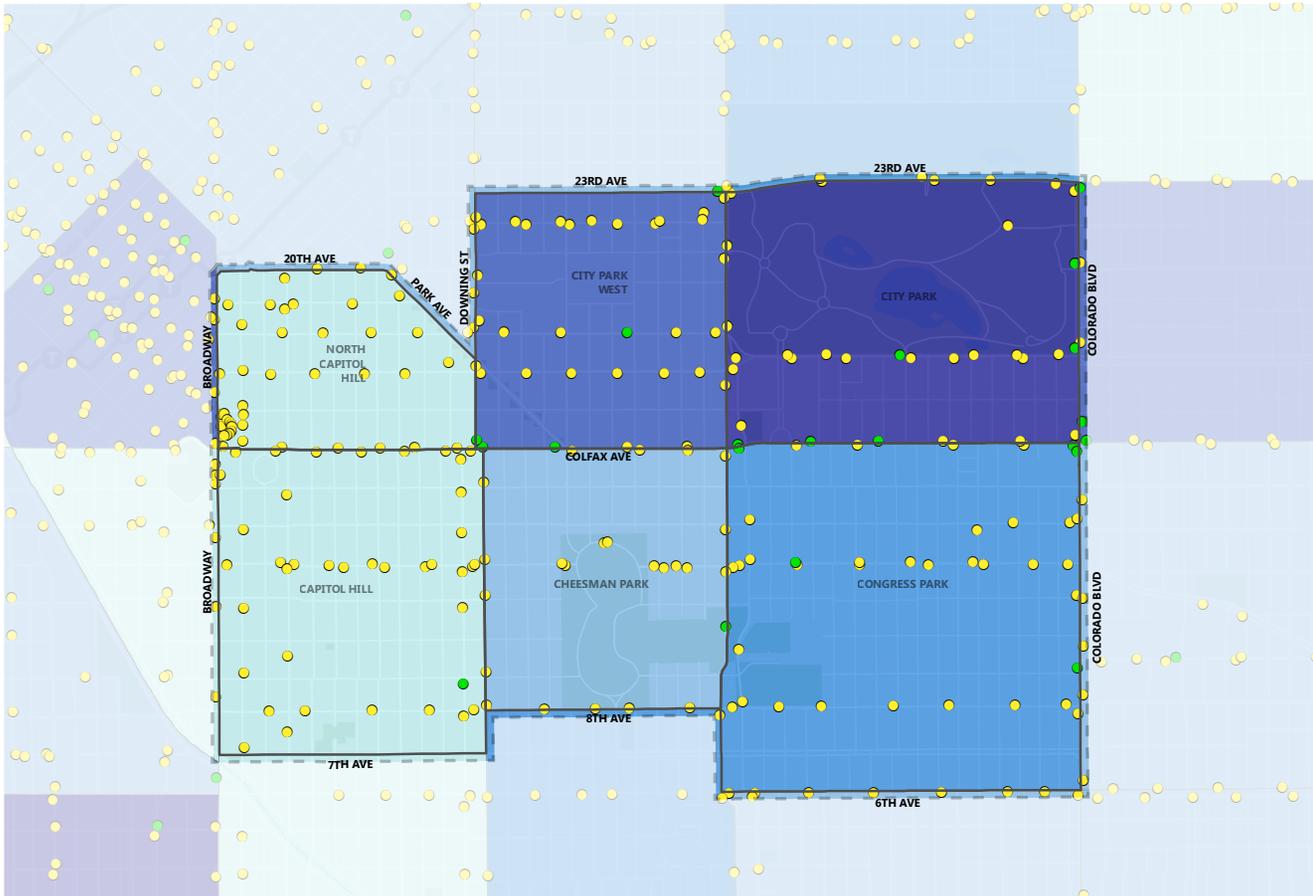
TRANSIT RIDERSHIP BY STOP

Neighborhoods in East Central are well served by transit stops and a short block pattern that supports transit ridership.

The highest concentration of ridership in the East Central area occurs along Colfax Avenue at the following intersections Colfax Avenue/Downing Street, Colfax Avenue/York Street, and Colfax Avenue/Colorado Boulevard.

Top Three Stops:

1. **Broadway and 16th Street**
(Civic Center Station)
2. **Colfax and Broadway**
(Eastbound)
3. **Colfax and Broadway**
(Westbound)



Shelter Density (# of shelters per 10,000 residents)



- Bus stop (no shelter)
- Bus stop (shelter)

Plan area boundary

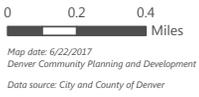
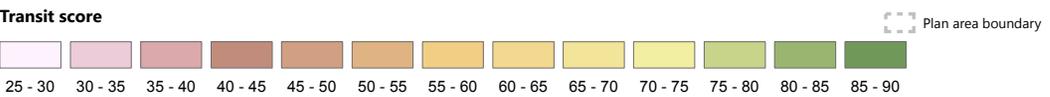


Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

BUS STOP AMENITIES

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

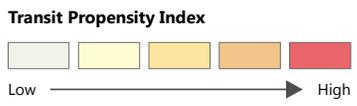
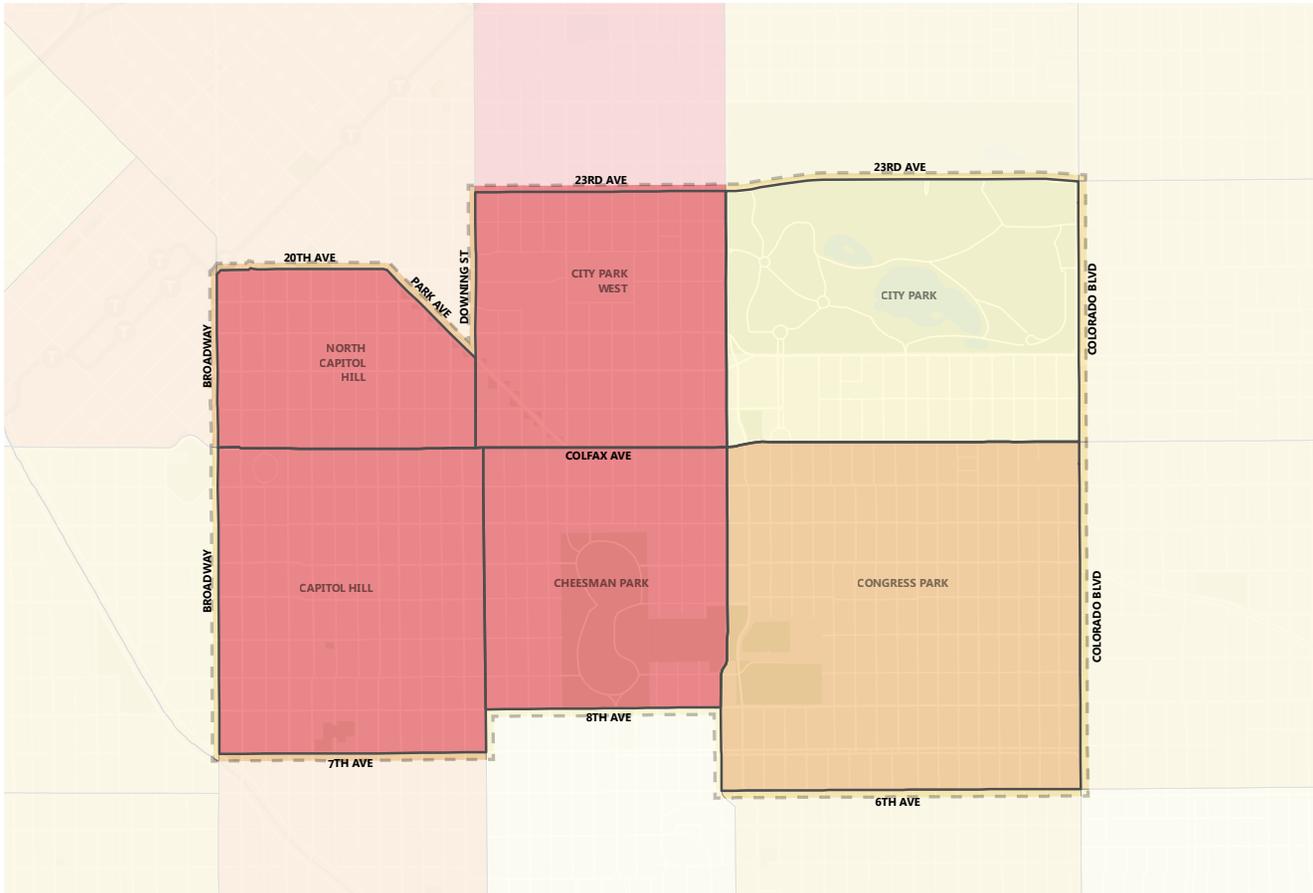
There are approximately 3.5 sheltered bus stops per 10,000 residents in the East Central area compared to Denver’s average of 2.3 sheltered bus stops per 10,000 residents. Most of these shelters are located along Colfax Avenue where transit ridership is most frequent.



TRANSITSORE

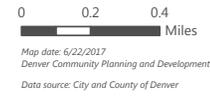
Transit ridership is affected by many different factors. People are more likely to use transit when the service operates frequently, gets them where they need to go in a timely and predictable manner, and the stops are convenient and comfortable. Much like the Walk Score, TransitScore is a measure of how well a particular location is served by public transit on a scale of 0 to 100. The score considers the overall usefulness of nearby transit routes which is defined as the distance to the nearest stop on the route, the frequency of the route, and the type of route (regional routes vs. local routes).

The East Central area has a transit score of 56, higher than the city of Denver score of 46. Neighborhoods such as North Capitol Hill and Capitol Hill are examples of where a fine-grained street network paired with access to frequent transit service close to downtown has resulted in higher scores.



This index is based on the combined densities of low-income households, zero car households, older adults (65 or older), youth (age 15 to 17), and people with disabilities.

Plan area boundary



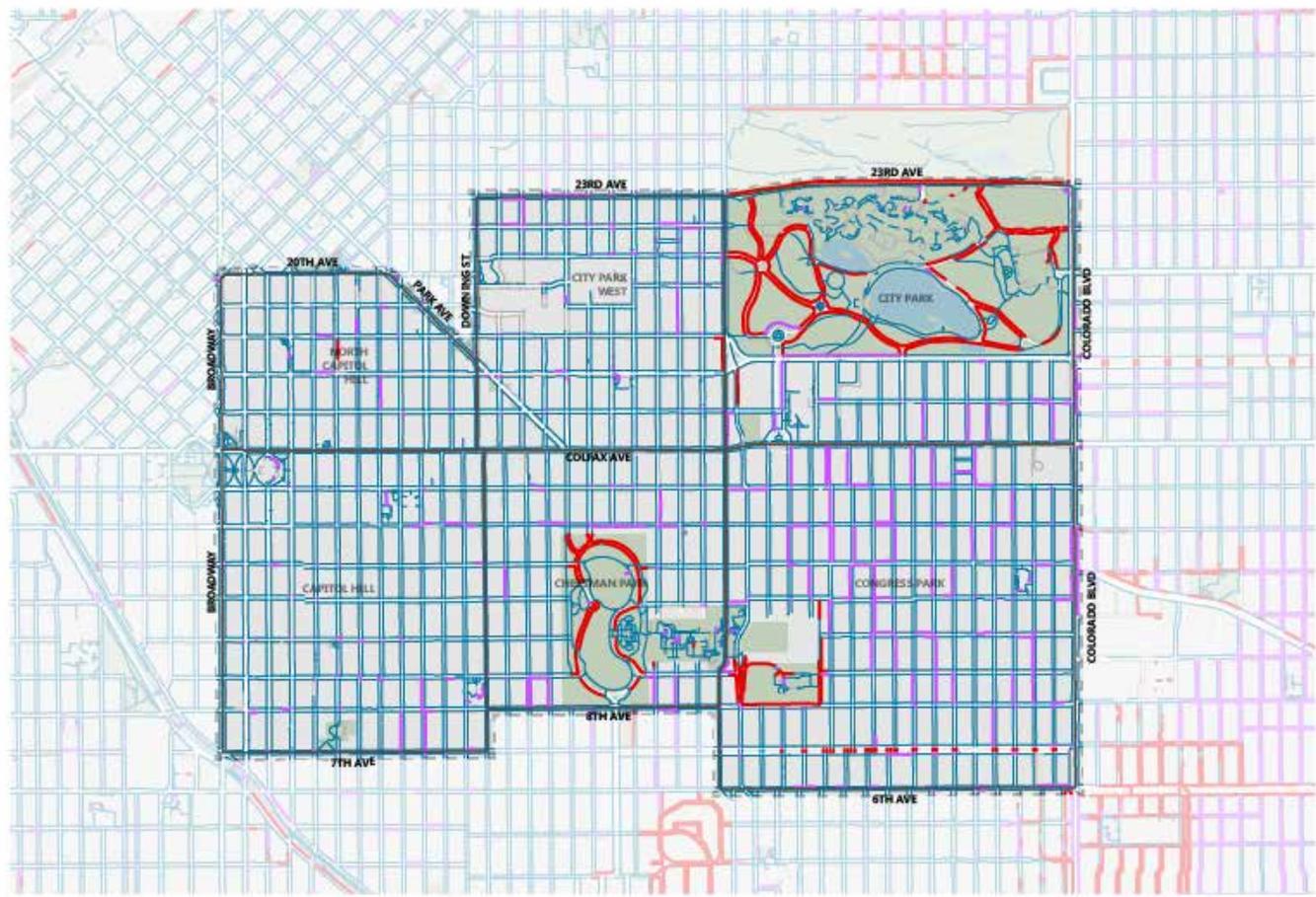
TRANSIT PROPENSITY

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

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

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

The East Central area has a transit propensity of 17 whereas the city of Denver has a transit propensity index of 11, which indicates that East Central has a higher need for transit relative to the city as a whole. The neighborhoods directly east of downtown Denver, such as Capitol Hill and City Park West, have some of the highest transit propensity index scores in the city.



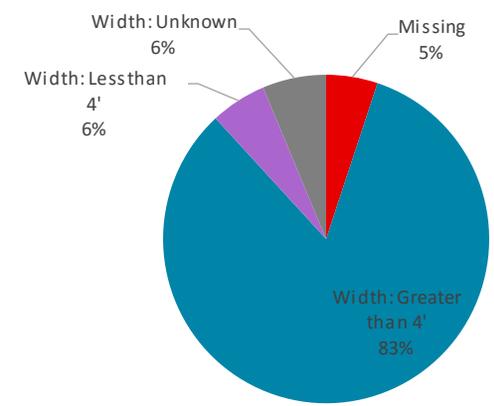
- Sidewalks - width under 4'
- Sidewalks - width 4' and greater
- Sidewalk - width unknown
- Missing sidewalk

Plan area boundary

0 0.2 0.4 Miles
 Map date: 6/22/2017
 Denver Continuity Planning and Development
 Data source: City and County of Denver

SIDEWALK INVENTORY

The sidewalk inventory indicates where sidewalks are missing or too narrow (less than 4 feet wide) in the East Central plan area. Approximately 95 percent of the street network in East Central has sidewalks, and most of those sidewalks are at least 4 feet wide. Approximately 5 percent of the street network within the plan area does not have sidewalks at all, compared to 9 percent citywide.





WALKSCOPE

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

This map shows data available as of October 2017.



Sidewalk Status

- Existing Sidewalk (4' or more)
- Existing Sidewalk (less than 4')
- Existing Sidewalk (width unknown)
- Missing

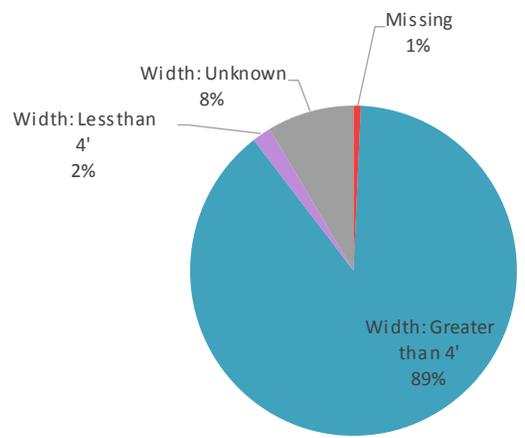
Low-Income Census Tracts (20% or more of population below poverty level)

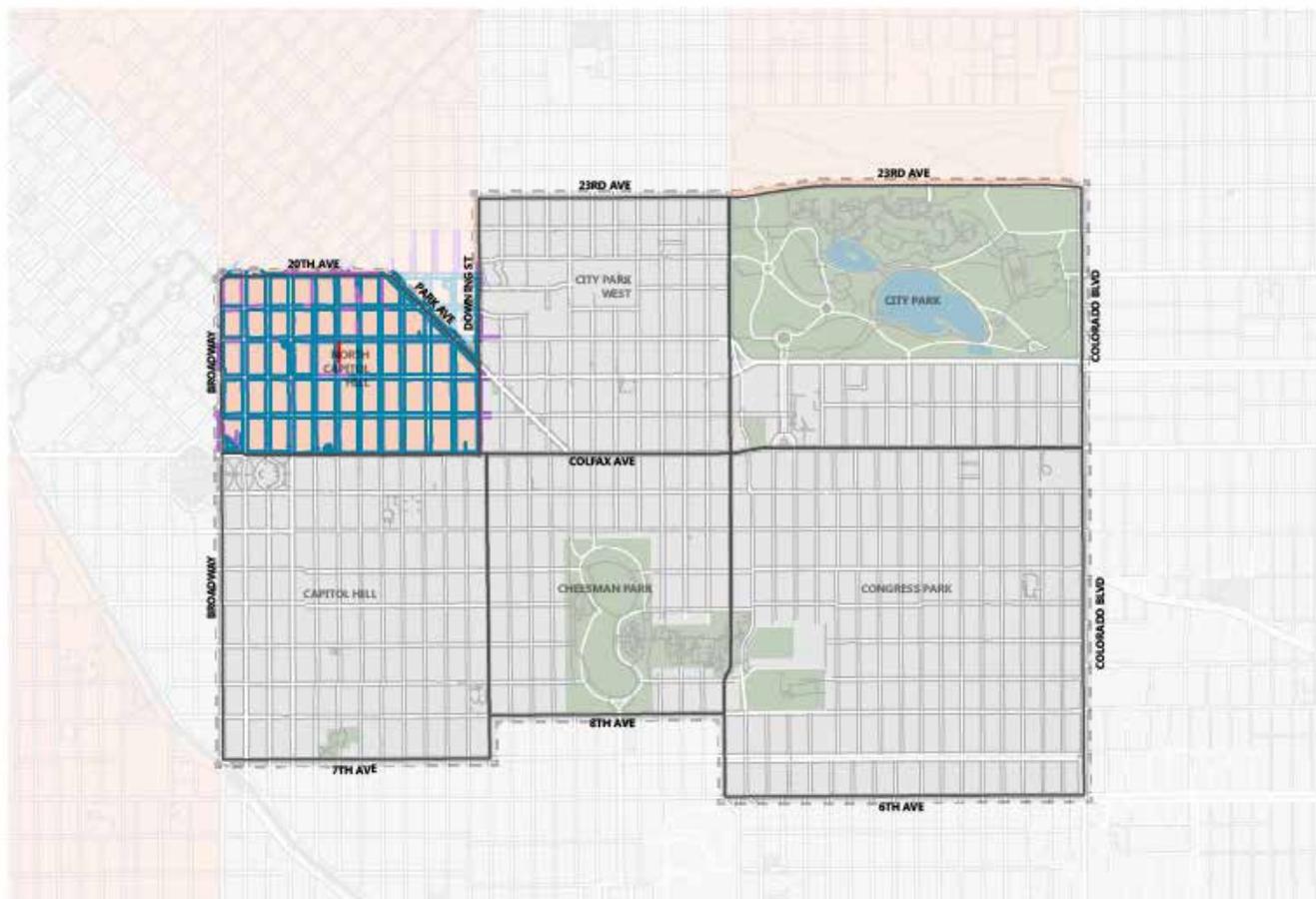
Plan area boundary

0 0.2 0.4 Miles
Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

SIDEWALKS IN LOW INCOME AREAS

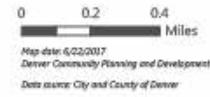
In East Central's low income areas, defined as Census tracts where 20 percent or more of the population are below the poverty level, almost 90 percent of the street network has sidewalks and are greater than 4 feet wide. Approximately 2 percent of sidewalks are less than 4 feet wide, and 1 percent are missing.





- Sidewalk Status**
- Existing Sidewalk (4' or more)
 - Existing Sidewalk (less than 4')
 - Existing Sidewalk (width unknown)
 - Missing
 - Areas of Health Concern (31% or more of residents under 21 are overweight or obese)

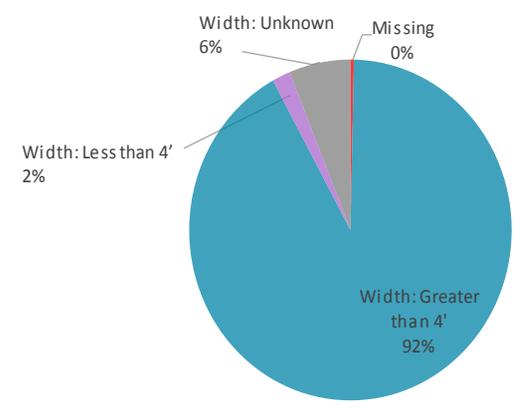
Plan area boundary

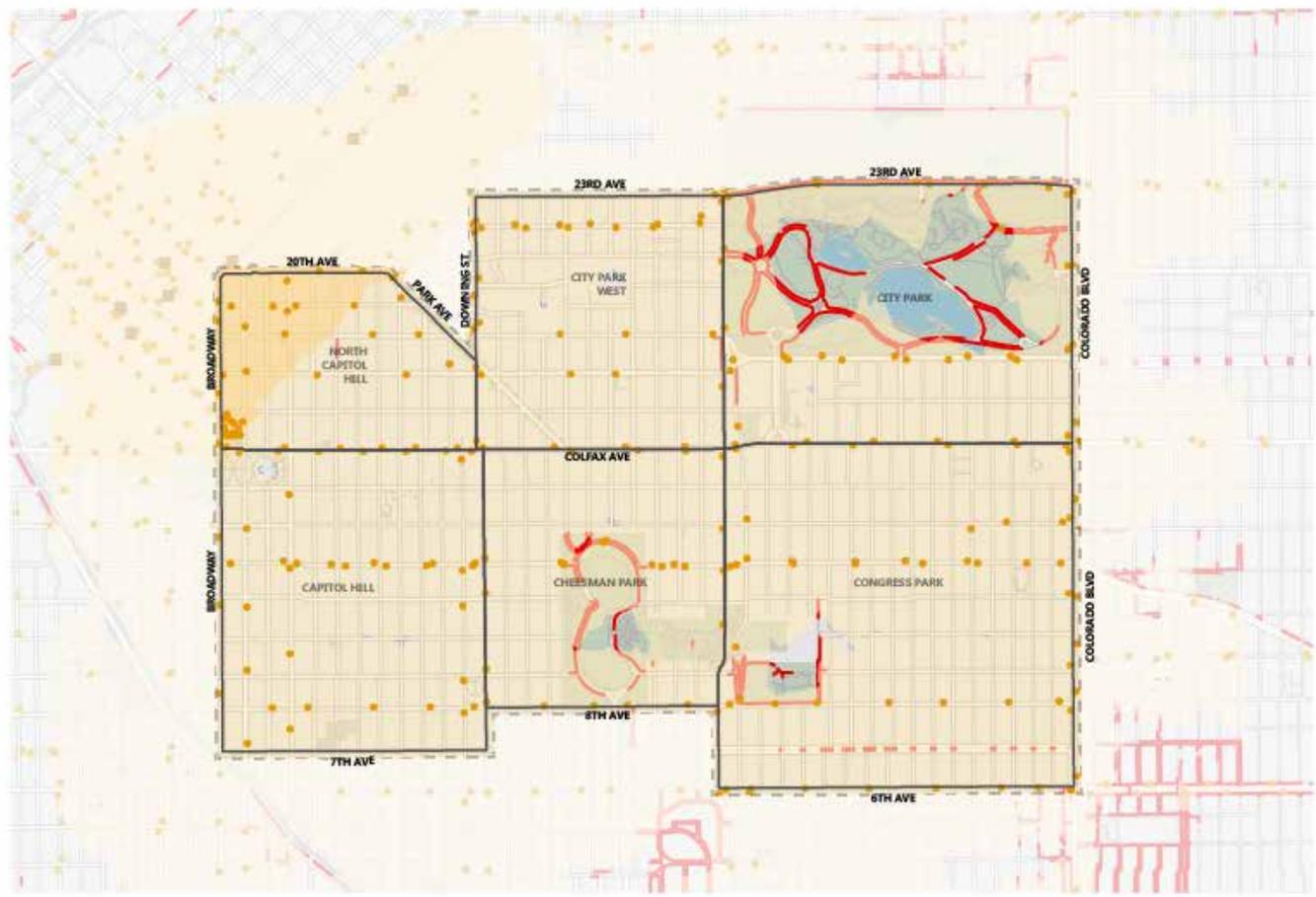


SIDEWALKS IN HEALTH CONCERN AREAS

Health concern areas are defined as locations with the highest rates of childhood obesity. In Denver, childhood obesity include concern areas are where 31 percent or more of children and youth under the age of 21 have a Body Mass Index that is considered overweight or obese.

In East Central, More than 92 percent of the sidewalks in areas of health concern have sidewalks that are greater than 4 feet wide.





- Light rail station
- Bus stop
- Light rail walkshed
- Bus stop walkshed
- Sidewalk
- Missing sidewalk

□ Plan area boundary

0 0.2 0.4 Miles

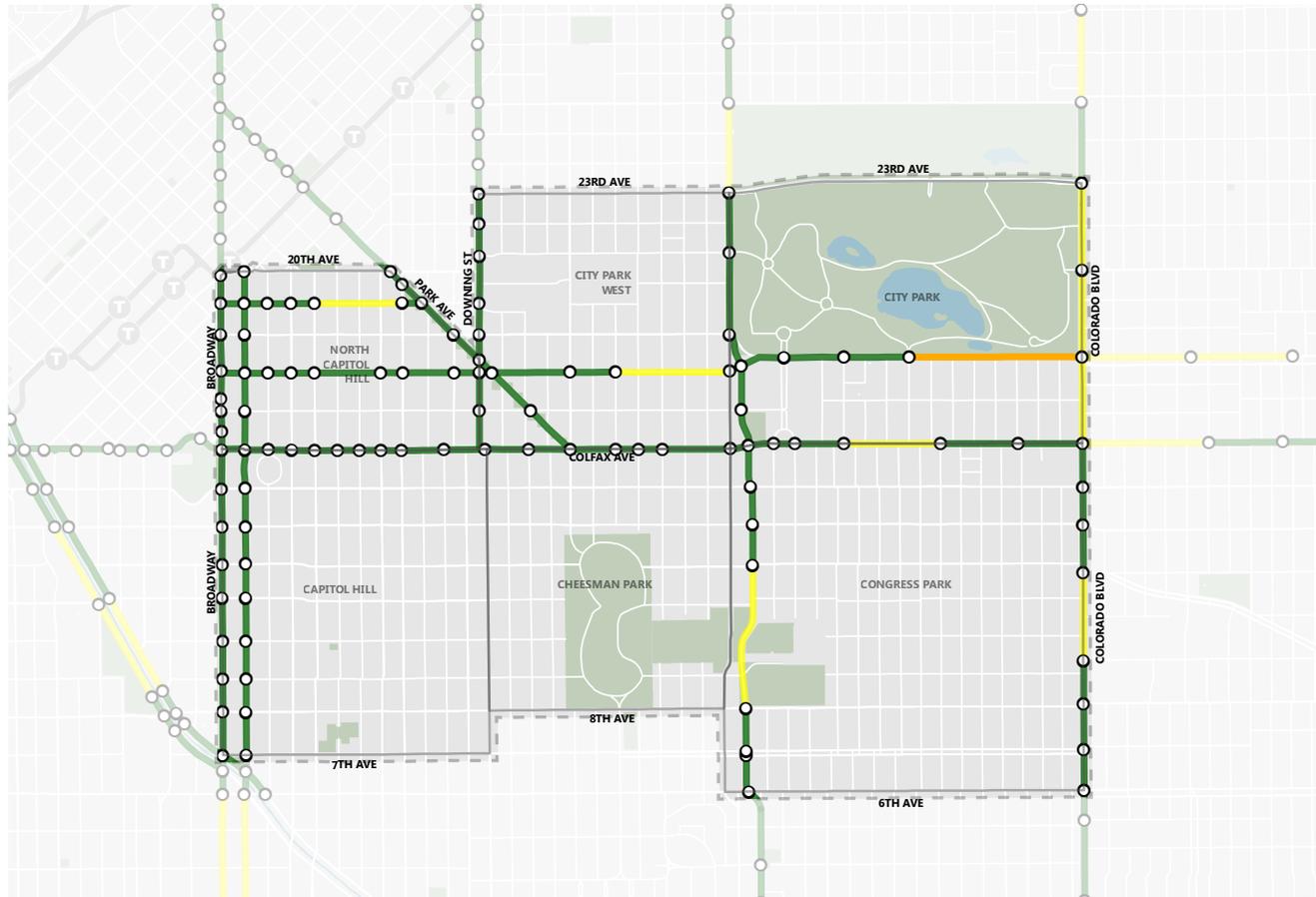
Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

TRANSIT ACCESS

A walkshed is the area that someone could walk to or from a destination within a given distance.

Transit access is measured as a half mile (approximately a ten minute walk) from high capacity transit stops (light rail and bus rapid transit) and a quarter mile (approximately a five minute walk) from local bus stops.

More than 99 percent of the households in the East Central area are within the transit stop walkshed.



Distance Between Signals

- Less than 1/4 mile
- 1/4 - 1/2 mile
- 1/2 - 3/4 mile
- 3/4 to 1 mile
- More than 1 mile

○ Signals (on High Injury Network)

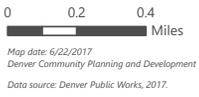
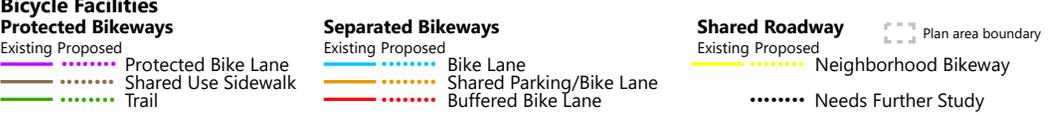
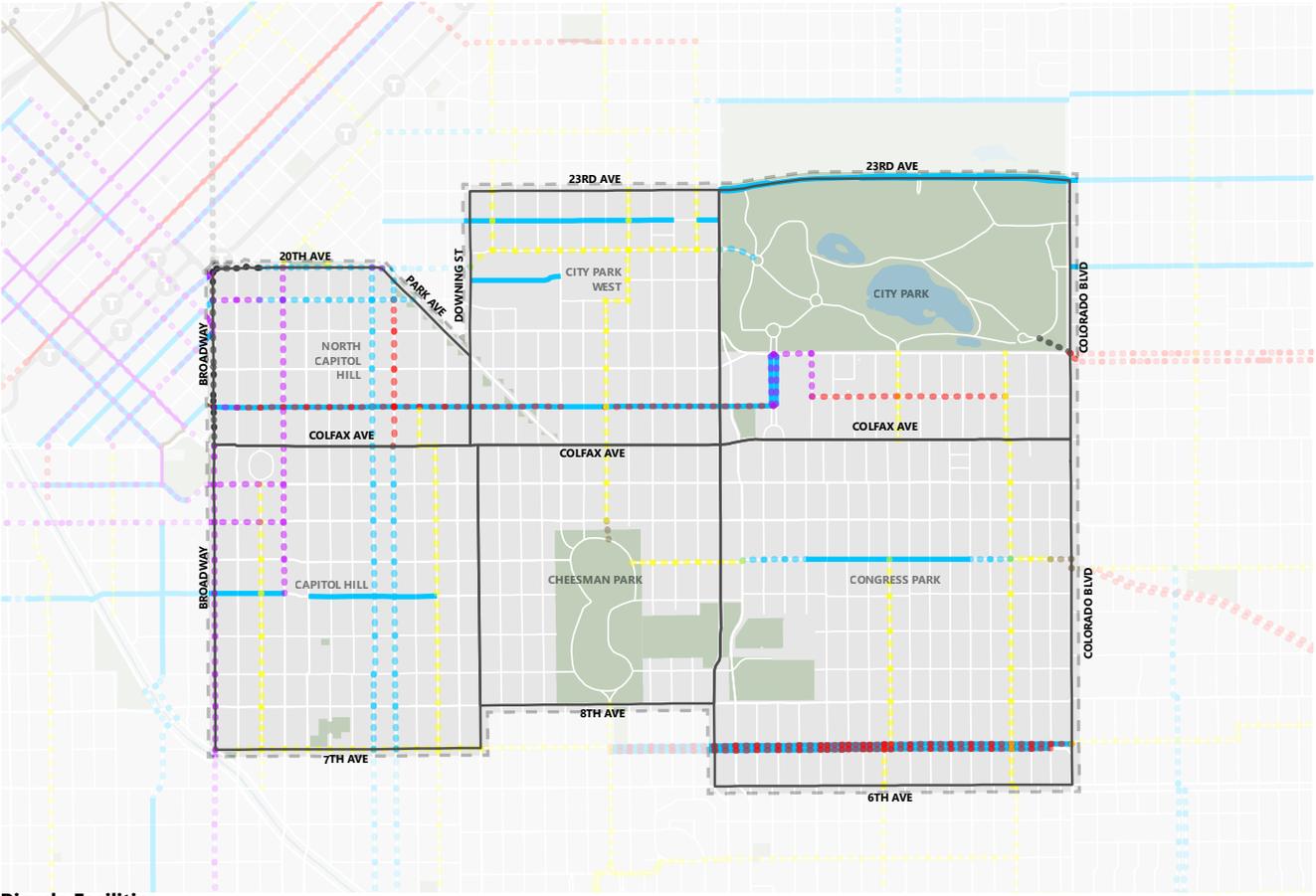
⌚ Plan area boundary



Map date: 6/22/2017
Denver Community Planning and Development
Data source: City and County of Denver

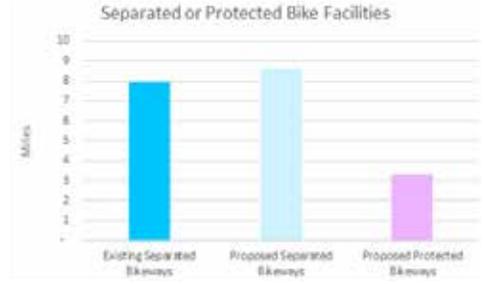
HIGH INJURY NETWORK TRAFFIC SIGNALS

The frequency of opportunities for pedestrians to safely cross an arterial, as identified by signal spacing along arterial streets, is an indicator of how likely pedestrians are to engage in risky behavior to cross at an unsignalized intersection. The average signal spacing along arterials on the High Injury Network in East Central is over 600 feet, or .012 miles, compared to 950 feet (0.18 miles) citywide.

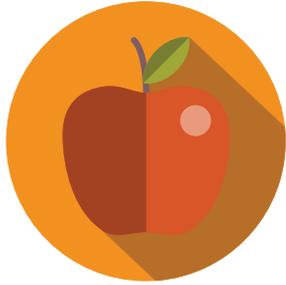


BIKE LANES

Bicycle facilities include protected bike lanes (highest ease of use), bikelanes, and shared roadways (lowest ease of use). This map shows both existing and planned bike facilities in East Central.

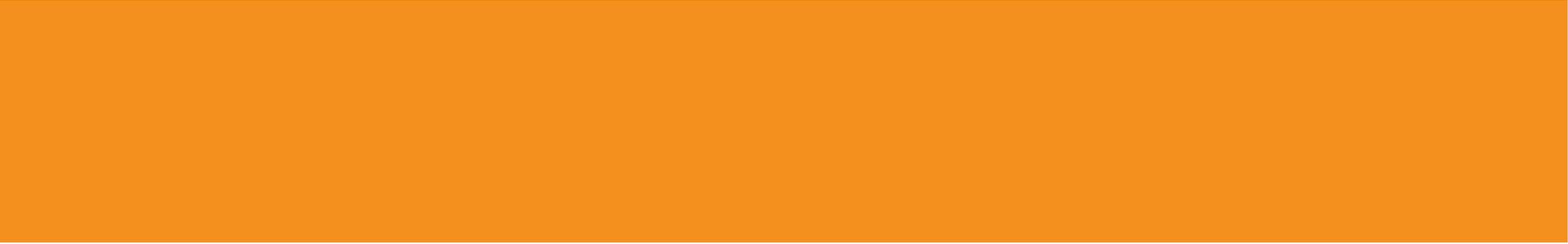


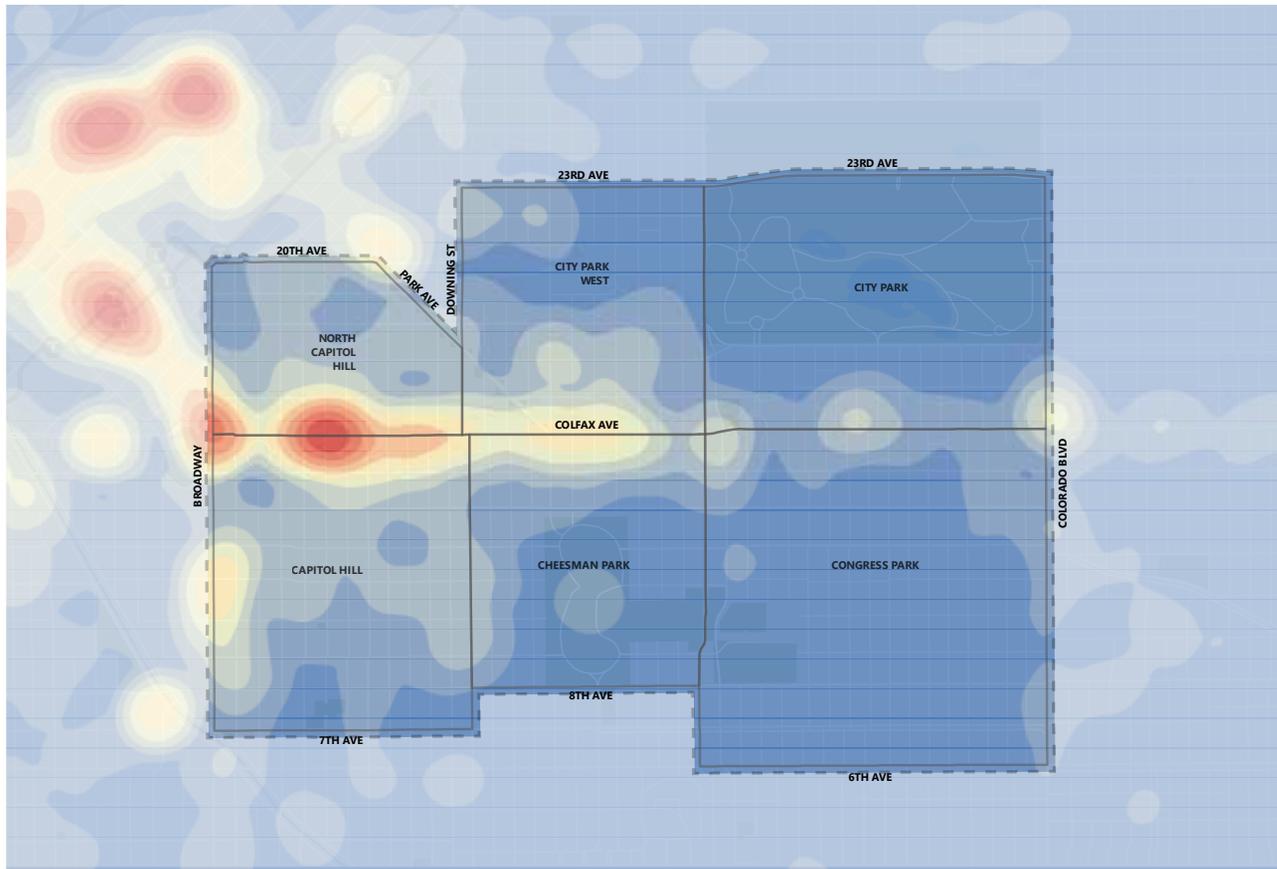
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HEALTHY AND ACTIVE

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





Fewer incidents of violent crime More incidents of violent crime

Violent crime includes murder, assault, and robbery.

Plan area boundary

0 0.2 0.4 Miles

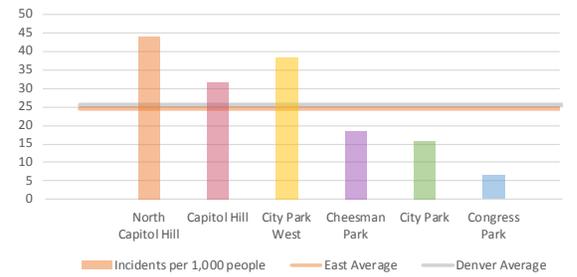
Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: Denver Police Department

VIOLENT CRIME

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

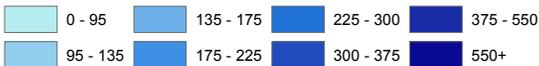
Violent crime is defined as aggravated assault, murder, and robbery. Sexual assault is not included because the locations of these incidents are not public to protect the identify of the victims.

East Central has slightly fewer incidents per 1,000 residents than Denver as a whole. Areas with elevated rates are located within North Capitol Hill, Capitol Hill and City Park West near Colfax Avenue Lower rates are in Cheesman Park, City Park, and Congress Park.





Incidents per 1,000 residents



Plan area boundary



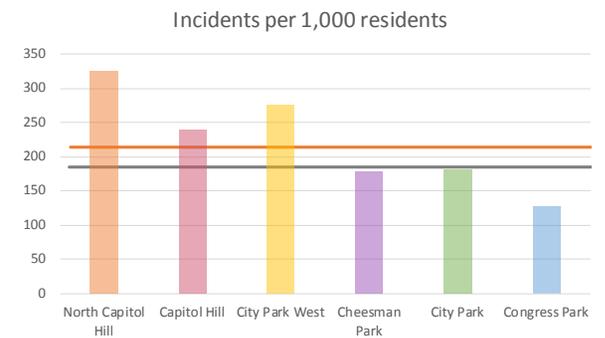
Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

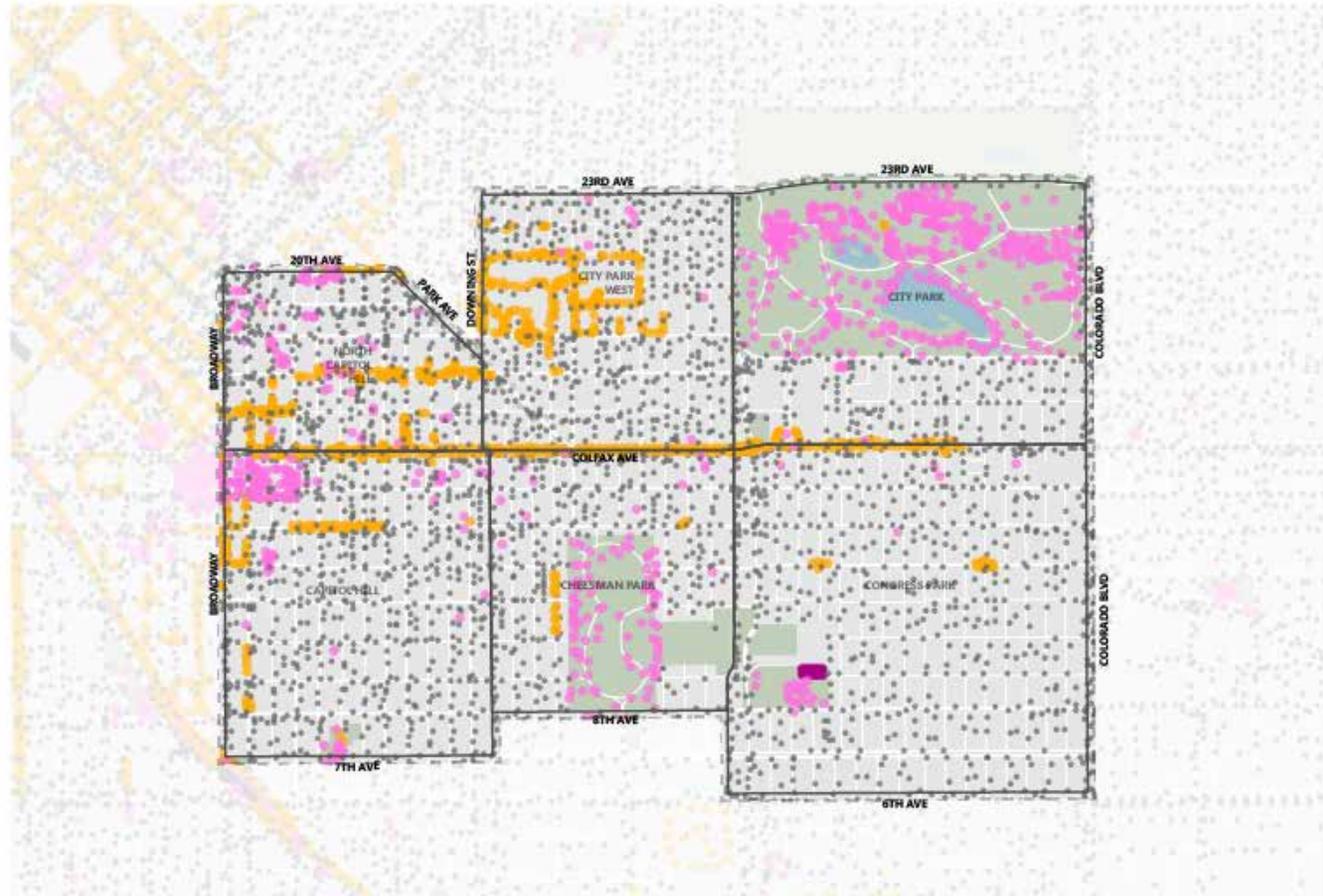
PROPERTY CRIME

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

The rate of property crime in East Central of 214 incidents per 1,000 residents is slightly higher than the citywide rate of 184 incidents per 1,000 residents.

Property crime rates are lower than the citywide average in Congress Park and City Park; they are higher in North Capitol Hill, Capitol Hill, City Park West, and Cheesman Park.





- Type of Light**
- Area Lighting
 - Athletic Lighting
 - Pedestrian light
 - Street-Pedestrian combo
 - Street light

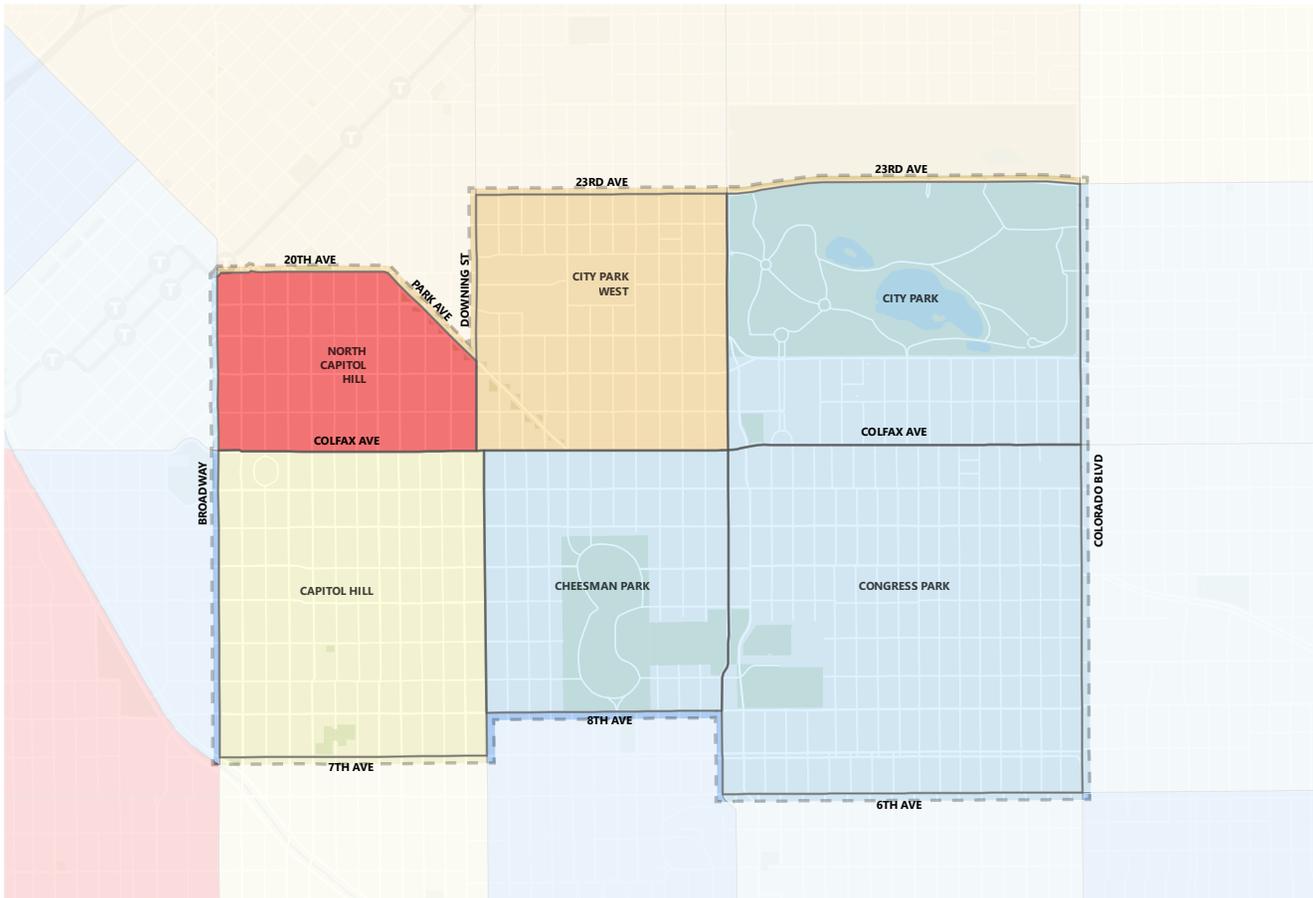
Plan area boundary

0 0.2 0.4 Miles

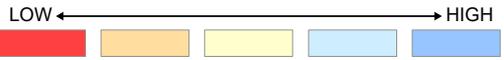
Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

STREET LIGHTS

Streetlights impact safety and the perception of safety at night. The most common light fixtures are street lights, which are intended to light vehicular lanes for safe driving. Pedestrian lights are generally a lower height and focus on sidewalks and other pedestrian facilities. Street-Pedestrian combo fixtures provide light for both the travel lanes as well as sidewalks. Other fixtures include area lighting (generally in parks) and athletic field lighting.



Equity Index



Plan area boundary

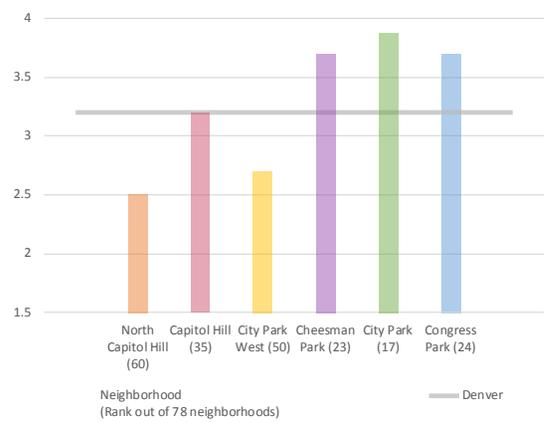


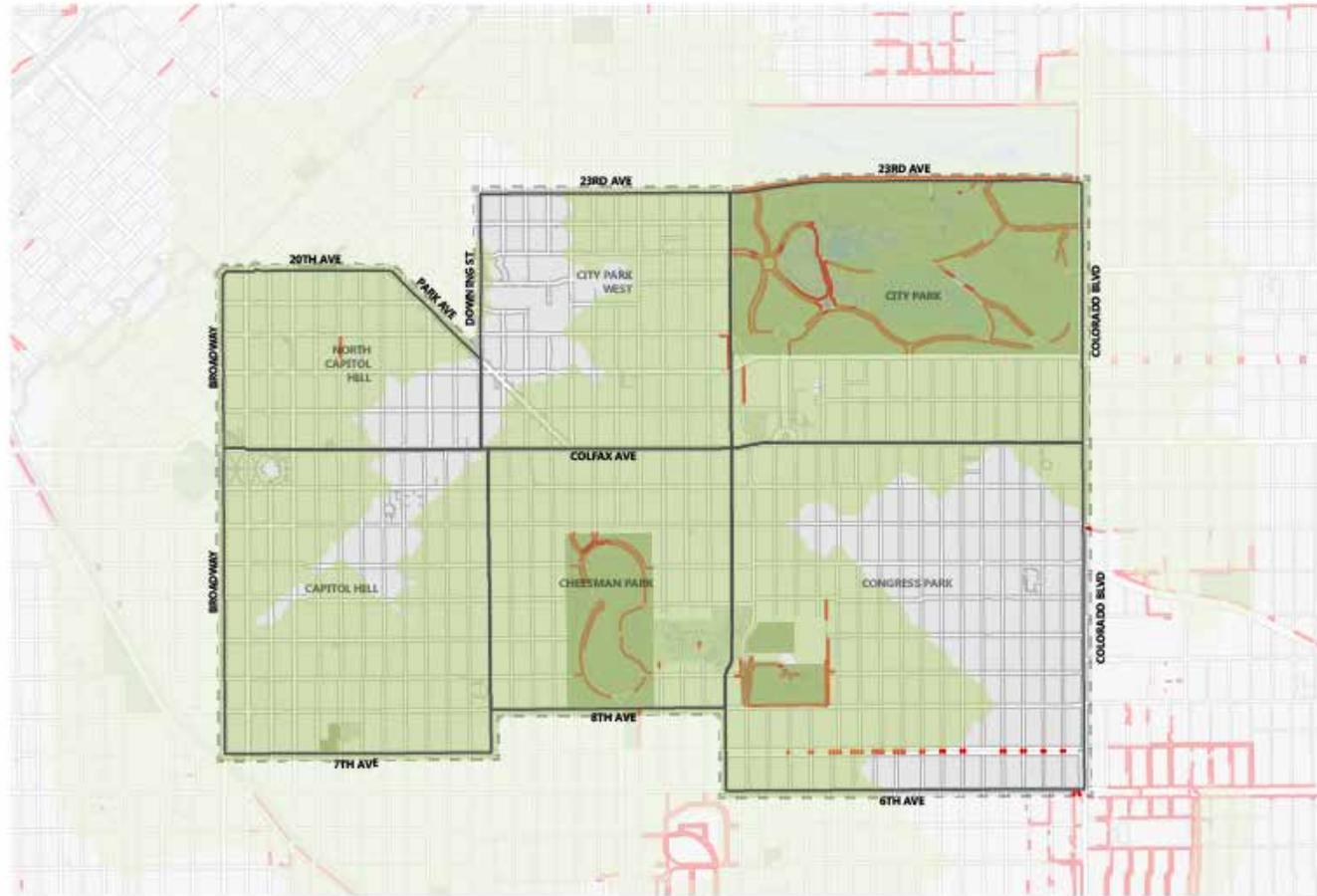
Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: Denver Department of Environmental Health

EQUITY INDEX

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

Higher numbers indicate better equity; the best possible score is a five. The number for the East Central area is 3.31, compared to 3.2 citywide. Neighborhoods within the plan area range from 2.0 (North Capitol Hill) to 4.4 (City Park)





Park
 1/2-mile walkshed
 Sidewalk
 Plan area boundary
 Missing sidewalk

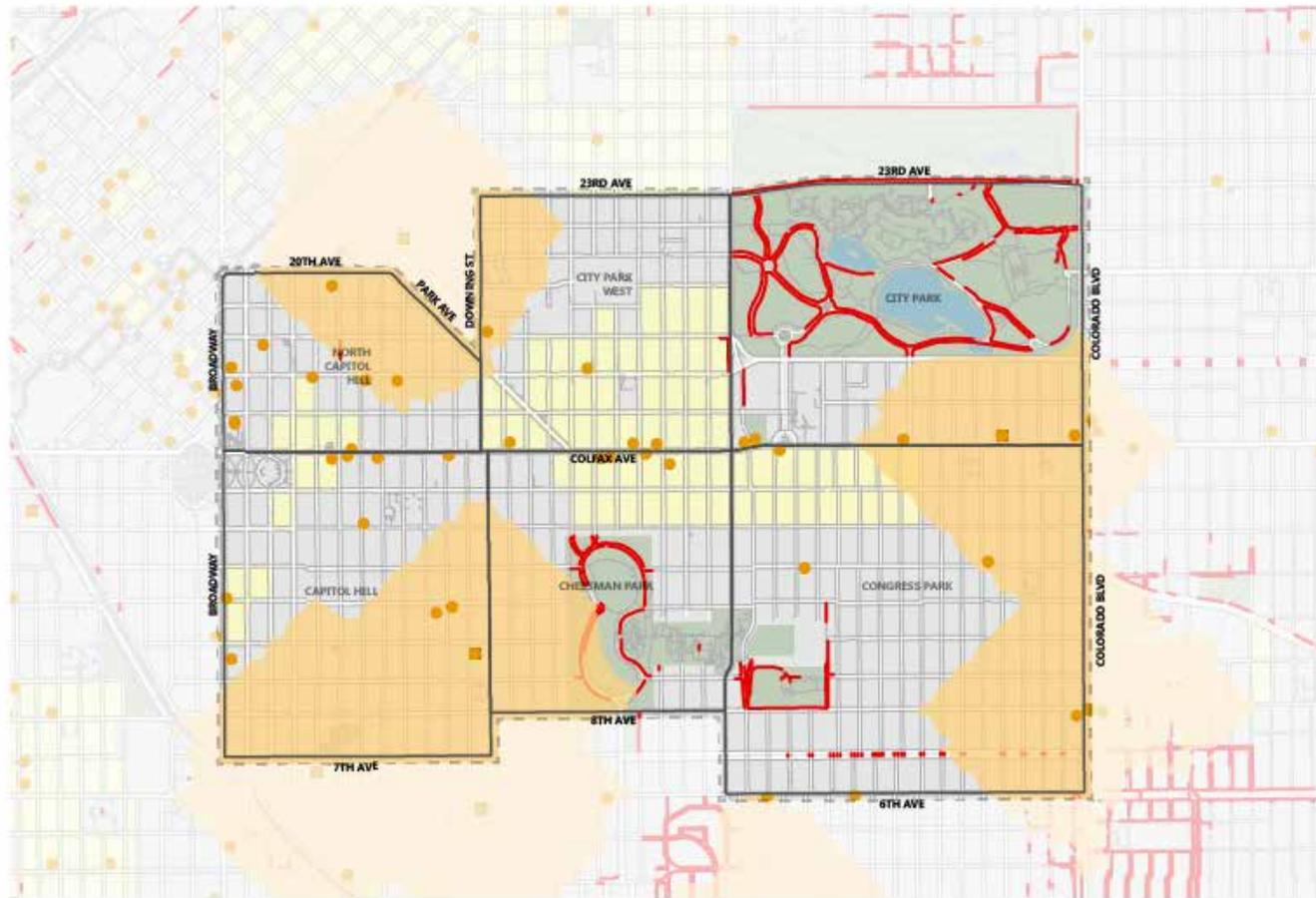
Note: Parks under 1/2-acre and small linear parks not shown.

0 0.2 0.4
 Miles
 Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

PARK ACCESS

A walkshed is the area that someone could walk to or from a destination within a given distance. Park access is measured as a half mile (approximately a ten minute walk) from a park.

Approximately 84 percent of the households in East Central are within a ten-minute walk to a park.



■ Full-service grocery store
■ Small food store
— Sidewalk
— Missing sidewalk
 1/2-mile walkshed
 Low food access area

Plan area boundary

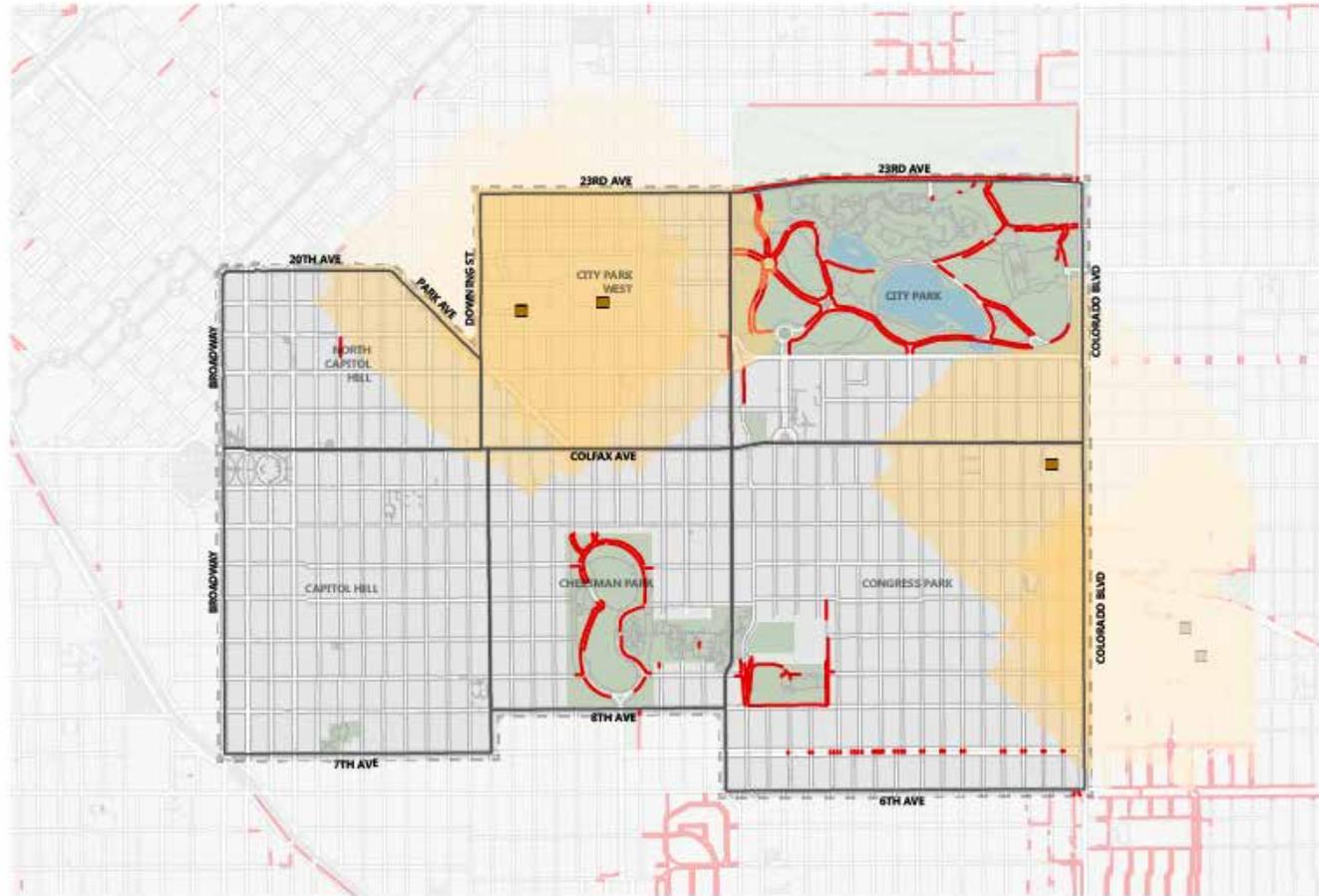
0 0.2 0.4
 Miles
 Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

FRESH FOOD ACCESS

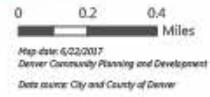
A walkshed is the area that someone could walk to or from a destination within a given distance.

Fresh food access is measured as a half mile (approximately a ten minute walk) from a full service grocery store, which is defined as a supermarket, a supercenter, or a warehouse club store.

Approximately 43 percent of the households in East Central are within a ten-minute walk of a full service grocery store.



- Hospital
- Hospital walkshed
- Sidewalk
- Plan area boundary
- Missing sidewalk



HEALTHCARE ACCESS

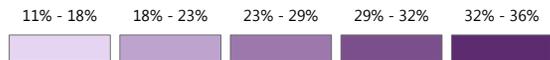
A walkshed is the area that someone could walk to or from a destination within a given distance.

Healthcare access is measured as a half mile (approximately a ten minute walk) from a full service medical facility, which is defined as hospitals and clinics.

Approximately 23 percent of the households in East Central are within a ten-minute walk of a hospital or clinic.



Obese Population (percentage)



Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

OBESITY

Obesity is measured as the percent of adults that are considered obese according to the Colorado Body Mass Index Monitoring System.

In 2014, the average obesity rate in Denver for adults age 18 and over is 27 percent.

The adult obesity rate in East Central is 19 percent; all of the neighborhoods in East Central are lower than the Denver average.



ENVIRONMENTALLY RESILIENT

The Environmentally Resilient section provides data and analysis related to vegetation, pollution and climate change resilience. Topics in this section include green infrastructure, stormwater management, trees and landscaping.





Tree Coverage

Plan area boundary

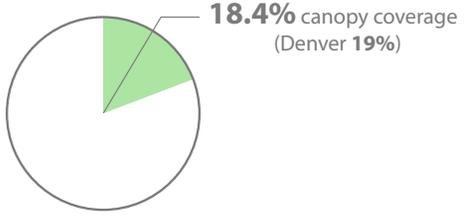


TREE CANOPY

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

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

At 18.4 percent, the East Central area has a canopy coverage similar to the Denver average with significant coverage found within parks and along parkways.

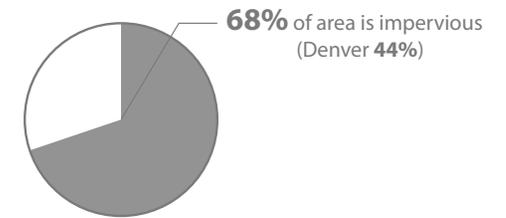


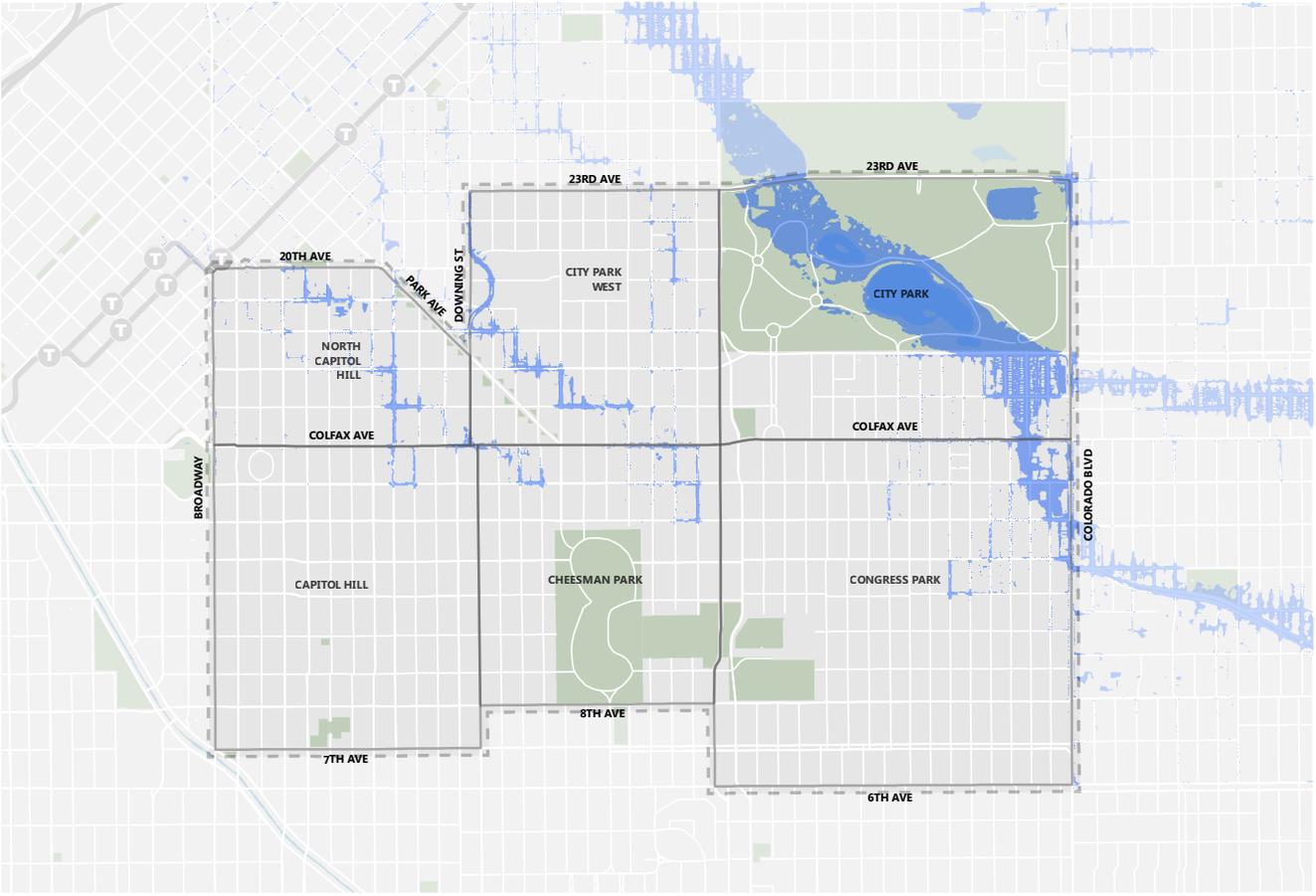


IMPERVIOUS SURFACE

Many surfaces that were once permeable have now become impermeable. These surfaces (often dark and consisting of roads, parking lots or rooftops) absorb the sun's energy while trapping heat. Over the scale of a city, this extra absorption of energy causes urban landscapes and air temperatures to become hotter than their surrounding rural counterparts. Locally hotter temperatures cause discomfort for residents, increase cooling costs and stress local plants. Impervious surfaces also generate more stormwater runoff compared to pervious surfaces, which contributes to an increase in flooding and water pollution.

At 68 percent, the East Central area contains a higher-percent impervious surface compared to the overall city rate of 44 percent.





Major Flood Event

Plan area boundary

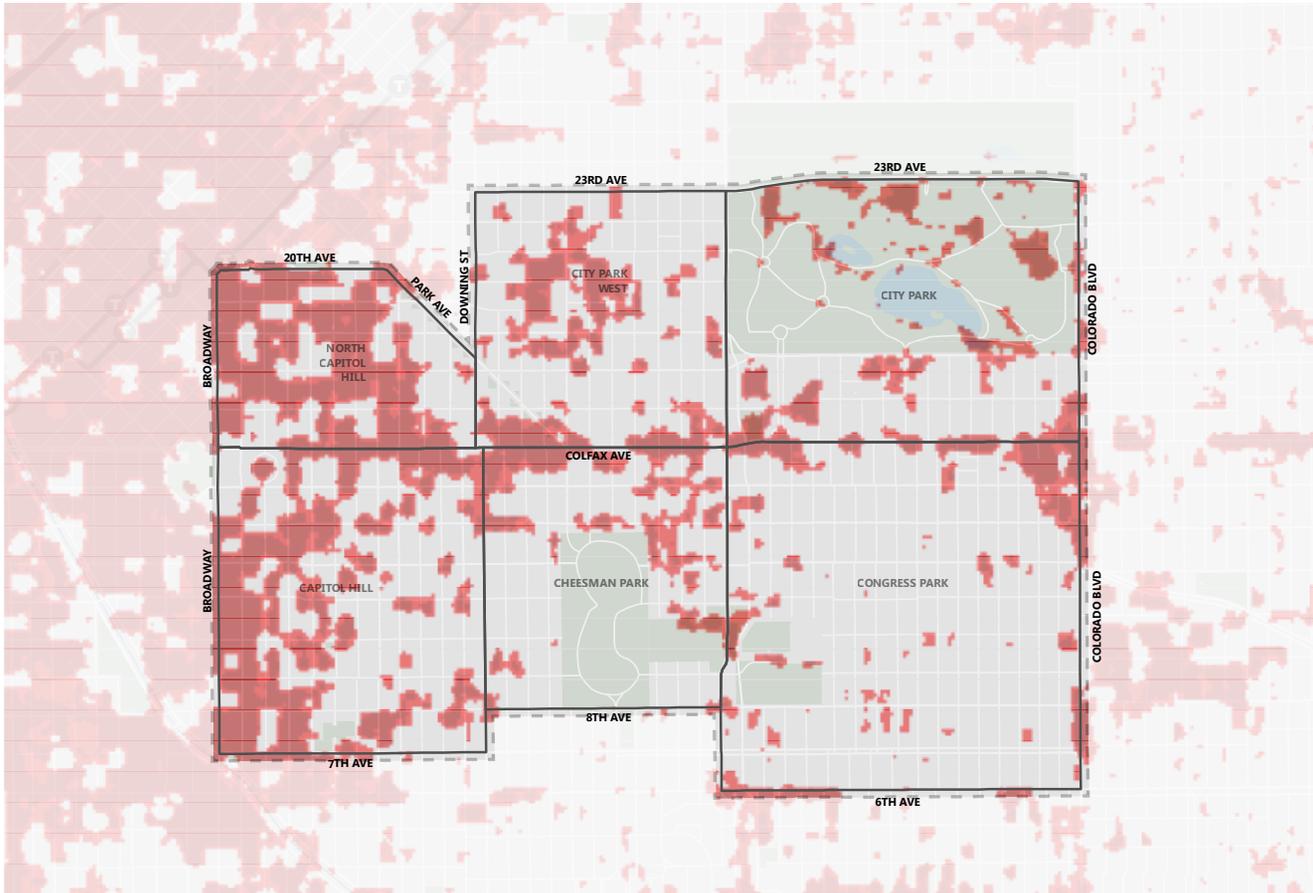
0 0.2 0.4
Miles
Map date: 6/22/2017
Denver Community Planning and Development
Data source:
Denver Public Works, 2017.

FLOOD PRONE AREAS

The East Central area is home to the Central Platte Valley Stormwater Basin and the western edge of the Upper Montclair Basin Stormwater Basin.

When a large amount of rain falls quickly on an impervious landscape, the run-off can quickly fill stormwater pipes and basins to capacity and result in flooding. There are several areas within East Central that experience localized flooding. City Park serves as a regional stormwater management retention area.

Both stormwater basins within East Central have been identified as priority basins for storm water improvements, a reduction in the heat island effect, and water quality improvements.



Heat Island Effect

- Cool
- Warm
- Hot

Plan area boundary



Map date: 6/22/2017
 Denver Community Planning and Development
 Data source: City and County of Denver

SURFACE TEMPERATURE

The combination of increased impervious surfaces and decreased vegetation is the driving force behind the heat island effect.

Materials such as asphalt and concrete retain heat and result in warmer temperatures, especially at night. Increasing temperatures also reduces air quality and increases energy consumption for cooling. Future summers in Denver are predicted to be hotter with an average high of 96°F, a full 10 degrees warmer than today's average.

Approximately 14 percent of the surface area of East Central is considered to have high surface temperatures, better than the citywide rate of 19 percent. Hot surfaces are closely correlated with areas containing fewer trees in North Capitol Hill, Capitol Hill and along Colfax Avenue.

PREVIOUSLY ADOPTED PLANS

UPTOWN NEIGHBORHOOD PLAN

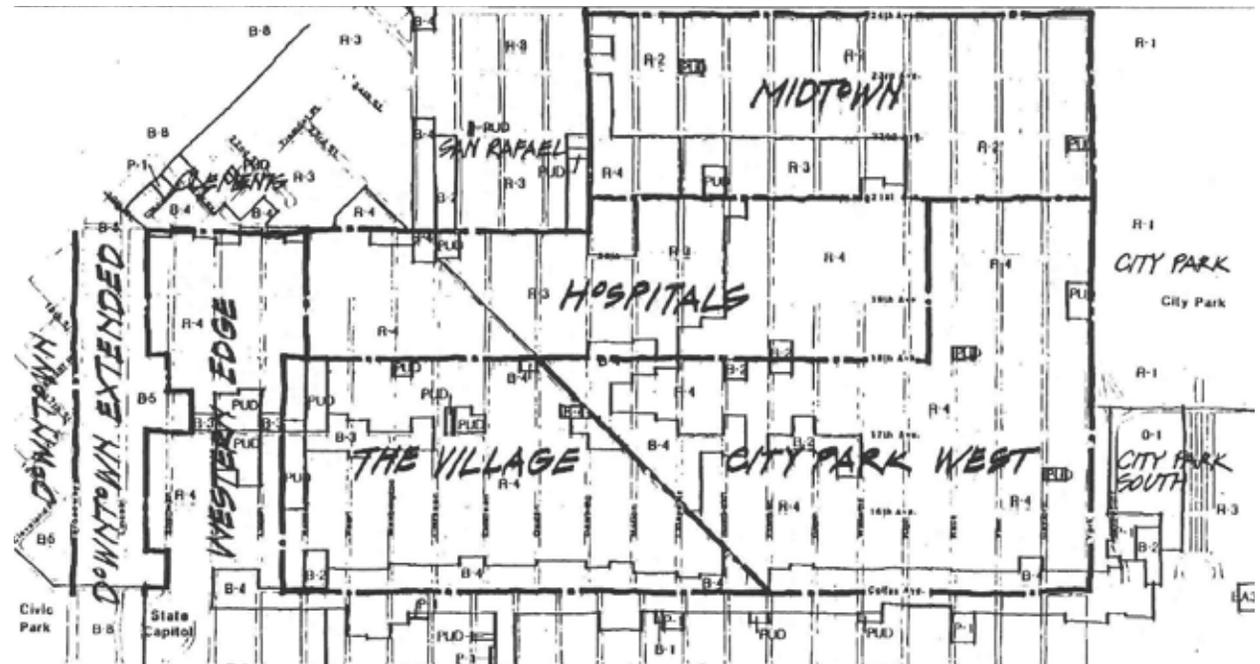
Adopted: 1986

The Uptown Neighborhood Plan covers the neighborhoods of North Capitol Hill and City Park West. It was adopted during a period of depopulation and disinvestment in the neighborhoods. Existing buildings were being demolished and replaced with surface parking lots and residents were concerned the zoning in some areas were discouraging appropriate development. The plan includes recommendations aimed at stabilizing the neighborhoods and preserving their character, and providing better access to parks and other services and amenities. The plan gave the following vision for the Uptown area:

- Urban village: emphasizing the potential of Uptown to redevelop as an urban village, providing living, working, shopping, and recreational environment for a wide variety of people
- Districts: building on the existing differentiation in the neighborhood, emphasizing the distinct character of each district by providing unique: building densities; mixtures of land uses
- Common framework: linking each district with a common design framework based on the historic character of the neighborhood and providing a cohesive visual image which gives the impression of historical continuity and permanence
- Distinction from Downtown: enhancing the distinctions from Downtown by providing a greater mixture of land uses at a lower intensity and with

a far greater emphasis on housing and historical continuity

- Livability: building on the potential for Uptown to provide an inviting, safe, and comfortable urban living environment for individuals and families of diverse ages, incomes, and ethnic backgrounds
- Economic vitality: reinforcing the momentum of redevelopment in the neighborhood and strengthening the employment and retail bases
- Diversity: as redevelopment of the neighborhood proceeds, promoting and encouraging the rich mix and diversity of age, ethnicity, and income of residents as valued characteristics of Uptown



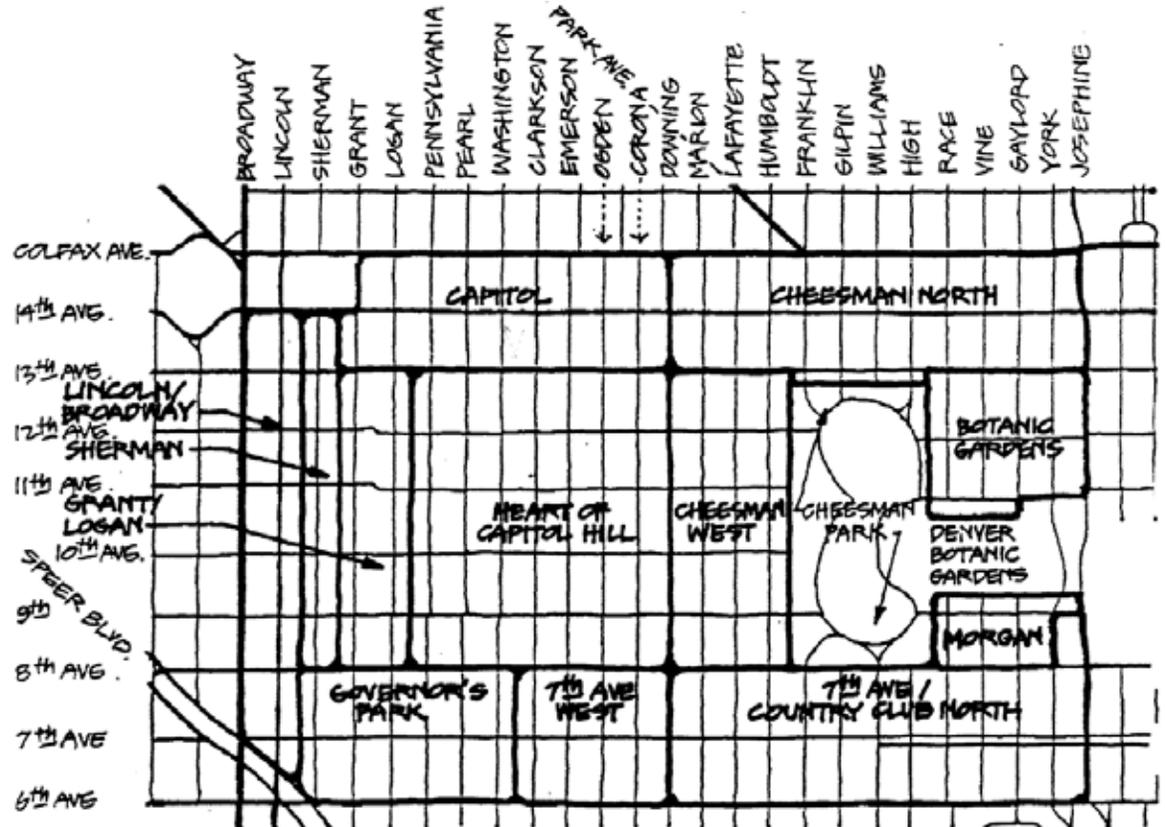
CAPITOL HILL / CHEESMAN PARK NEIGHBORHOOD PLAN

Adopted: 1993

The Capitol Hill / Cheesman Park Neighborhood Plan covers both the Capitol Hill and Cheesman Park statistical neighborhoods. The plan's adoption followed a period of disinvestment in the area, resulting in lower population and more abandoned and vacant properties. Increased automobile traffic made it less comfortable for residents to walk and bike in the area, while they were also concerned about neighborhood businesses becoming less diverse. The plan's recommendations aimed to stabilize the neighborhood, preserve its eclectic population and character, and capitalize on existing assets. The plan gave the following vision for the Capitol Hill and Cheesman Park:

- **Livability:** The neighborhoods will be reinforced as an inviting, well maintained, safe, and comfortable living environment for individuals and families of diverse ages, capabilities, incomes, lifestyles, and ethnic backgrounds. Schools, parks, transportation systems, retail businesses, and public and private maintenance programs will meet the needs of a diverse and dense urban residential neighborhood.
- **Diversity:** The rich mixture and diversity of age, lifestyle, ability, income, and ethnicity of residents will be encouraged and supported as valued characteristics of Capitol Hill and Cheesman Park neighborhoods.

- **Historic Character:** Parks, parkways, and historically and architecturally significant structures, streetscapes, and places will be preserved and enhanced. The design of new development and redevelopment will be compatible with the historic fabric of the neighborhoods.
- **Distinction within a common framework:** While the distinct character of both neighborhoods and each of their sub-districts will be retained and enhanced, a common urban design framework will provide a cohesive visual image.

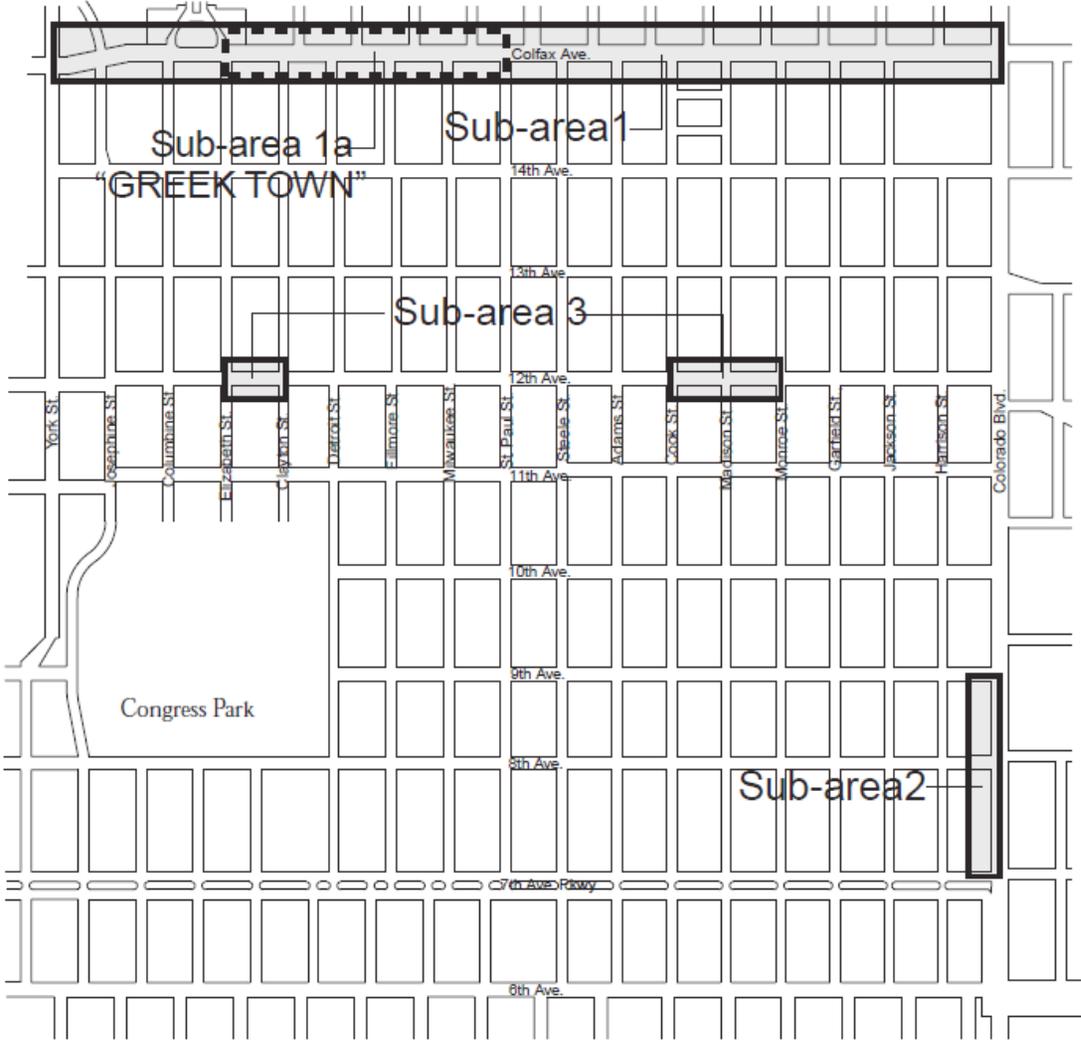


CONGRESS PARK NEIGHBORHOOD PLAN

Adopted: 1995

The Congress Park Neighborhood Plan covers the Congress Park statistical neighborhood. When the plan was completed the residents of the neighborhood desired to preserve the residential nature and character of the area while enhancing the commercial areas along Colfax Avenue, Colorado Blvd., and 12th Ave. Managing the transitions between the commercial and residential areas was a major concern of the plan. The plan’s recommendations focus on elevating the quality of life in the neighborhood. The plan gave the following vision for Congress Park:

- Congress Park is a traditional city neighborhood with a small town atmosphere. Here people of diverse cultures, ages, colors and economic backgrounds share a sense of community, value older homes and mature trees, and enjoy the convenience of city living amid the stability of a thriving neighborhood.



EAST COLFAX PLAN

Adopted: 2004

The East Colfax Plan covers Colfax Avenue between Sherman St. and Colorado Blvd. and approximately one block north and south of Colfax, including portions of all six statistical neighborhoods in the East Central area. At the time of the plan’s adoption, discussions were beginning about enhanced transit along Colfax Avenue. Many of the recommendations in the plan relate to spurring redevelopment along Colfax Avenue to take advantage of future transit improvements while maintaining the unique character of the street. The plan gave the following vision for the East Colfax area:

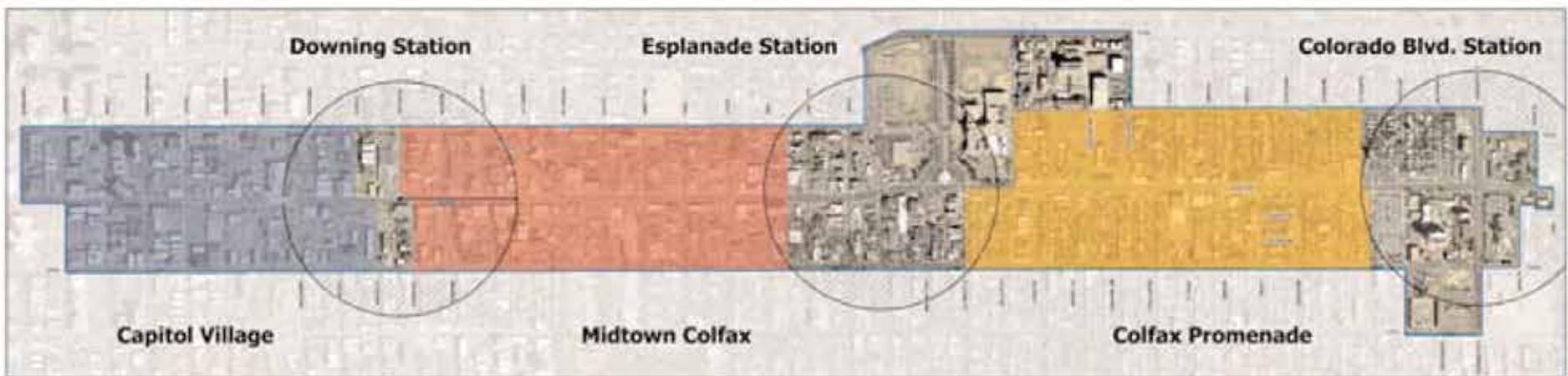
- Colfax Avenue in 2020 will be a multi-modal, commercial and residential “Main Street” that complements and sustains the nearby neighborhoods and encourages walking, biking,

and transit use. The corridor teems with activity on the street and captures the attention of commuters and visitors

- Multi-storied, mixed-use buildings with active ground floor uses characterize development nodes at the intersection of major transit routes along the corridor
- Transportation components include a uniquely Colfax form of enhanced transit, structured parking at development nodes, on-street parking throughout, enticing pedestrian amenities, and plentiful bike racks
- Housing density on the corridor supports transit and sustainable growth
- Urban design integrates an eclectic mix of architectural forms and sustainable building

materials which respect the surrounding historic architecture

- Signage is simple and clear
- Lighting and landscaping reinforce the street building line, enhance building facades as architectural features, and promote a pedestrian oriented environment
- Significant structures have been preserved and adaptively reused
- Colfax welcomes and embraces neighborhood diversity that encompasses a wide variety of ages, lifestyles, economic circumstances, ethnic groups and family types. Colfax exemplifies the best of what a city can offer: a vibrant, hip, and progressive urban avenue



COMPLETED AND ONGOING STUDIES

CIVIC CENTER STATION DISTRICT PLAN

The Regional Transportation District (RTD) and the City and County of Denver, together with the Downtown Denver Partnership and the Downtown Denver Business Improvement District, completed the Civic Center Transit District Plan in April of 2016 to establish a long-term vision for the future of the station area as a revitalized urban transit hub. This vision includes transit operations, multi-modal mobility and connectivity, public realm planning, and economic development opportunities within the transit district area.

One key recommendation for improving transit operations in the area is to reimagine Civic Center Station as the complement to Denver Union Station and the major mobility hub for the southeast sector of Downtown Denver. To support this vision, improvements in pedestrian crossings and enhanced bicycle infrastructure and public space amenities, especially along Colfax Avenue, should be considered a priority. To enhance multi-modal mobility and connectivity, the plan recommends an endorsement of a planned, complete network for transit, pedestrians,

and bicyclists to connect the district internally and externally to surrounding neighborhoods.

The plan envisions that these types of recommendations will help to create a distinct sense of place that anchors 16th Street Mall, creates a unique district identity, and foster more inviting pedestrian and bicycle connections to the surrounding neighborhood. These types of placemaking initiatives, which include an enhanced wayfinding, mapping, and branding system, are relatively easy to implement and should be started as soon as possible. Finally, the plan acknowledges that this area of downtown is particularly ripe for redevelopment as there are undeveloped parcels and several surface parking lots in the area. The plan recommends optimizing this economic development potential by creating strategies to redevelop underutilized district properties (seven sites were selected as priority development locations in the district), including an activation of the catalytic 20,000 square-foot parcel adjacent to Colfax between Broadway and Lincoln Street.

Overall, the intent of this district is to serve as a model of how multiple transit services can organize within a very active yet constrained urban area while maintaining high quality connectivity for bicycles, pedestrians and vehicles. This plan is intended to complement a station renovation project that would be completed in concert with the district plan, with the understanding that rehabilitating the station alone would not capture the opportunity to transform the district into a vibrant, active destination.



COLFAX AVENUE BRT TOD CONTINUUM ANALYSIS

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

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

- Energize Stations are defined as stations where there are strong market conditions for TOD and don't need major infrastructure investments for TOD to occur. These stations are located on the west side of the plan area towards downtown and are typically already experiencing TOD investments and only need limited, targeted, short-term actions.

- Catalyze Stations are defined as stations with strong market conditions for TOD but that need specific infrastructure or amenity investment to catalyze TOD. These are located to the east of the Energize Stations starting at Downing Street.

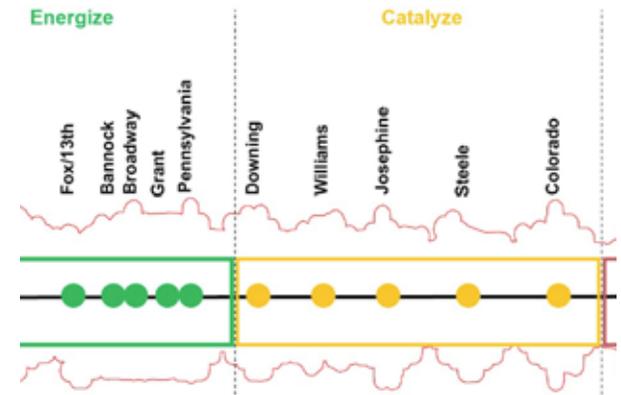
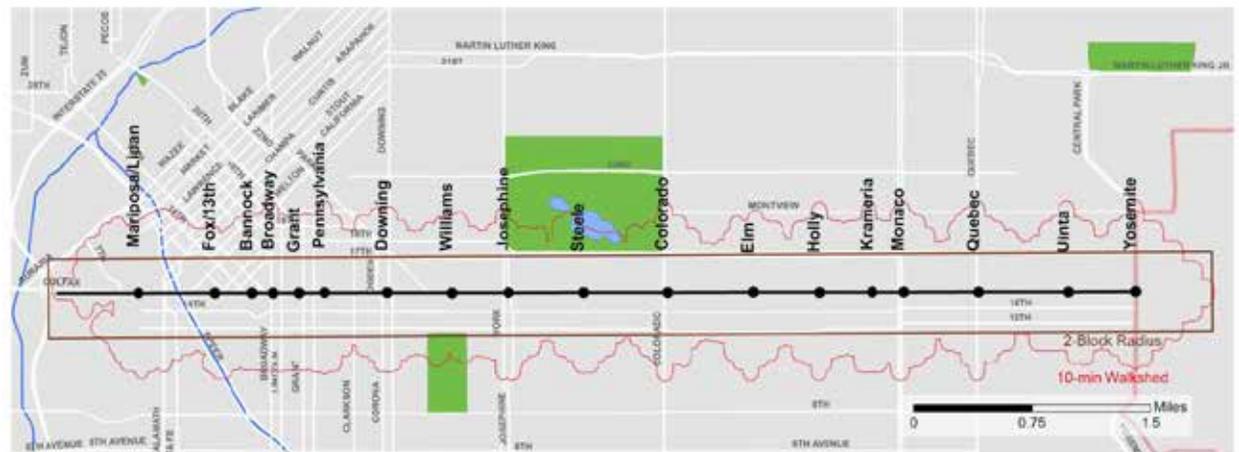


Figure 1 Location of Potential Stations

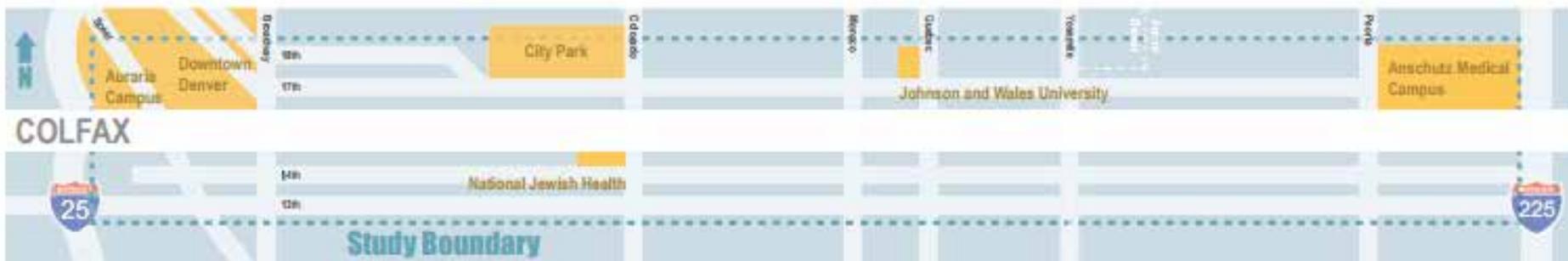


COLFAX CORRIDOR CONNECTIONS ECONOMIC DEVELOPMENT ANALYSIS

The Economic Development Analysis was completed in 2013 by EPS as part of the city's Colfax Corridor Connections study evaluating transit improvements along Colfax Avenue. The analysis compared the estimated economic impacts from three different types of transit improvement: enhanced bus, bus rapid transit, and modern streetcar. The analysis looked at the Colfax corridor from Auraria to I-225 and used property values as a proxy for overall economic impact. The key findings of the analysis were:

- Properties along Colfax are expected to increase in value by \$2.5 billion to \$3.5 billion by 2035 without transit improvements
- This increase is expected to be greatest closer to Downtown

- BRT is expected to add an additional \$124 million to \$346 million in property value increases
- This is expected to be most pronounced toward the eastern end of the corridor



DENVER LIVING STREETS INITIATIVE

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

The study makes the following recommendations:

- Reduce the number of travel lanes dedicated to moving cars to provide an increase in space for bus lanes, bike lanes, and sidewalks.
- Create a pedestrian and transit friendly streetscape though the widening of sidewalks and the implementation of buffers along the street to reduce the frequency of curb cuts. Green infrastructure practices such as street plantings that treat stormwater runoff should also be considered.

- Orient all future development towards the street by locating buildings closer to the street edge and encouraging all public entrances to be facing the street.
- Partnerships between the private sector and the City/State/Federal level are essential to both the construction and maintenance of these types of projects.



DENVER STRATEGIC TRANSPORTATION PLAN

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

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

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

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

Vision for Denver Strategic Transportation Plan:

A MULTIMODAL Transportation System:

- ▶ Safe pedestrian connections
- ▶ Comprehensive bicycle system
- ▶ Dependable transit options
- ▶ Efficient and well-maintained infrastructure

A SAFE, EFFICIENT & RELIABLE Transportation System:

- ▶ Connected multimodal system
- ▶ Safe transportation network
- ▶ Manage congestion
- ▶ Accessible to all

A CONNECTED Transportation System:

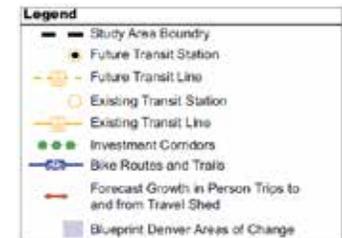
- ▶ Link land use and transportation
- ▶ Enhance connections between modes
- ▶ Offer transportation choices

A GREEN & SUSTAINABLE Transportation System:

- ▶ Limit roadway footprint
- ▶ Align with Greenprint Denver
- ▶ Promote alternative public transit modes
- ▶ Improve air and water quality
- ▶ Provide alternatives to fossil fuel

A Transportation System that supports a HEALTHY, LIVABLE COMMUNITY:

- ▶ Mixed-use streets support great neighborhoods
- ▶ Provide transportation choices that improve community health and well-being
- ▶ Promote pedestrian-friendly, mixed-use development
- ▶ Integrate land use and transportation choices



DENVER MOVES: BIKES

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

Denver Moves: Bikes identified two overarching goals:

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

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

Facility Type	Existing miles	Miles added with Denver Moves	Total network miles	Percentage of system
Multi-use (trails, on sidewalk)	107	24	131	30%
Separated in-roadway (cycle track, bike lanes—regular, buffered, climbing)	51	121	172	39%
Enhanced shared roadway (sharrow, party parking, pave shoulder)	14	63	77	17%
Bike Boulevards	0	62	62	14%
TOTAL	172	270	442	100%

DENVER MOVES: BROADWAY/LINCOLN CORRIDOR STUDY

The department of Public Works completed Phase I of the Broadway/Lincoln Corridor Study in 2016 after extensive work with community members and business owners along Broadway and Lincoln from Colfax Avenue to Interstate 25. Throughout the process, there were several opportunities for businesses, residents, and travelers to engage the study process and provide feedback and input.

The study found that, even though Broadway/Lincoln carries significant automobile and transit traffic between downtown and Interstate 25, the corridor is also a vibrant mixed-use district with dense commercial and residential land uses. This makes the corridor a popular destination for pedestrians and bicyclists as well. The existing conditions data collected also brought to light several key findings:

- Speeds on Broadway and Lincoln are higher than the posted speed limit
- Broadway has extra vehicle capacity but Lincoln does not have extra vehicle capacity
- Broadway and Lincoln are high collision corridors for bicycle accidents
- Many of the destinations for people traveling to this area are on Broadway
- People are riding bikes on the sidewalk creating potential conflict with pedestrians

The project team, City staff, and stakeholders

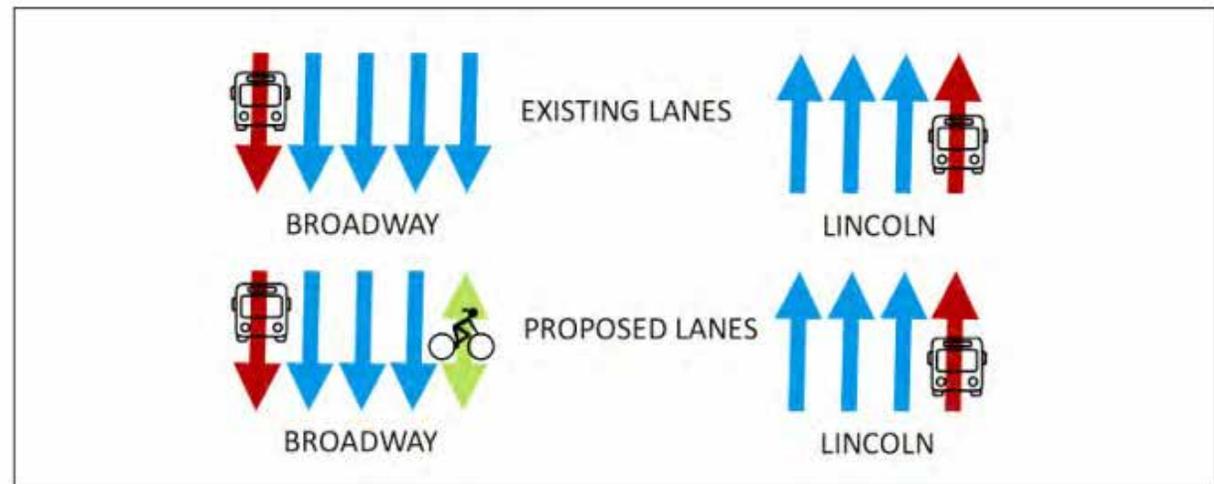
considered both mobility and placemaking elements and over 20 alternative options were developed for Broadway and Lincoln. Using preliminary screening criteria, community members identified three viable alternatives:

1. Two Way Cycle Track on Broadway
2. Two Way Cycle Track on Broadway + Multi-Use Path on South Lincoln
3. One Way Cycle Tracks on Broadway/Lincoln

Strong community support coupled with previous plan adoption and technical analysis led to the first alternative being the preferred alternative. The preferred

alternative provides dedicated space in the corridor for people using each mode of travel and carries forward the vision adopted during the Golden Triangle Neighborhood Plan, while also providing additional direction and recommendations for the corridor from Colfax Avenue to Interstate 25.

The next phase of the Broadway/Lincoln corridor study is a field study of the recommended two-way protected bikeway. The demonstration project will be evaluated to understand the function of the two-way bikeway design and overall corridor operations. The demonstration will also be paired with additional community outreach and opportunities to provide feedback on the changes.



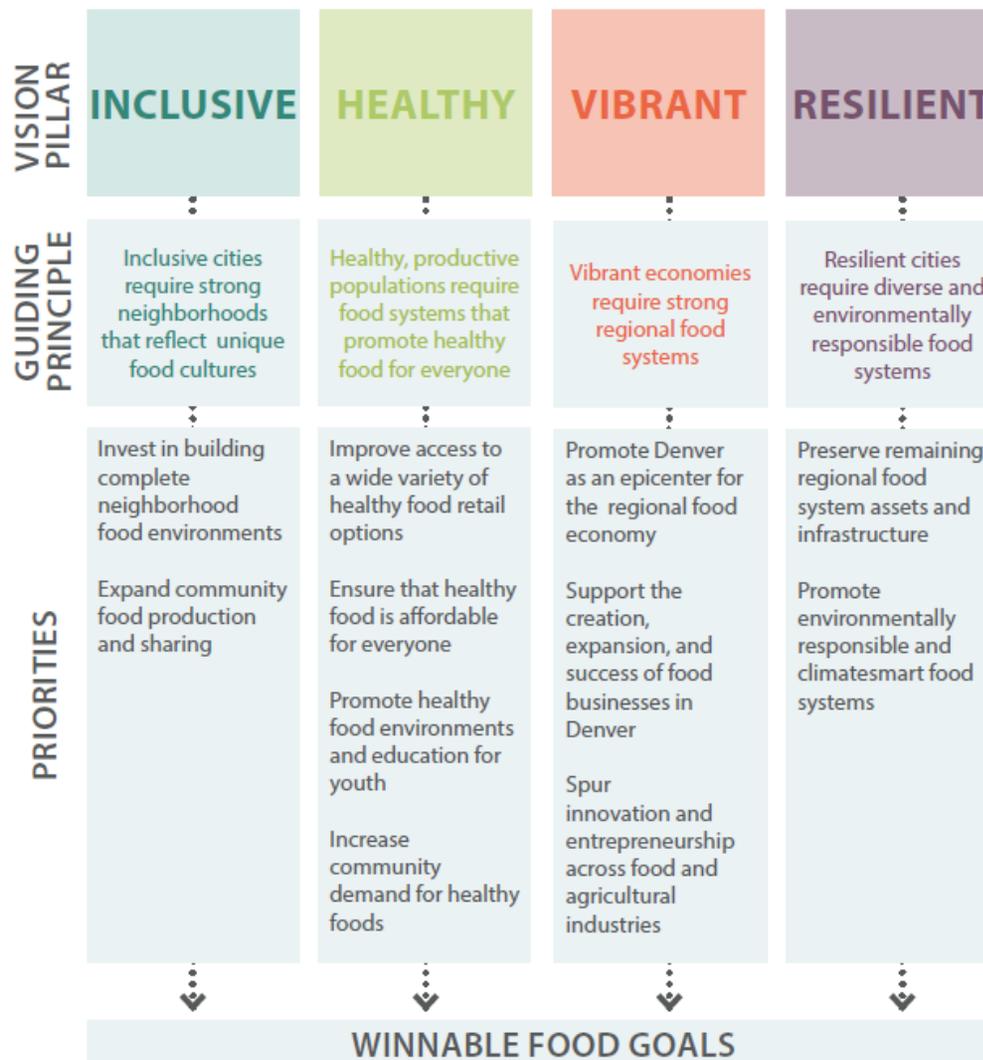
DENVER'S FOOD VISION

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

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

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

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



THE OUTDOOR DOWNTOWN

In 2017 Denver Parks and Recreation collaborated with the Downtown Denver Partnership to create the Outdoor Downtown, a 20-year master plan to provide a visionary and actionable list of policies, programs, and projects to make Downtown's parks and public spaces world-class destinations. The Outdoor Downtown plan area includes a sliver of the East Central plan area between Broadway and Logan Street.

The plan provides social, recreational, connection, cultural, and sustainable recommendations, and it distills these varied recommendations into the plan's top ten recommendations:

1. Upgrade basic amenities: provide a mix of amenities to support daily and year-round uses of parks and public spaces for all ages
2. Create a downtown maintenance service area: improve the level of service and cleanliness of Downtown by creating a designated maintenance service area
3. Bolster Security: increase dedicated uniformed presence downtown by hiring additional park rangers and supporting park ambassador programs
4. Increase everyday activation: develop and implement flexible policies and programs to enable everyday activation and temporary projects.
5. Build new parks downtown: Identify locations and acquire new park space to address service gaps across Downtown, such as Golden Triangle and Arapahoe Square.

6. Implement four iconic projects: fund and implement the four iconic projects, including the Downtown Loop, central plaza, signature playground, and arts/culture park.
7. Grow our urban forest: plant and maintain 1,000 new trees in Downtown Denver.
8. Diversify food & beverage options: change policies to support more food and beverage choices in Downtown parks and public spaces.
9. Engage the public & increase stewardship: form a community organization to help engage citizens in the upkeep and stewardship through outreach activities.
10. Create a funding and governance task force: create a committee of city leadership and key stakeholders to explore questions of feasibility and to determine how to fund, govern, and implement the Outdoor Downtown plan.

In addition to these area-wide recommendations, the plan provides site-specific direction. It identifies Sherman Street for street activation, and it identifies Benedict Fountain Park and two parking lots to the north and south of 18th Avenue on the east side of Sherman Street for parks activation. The plan also identifies sections of the overlapping plan area as not being within a five-minute walk of a park, and it includes the following green streets recommendations in the plan area: Grand Boulevards along Broadway and Colfax Avenue, Green Streets along 16th Avenue, 12th Avenue, Sherman Street, and parts of 14th Avenue. The plan also identifies Sherman Street through the

plan area as part of Phase II of the Downtown Loop, an iconic pedestrian and bicycle route connecting major Downtown landmarks.

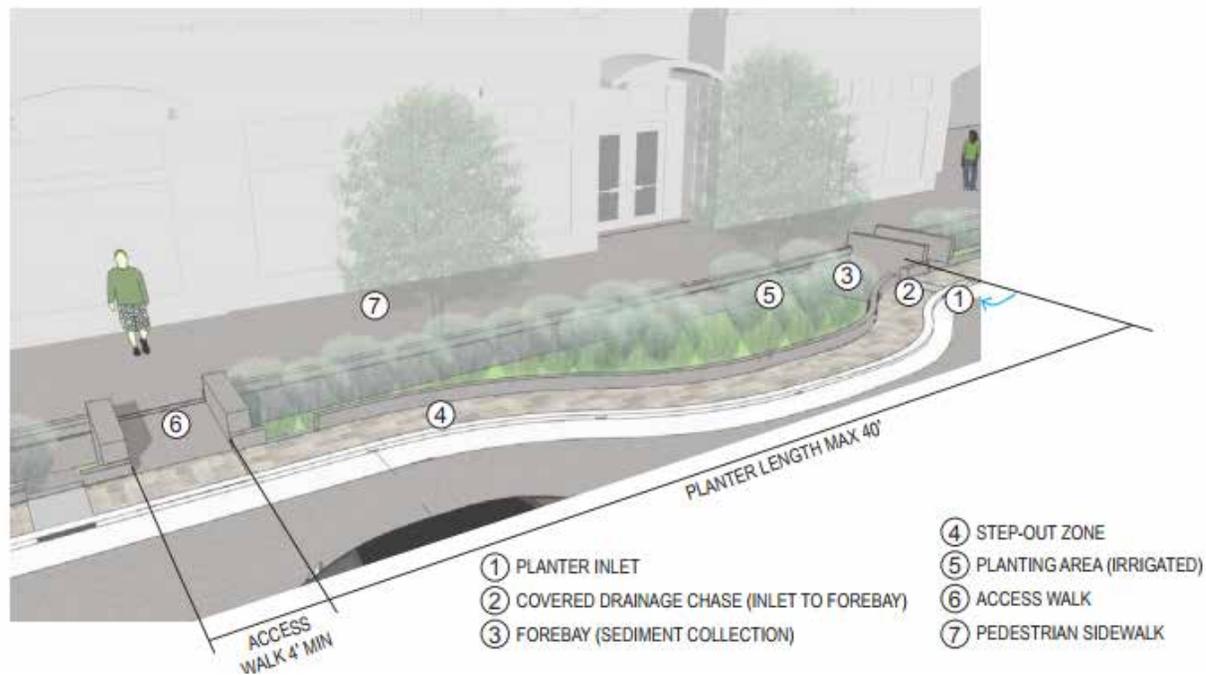
The Downtown Loop is one of the four identified iconic projects. The remaining three are a central plaza, or a flexible gathering place in central Downtown that is active everyday and a venue for large events; a Signature Playground, or a destination playground to support a family-friendly downtown and innovative outdoor play; and Arts & Culture Park, or an iconic arts and culture park to activate the Denver Performing Arts Complex.



DENVER ULTRA URBAN GREEN INFRASTRUCTURE GUIDELINES

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

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



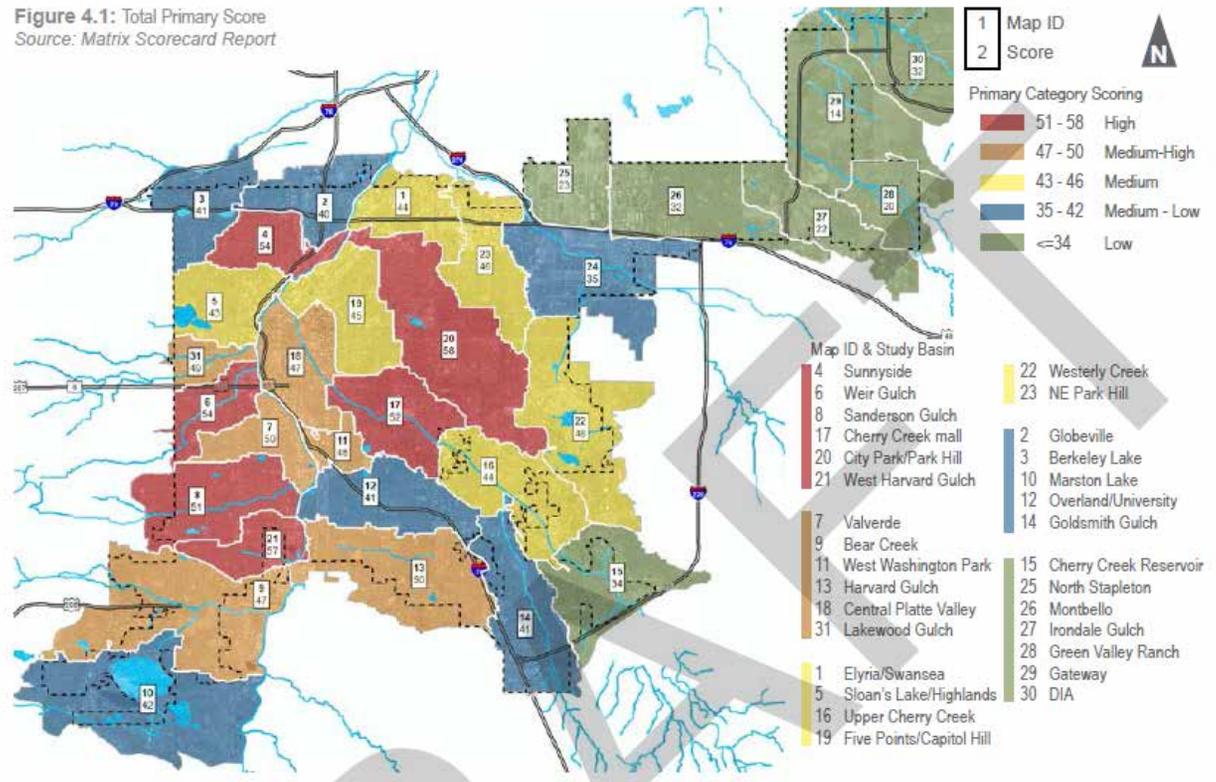
DENVER GREEN INFRASTRUCTURE STRATEGIC PLAN

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

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

Similarly, the study reveals that the Central Platte Valley/ CBD Basin was the only basin to receive a score of "5" for "heat island effect." To help mitigate this issue, the plan highlights a Broadway/Lincoln Corridor study released in 2016, which identifies numerous place-making opportunities along Broadway Street and Lincoln Street, many of which can double as green infrastructure

facilities. These types of practices include street-side stormwater planters, stormwater bump outs, and tree trenches, all of which also help to improve pedestrian and bicyclist safety.



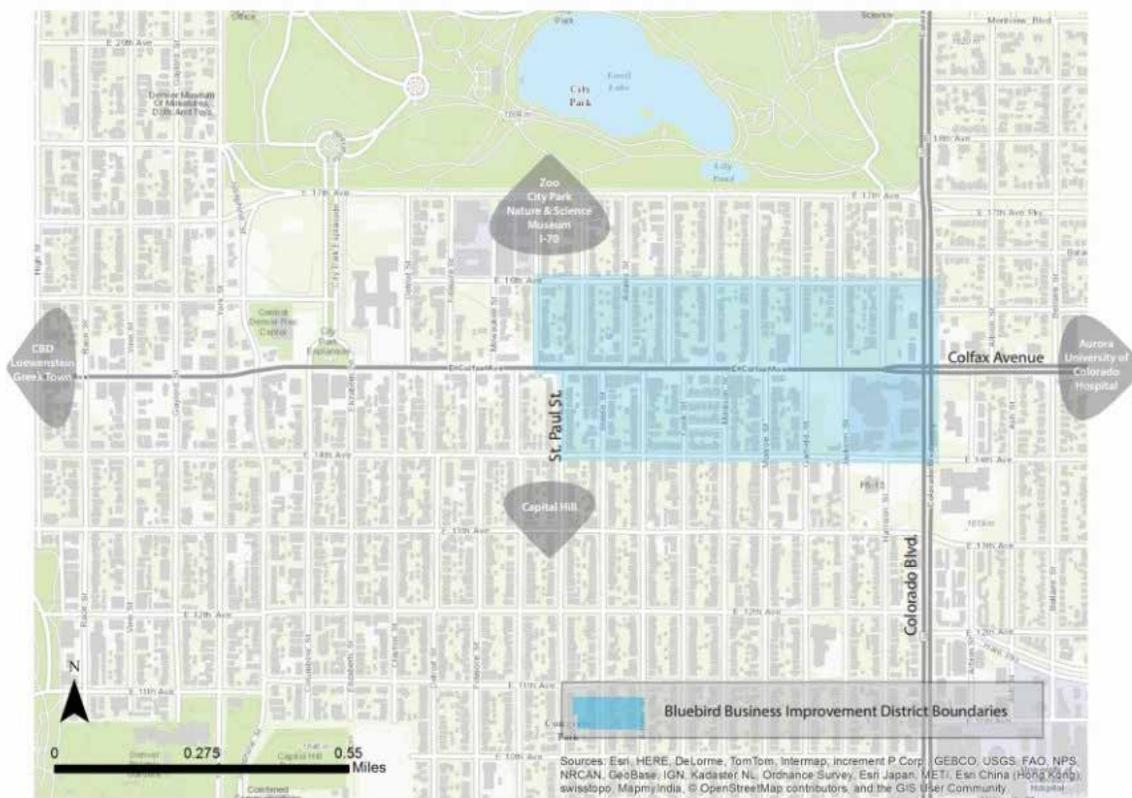
BLUEBIRD BID AREA PLAN

The Bluebird Business Improvement District (“BBID”) was formed in 2013 and contains a number of goals for Colfax Avenue from St Paul Street to Colorado Boulevard. The area plan outlines ways to enhance the appearance and attractiveness of the area, provide a safe and clean shopping environment, attract new business owners and retain existing businesses, and promote the district through marketing. This plan aims to address how to strategically use BBID funds to accomplish a series of goals through targeted short-term, medium-term, and long-term improvements that build on one another to provide a comprehensive vision for area investment.

The plan identified the following goals:

- Create a strong sense of place that can be achieved through a revised branding and wayfinding system. Streetscape improvements can also be used to identify the district.
- Improve pedestrian and bike safety in the area. The plan prescribes an improvement in the connections of bike routes and increased bike parking at many of the commercial establishments along Colfax Avenue and throughout the surrounding community. The introduction of bulb outs can also significantly reduce the distance pedestrians need to cross the street.
- Increase the business owner revenues and investments through education and technical assistance, as well as an overall increase of visitors to the district. Such programs might include grants

and “mini-grants” through the City of Denver Office of Economic Development, current event information consistently disseminated through newsletters and social media outlets and, working with the City to understand technical issues with zoning and identify catalytic sites that have the potential to be ripe for redevelopment.



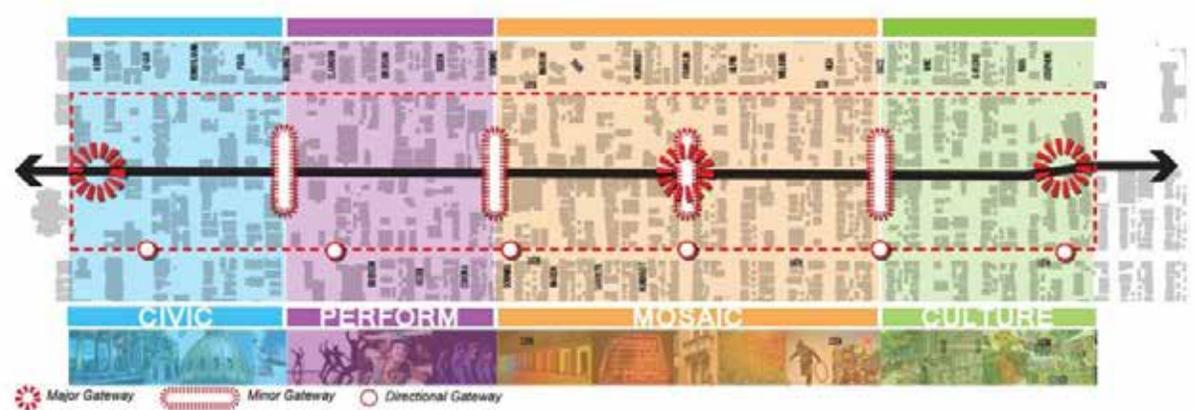
COLFAX BID STREETScape PLAN

The Colfax BID Streetscape plan, created in February of 2017, is a culmination of an eight-month process to envision and prioritize public investments for the Colfax Avenue Business Improvement District (BID). The Colfax BID Streetscape Plan seeks to improve safety, appearance, and the quality of development in the area.

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

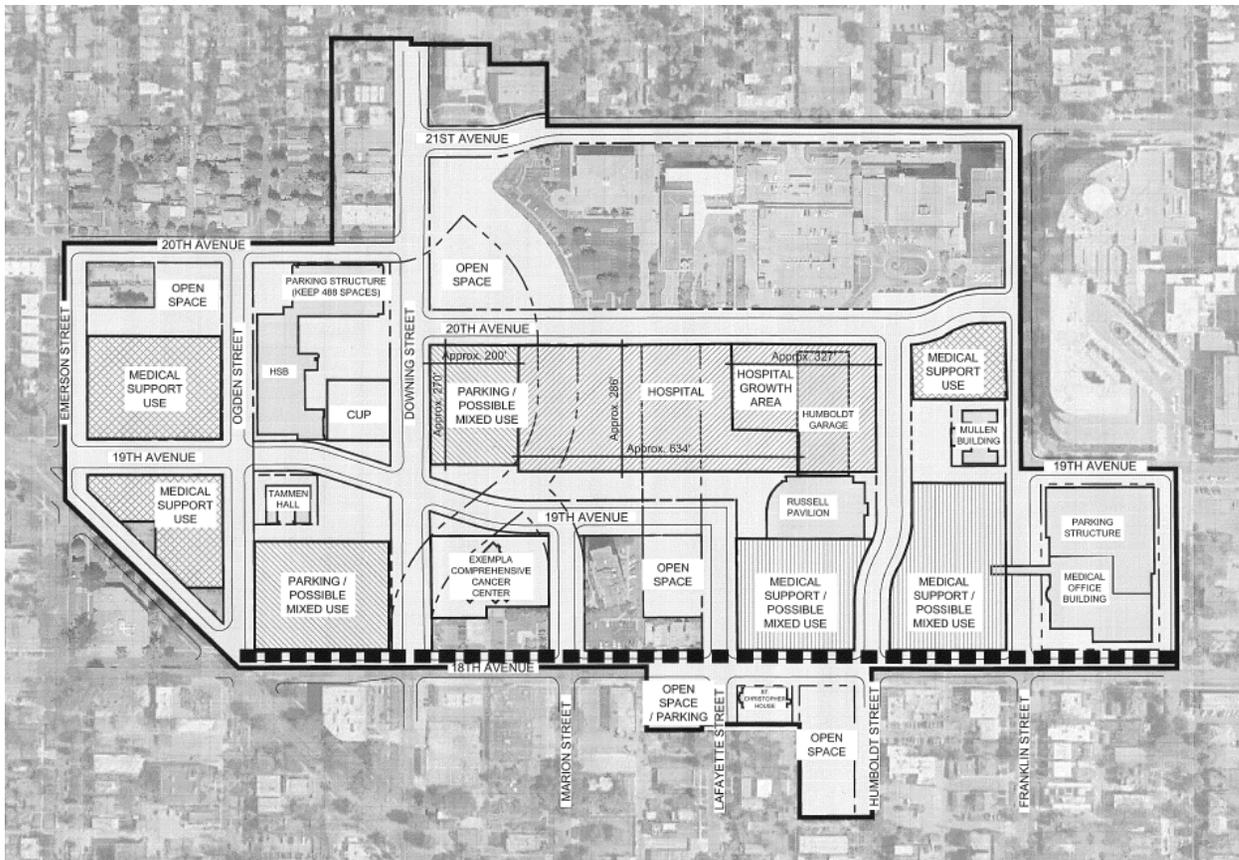
The plan breaks up Colfax Avenue into four sub-areas, or “hubs,” based on the existing (and future) activities and desired character: civic and cultural, perform and mosaic. The ‘Civic and Culture’ hubs bookend the plan area with public-oriented uses (the State Capitol and Civic Center on the west and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

The plan also highlights crime prevention throughout the area through environmental design and encourages the use of several design approaches such as increase lighting, cleanliness and beautification, and the introduction of an alley improvement program. The plan argues that simply enhancing these alley areas with wall art and lighting at the intersections will help create safer passages and that cameras should be installed at troublesome alley locations.



EXEMPLA SAINT JOSEPH HOSPITAL GDP

General development plans (GDPs) establish a framework for large or phased projects in mixed-use zone districts. The Exempla Saint Joseph Hospital GDP was approved in 2011 to provide a framework for the expansion of St. Joseph Hospital as it took over the land formerly occupied by Children’s Hospital. The GDP lays out locations for streets and utilities and provides approximate locations for future buildings. At this time, most of the infrastructure improvements called for in the GDP have been completed.



SURROUNDING PLANS

WHITTIER NEIGHBORHOOD PLAN

Adopted: 2000

Whittier is the neighborhood north of City Park West, between Downing St. and York St. north of 23rd Ave. The plan's recommendations do not extend outside the Whittier neighborhood, but the recommendations for the area adjacent to East Central include maintaining the existing character, enhancing quality of life, improving pedestrian, bicycle, and transit connections, and stimulating employment opportunities.

DENVER DOWNTOWN AREA PLAN

Adopted: 2007

The Denver Downtown Area Plan covers the Central Business District, Union Station, Auraria, and Civic Center neighborhoods, as well as portions of the Five Points and North Capitol Hill neighborhoods. The general recommendations of the plan include maintaining Downtown's importance as a commercial center, improving safety and accessibility, and making living Downtown more desirable. Specific recommendations that relate to portions of and transitions to the East Central plan area include:

- B3b: Initiate a pilot project to connect the West 14th Avenue, East 16th Avenue, and 12th Avenue routes into Downtown
- B3c: Establish bicycle stations at Denver Union Station, Civic Center Station, and other locations
- B5a: Apply urban design concepts to distinguish the grand boulevards (including Broadway and Colfax Avenue): align building facades with the street; scale buildings to the width of the street; orient active uses to the boulevard; consider unique features such as the greet triangles created by the intersecting Downtown and City street grid
- B5e: Enhance pedestrian crossings of East and West Colfax to provide good connections within the Cultural Core district
- B5f: Design each Grand Boulevard with specific plans that respond to the unique context and environment of each street
- C3a: Connect the Downtown pedestrian and bicycle network to the surrounding neighborhoods
- C3b: Create new RTD routes or rebrand existing routes to be special circulators to and from adjacent neighborhoods
- C3c: Ensure that zoning and design guidelines direct a "stepping down" in density outward to nearby neighborhoods
- C3d: Provide enhanced pedestrian crossings at key locations along the Grand Boulevards to connect Downtown with established and emerging neighborhoods and districts
- C3e: Strengthen neighborhood schools in addition to creating schools within the Downtown core
- C3f: Link visitors to the core to surrounding neighborhoods

UPTOWN HEALTHCARE DISTRICT PLAN UPDATE

Adopted: 2007

The Uptown Healthcare District Plan Update is an update to the original Uptown Healthcare District Urban Design Plan of 1993. The plan makes recommendations for how to integrate the hospital district, roughly between Ogden St. and High St. and between 18th Ave. and 21st Ave., with the surrounding neighborhood. The update was spurred in 2007 by the relocation of Children’s Hospital and the imminent redevelopment of its former site. The plan gives the following vision for the area:

- Support the expansion and growth of the hospitals and associated businesses.
- Recognize, foster, and enhance the interdependency and compatibility of the healthcare, residential, and neighborhood retail uses within the area.
- Support and accommodate growth and redevelopment that respects the historic scale, diversity, and character of the neighborhood.
- Support the redevelopment of the Children’s Hospital site as a mixed-use community integrated into the surrounding residential neighborhoods.

NORTHEAST DOWNTOWN NEIGHBORHOODS PLAN

Adopted: 2011

The Northeast Downtown Neighborhoods Plan covers the Five Points neighborhood, just north of North Capitol Hill and west of City Park West. The general goals of the plan are to enhance multimodal connectivity, improve urban design, protect neighborhood fabric, and create appropriate transitions between neighborhoods. The plan area for the plan does not extend into the East Central area, but the following recommendations have potential impacts on East Central:

- A.1: High intensity development near Downtown, transit stations, and along key streets
- A.2: Moderate intensity development transitioning to neighborhoods
- A.3: Low intensity development in residential neighborhoods
- Transformative Concepts:
 - Make 21st Street a focal point for Northeast Downtown neighborhoods
 - Study Broadway and the intersecting street network to determine a long-range vision
 - Consider a streetcar connecting the Five Points neighborhood to the Civic Center transit station

CHERRY CREEK AREA PLAN

Adopted: 2012

The Cherry Creek Area Plan covers the Cherry Creek neighborhood, just south of Congress Park. The general goals of the plan are to improve mobility and connectivity, create distinctive land use and urban design, strengthen parks and public spaces, and provide economic and development opportunities. The plan area for the plan does not extend into the East Central area, but the following recommendations have potential impacts on East Central:

- A.2.B: Create pedestrian priority intersections along 6th Ave. at Columbine St., St. Paul St., Garfield St., and Colorado Blvd.
- A.3A: Expand bike network with a “Bicycle Boulevard” on Garfield St. and a shared road on St. Paul St.
- B.1.A: Designate the norther portion of the neighborhood as an Area of Stability
- C.3.C: Carry forward unique Cherry Creek streetscape elements throughout the neighborhood
- Cherry Creek North subarea strategies:
 - Pedestrian Shopping Corridor land use designation on the south side of 6th Ave. from Josephine St. to Cook St.
 - Urban Residential - Row House land use designation elsewhere along 6th Ave.
- Improve St. Paul St. bicycle route, move signal on 6th Ave. to St. Paul St. intersection
- Designate a bike boulevard on Garfield St., connecting City Park to Cherry Creek greenway
- 3 story maximum building height south of 6th Ave

GOLDEN TRIANGLE NEIGHBORHOOD PLAN

Adopted: 20124

The Golden Triangle Neighborhood Plan covers the Civic Center neighborhood, just west of Capitol Hill, and extends its plan area to the alley between Lincoln St. and Sherman St. The general goals for the plan include improving economic opportunity, leveraging public facilities and the arts community, enhancing parks and mobility, and improving neighborhood edges. Specific recommendations that impact the East Central area include:

- A2f: Provide context-sensitive design guidance for neighborhood subareas such as the Broadway/Lincoln Avenue frontage.
- B1a: Encourage the bold re-imagining of Civic Center Station as a vibrant multi-modal hub for the Golden Triangle, Civic Center, and Downtown.
- B1b: Improve connections to Civic Center Station through wayfinding and improved pedestrian and bicycle infrastructure. Explore treatments such as enhanced crosswalks and priority pedestrian signals at major intersections that connect to the station, such as Broadway and Colfax Avenue
- B1c: Construct the “first and final mile” connections to and from enhanced transit stops that are identified in the Colfax Corridor Connections project.
- B1d: Collaborate with businesses or civic uses to plan for and implement a private shuttle connection between Denver Union Station and Cherry Creek, which would help bring visitors to and throughout the neighborhood.
- B1f: Implement recommended changes to Broadway and Lincoln St., including a dedicated lane for transit, to increase the quality and frequency of transit along this important corridor.
- B1g: Identify funding partnerships between Downtown Denver Partnership, Denver Art Museum, RTD, DRCOG, private property owners, local businesses, and the City and County of Denver to extend RTD’s Free MetroRide service into the Golden Triangle. The extension could utilize the enhanced transit lanes and “super stops” proposed for Broadway and Lincoln St.
- B2a: Enhance the current configuration of the Broadway/Lincoln couplet by introducing new streetscapes, “parklet” spaces, enhancements and mobility improvements that create a unified Grand Boulevard.
 - o Strengthen the connection between the Golden Triangle and Capitol Hill.
 - o Implement transit “super stops,” defined as transit stops that have a unique branding, special lighting, expanded passenger waiting areas, and longer boarding areas to accommodate multiple transit routes.
 - o Conduct additional study of new transit circulation and capacity in an enhanced transit lane, including more frequent service. An enhanced transit lane could include full time bus service, intersection priority, and/or dedicated transit service.
- B2c: Support new person trip capacity by expanding the Free Metro Ride in the Broadway and Lincoln St. corridors.
 - o Introduce protected bicycle facilities to complement economic development efforts in the neighborhood.
 - o Rebuild the current intersections as attractive, well-marked mobility hubs for all modes of travel. Mobility hubs are located at intersections that allow safe transfers between walking, bicycling, and riding transit.
- B2c: Support new person trip capacity by expanding the Free Metro Ride in the Broadway and Lincoln St. corridors.
 - o Introduce new median treatments that identify the entrances into Downtown Denver.
 - o Integrate “first and final mile” mobility improvements that result from the Colfax Corridor Connections project.
- C3d: Ensure that the new Arts and Culture Trail connects to facilities and venues in the Golden Triangle as well as outside the neighborhood, such as the Santa Fe Arts District, 16th Street Mall, 14th Street cultural corridor, Denver Union Station, LoDo, Central Platte Valley, Capitol Hill, and more.