

This is a quick overview of relevant points the ECAP is recommending for Congress Park Residents who reside between Colfax and 13th Ave. The plan is quite comprehensive, touching all aspects of our neighborhood and understanding these plan recommendations is important because they will be used as a template for future land use, zoning and mobility changes, that will impact density, building heights, new construction, streets, parking, transportation and much more.

This ECAP process is wrapping up and will be voted on by City Council in the next few months. Time is running out to comment on the plan, so if you have any questions or comments contact Scott Robinson and also CC Congress Park Neighbors and Councilman Hinds Office so we can be aware of your input.

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The full plan can be found here: https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/Neighborhood_Planning_Initiative/Planning-Areas/East_Central_Area_Plan.html

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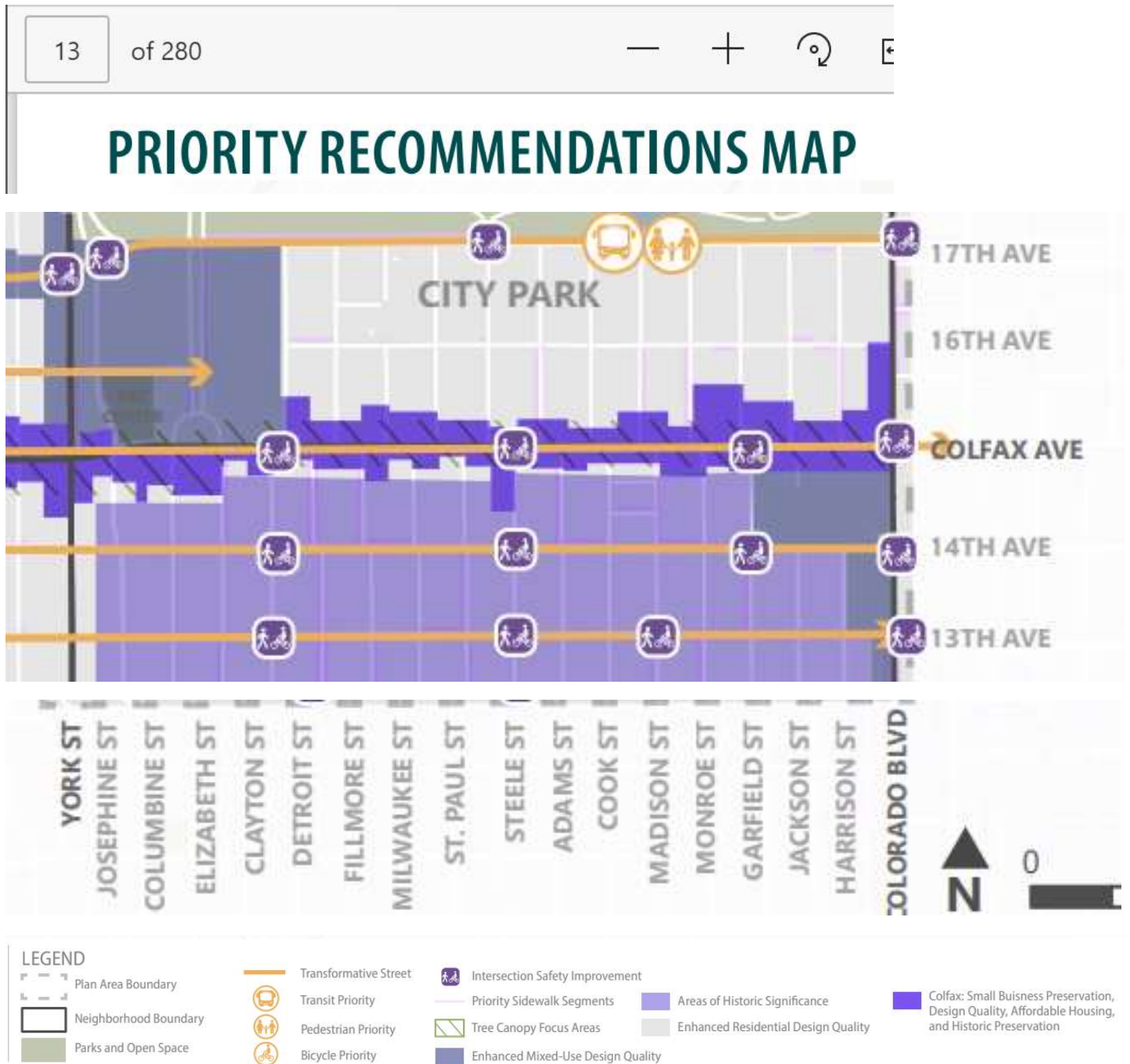
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1.2 Executive Summary

Priority Recommendations Map (ECAP p.10)



This maps shows “Areas of Historic Significance,” as surveyed by Discover Denver in 2019 and is mostly composed of Urban Row House 3 or 2.5 story zoning (U-RH-3A & U-RH-2.5) and shows some gaps of undesignated properties along the northern edge.

Historic Denver has recommended some type of preservation to protect these historic properties.

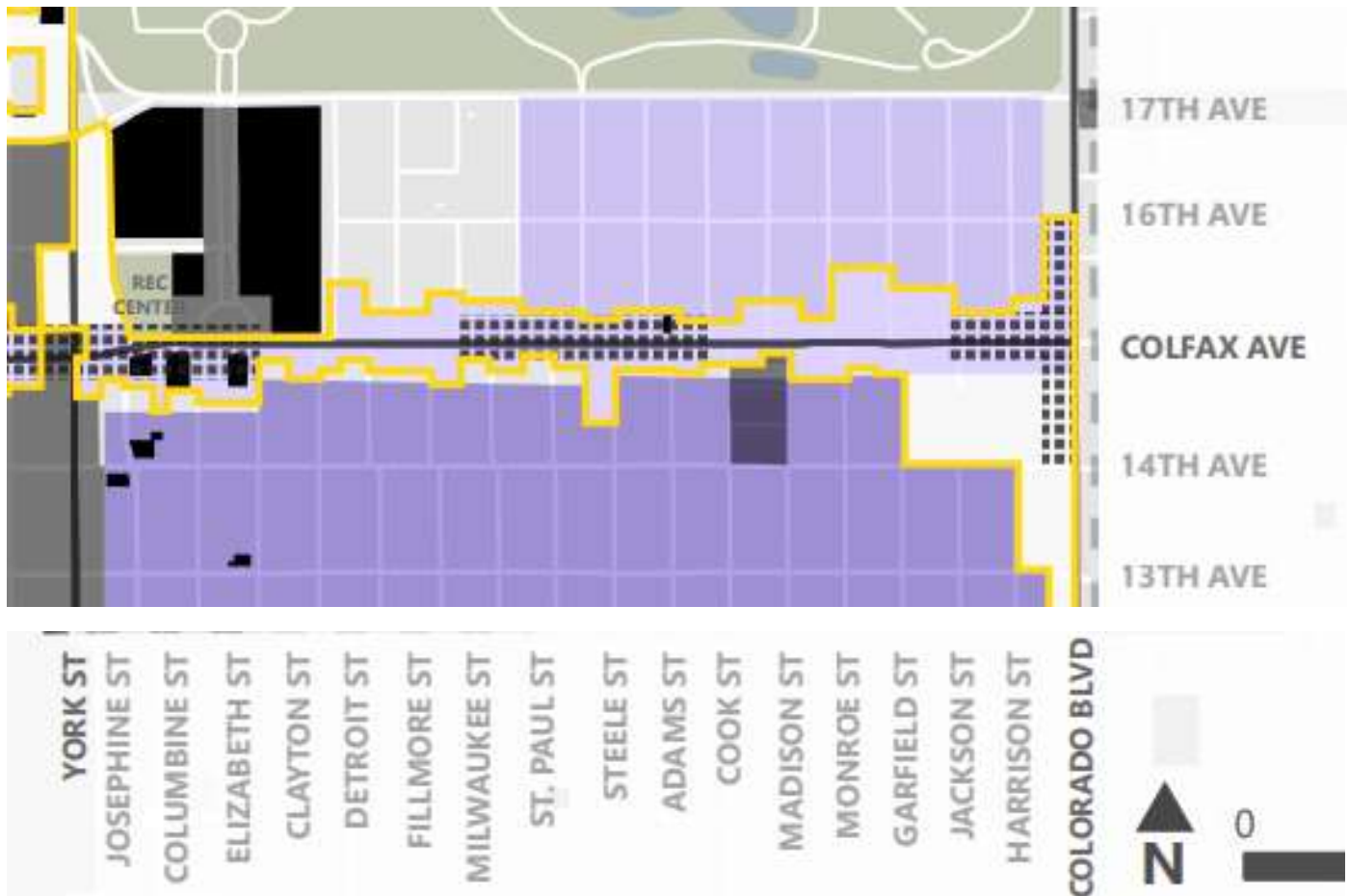
2.1 AREA WIDE RECOMMENDATIONS: LAND USE AND BUILT FORM

2.1.1 INTRODUCTION

LAND USE AND BUILT FORM OPPORTUNITY AREAS (ECAP p.23)

East Central Area Plan | 2.1 Land Use and Built Form

LAND USE AND BUILT FORM OPPORTUNITY AREAS



LEGEND

- Enhanced Residential Design Quality Area 01
- Areas of Historic Preservation 02
- Existing Historic Landmark/District 03
- Area of Historic Interest / Commercial Character Preservation 04
- Active Ground Floor Use Area 05
- Enhanced Mixed-Use Design Quality Area 06

If your home is along the Colfax Corridor and you think it should be included in the 02 Areas of Historic Preservation, please contact the East Central Area (ECAP) Planner. The contact information is on the first page.

This is an enlargement of the plan graphic and even at this scale, it is difficult to determine which properties have been designated.

01 - Enhanced Residential Design Quality Area: Details will be determined in a future design guideline process.


06 - Enhanced Mixed-Use Design Quality Area: Details will be determined in a future design guideline process.

2.1 AREA WIDE RECOMMENDATIONS: LAND USE AND BUILT FORM

2.1.1 INTRODUCTION

LAND USE AND BUILT FORM CONCEPTS (ECAP p.24)

LAND USE AND BUILT FORM CONCEPTS

<p>01</p>  <p>Enhanced Residential Design Quality Area</p> <p>Standards to preserve traditional neighborhood character by adjusting design standards to be more consistent with the existing architecture in the neighborhood, and encouraging context-sensitive additions instead of demolition. See Policies L4 & L7. (Photo: Home in Congress Park)</p>	<p>05</p>  <p>Area of Historic Interest</p> <p>An Area of Historic Interest is a defined area that has been identified through the neighborhood planning process as needing additional surveying. These areas include unique characteristics that may be worthy of some level of character preservation. See Policy L9. (Photo: Madison Street "Denver Squares", City Park)</p>
<p>02</p>  <p>Area of Historic Significance</p> <p>A collection of structures and features identified by the citywide building survey Discover Denver that is significant for its history, architecture and culture, and is potentially eligible for local historic designation and application of other tools that will maintain its character. See Policy L9. (The Lafayette, City Park West (photo credit: Discover Denver))</p>	<p>06</p>  <p>Commercial Character Building Preservation</p> <p>A concept to preserve buildings that are not protected by a landmark designation, but contribute to the character of mixed use areas and are desired to be preserved. See Policies L3, L6, & L8. (Photo: The Fillmore, North Capitol Hill) (Photo: The Fillmore, North Capitol Hill)</p>
<p>03</p>  <p>Historic Preservation Incentive Area</p> <p>Historic Preservation Incentive Areas allow for one additional dwelling unit in exchange for the preservation of an existing residential building. The additional unit would be interior to the home, such as an upper floor, basement, or split main floor. If a homeowner decides to add a unit, the entire home must be protected, with demolition restricted and specific rules for modifications. See Policies L5, L7, & L9. (Photo: Duplex plus ADU, City Park)</p>	<p>07</p>  <p>Active Ground Floor Use Area</p> <p>An area where uses that bring activity to the sidewalk should be required on the ground floor. Areas include existing pedestrian-friendly neighborhood destinations, such as historic streetcar stops, or areas directly adjacent to a transit station. Activity can include retail, patio seating, plazas where people can sit, play or gather, or other activity that enlivens the sidewalk. See Policy L8. (Photo: 12th & Madison, Congress Park)</p>
<p>04</p>  <p>Historic Landmark/District</p> <p>An individual structure/feature or collection of structures/features that meet a set of criteria for local historic designation. Such designated properties are protected and celebrated by restricting demolition and promoting compatible alterations through design review. See Policies L6 & L8. (Photo: Raymond House, within Wyman Historic District in City Park West (photo credit: Susan Ryan on Twitter))</p>	<p>08</p>  <p>Enhanced Mixed-Use Design Quality Area</p> <p>An area where additional standards are recommended in order to better align new construction with community goals. Requirements can include guidelines for bulk, massing, building materials, signage, streetscape, open space, landscaping, improved transitions between commercial and residential, or other elements specific to the vision for an area. See Policies L6 & L8. (Photo: Row houses in City Park)</p>

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This plan is recommending large portions of Congress Park for some type of Historic Preservation, because currently there are no architectural or character protections for the majority of our historic residences.

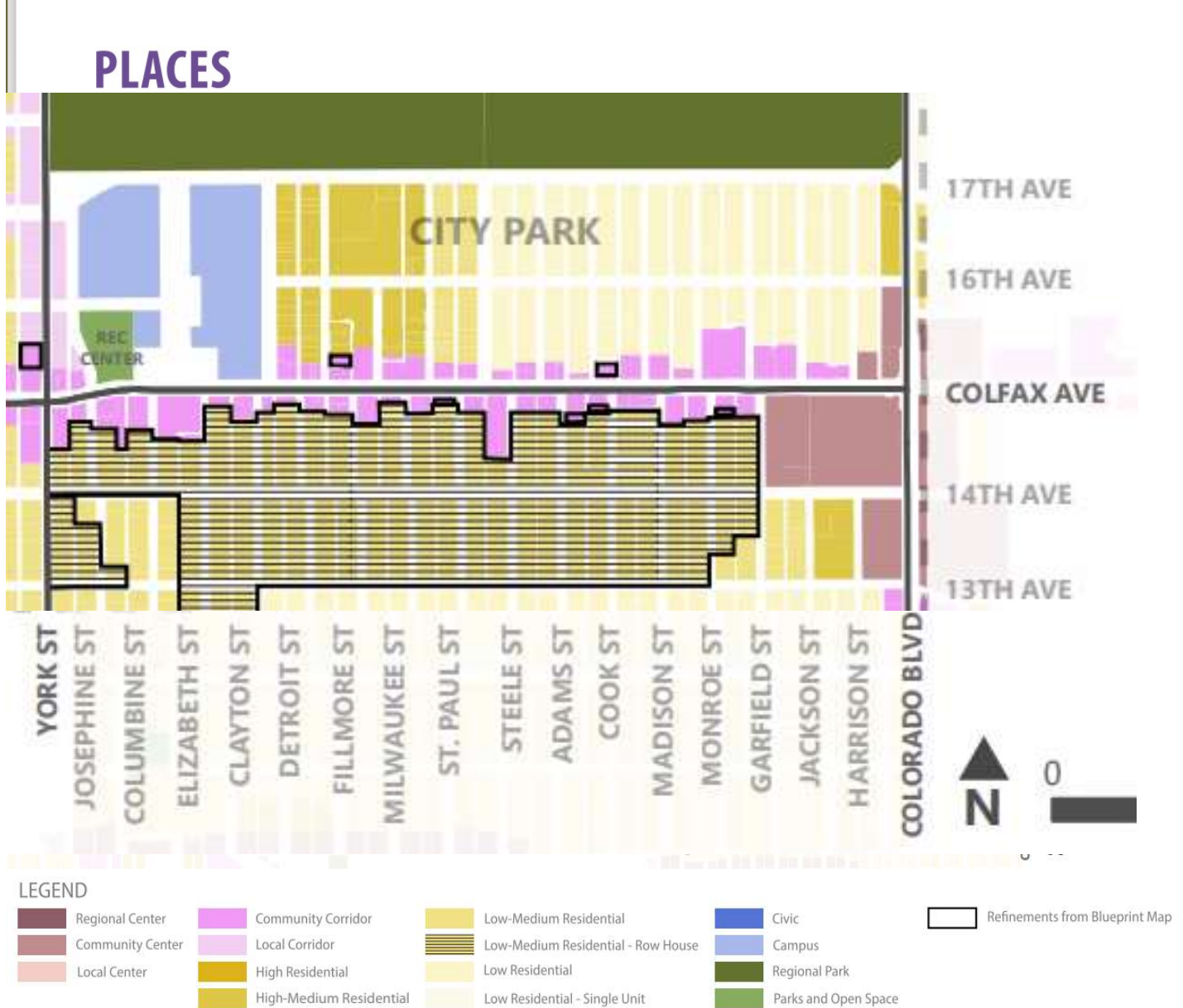
This designation is based on a Discover Denver architectural survey completed in 2019, that found the majority of Congress Park was "Architectural Significant," and would benefit from some type of preservation to prevent homes from being demolished and replaced with new residential construction. Preservation would protect our cities architectural legacy for us and future generations. Currently, Congress Park ranks number one in the ECAP neighborhoods for residential demolitions.

Historic Denver has recommended creating a Historic District from 13th Ave to Colfax, to preserve these architectural gems from redevelopment, and protect the fabric of our historic neighborhood. If you have interest in preserving your historic home from redevelopment, you can contact CPNBoard@congressparkneighbors.org. We are looking for interested residents to begin this conversation about our neighborhood and the legacy we will leave.

2.1 AREA WIDE RECOMMENDATIONS: LAND USE AND BUILT FORM

2.1.3 PLACES / RECOMMENDATIONS

PLACES (ECAP p.32)



In Congress Park, zoning between 13th Ave to Colfax is mostly composed of Low-Medium Residential or Urban Row House 3 stories (U-RH-3A) and U-RH-2.5 (two and a half stories).

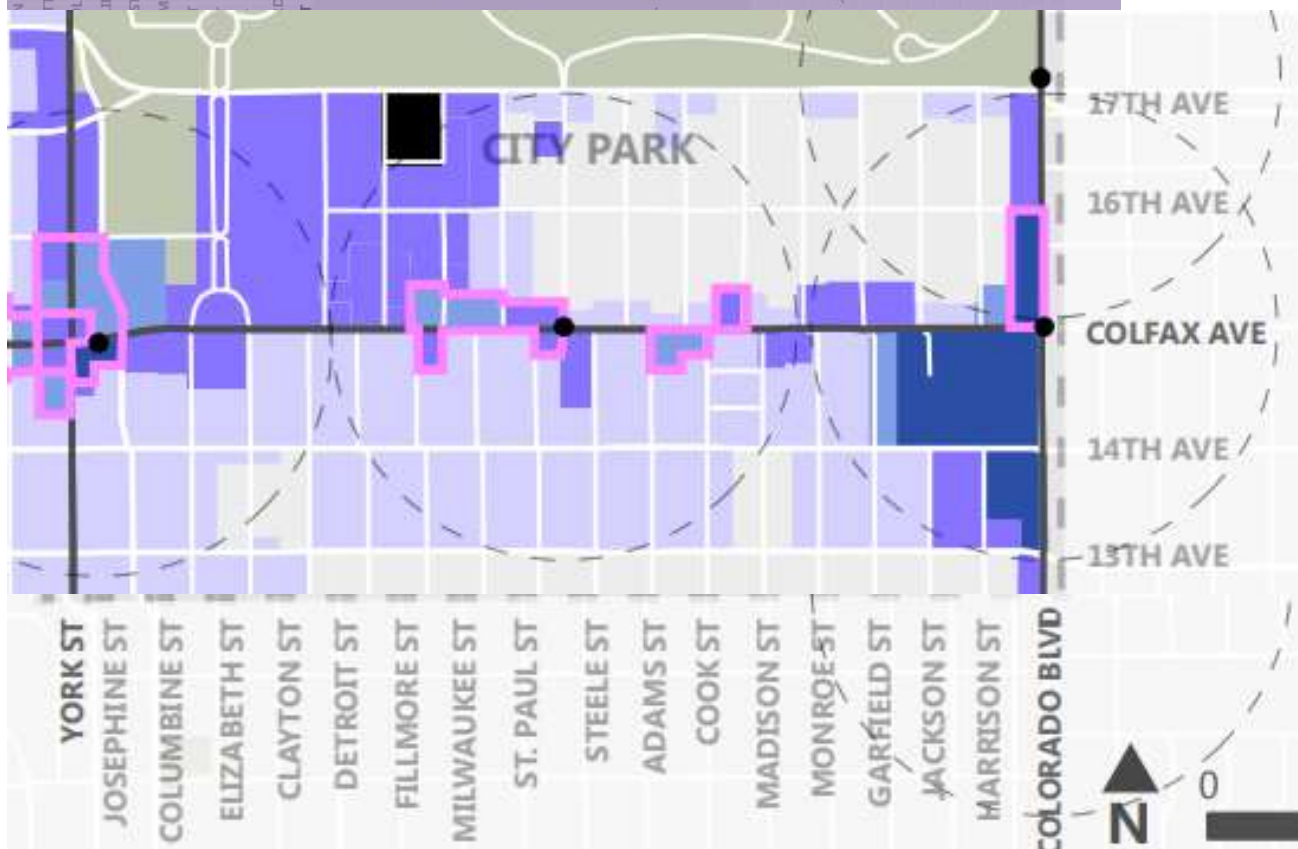
Blueprint Denver (2019) has redesignated a few residential RH zoned parcels to commercial Main Street zoning on a few adjacent residential properties along Colfax and 12th Ave. This zoning change allows these single-family homes to be redeveloped into commercial properties. These properties are shown in the legend as “Refinements from Blueprint Map.”

2.1 AREA WIDE RECOMMENDATIONS: LAND USE AND BUILT FORM

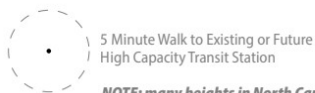
2.1.3 MAXIMUM BUILDING HEIGHTS / RECOMMENDATIONS

MAXIMUM BUILDING HEIGHTS (ECAP p.35)

The height strategy for East Central takes several factors into account, including heights of existing buildings, maximum heights allowed by existing zoning, and community input on desired development patterns and areas to direct growth. The height incentive areas in the map below show the locations where additional height is allowed if community benefits are provided, in accordance with Policy L3. The map colors and legend indicate maximum heights achievable through incentives. No additional building heights beyond what is currently allowed are recommended without providing a commensurate community benefit. Maximum heights may not be achievable in some locations due to view planes or other restrictions.



FUTURE HEIGHTS MAP



NOTE: many heights in North Capitol Hill, City Park West and Capitol Hill are limited due to various view plane ordinances.

Colfax smaller upzoned Main Street (MS) Properties in Congress Park as shown in graphic:

- @ Cook St (NW) - Parking lot (U-MS-3) & possible adjacent residential property (U-MS-3) – shown 8 stories (+5 with CB)
 - @ Adams St (NE)–Paradise Cleaners (U-MS-5) & 1468 Adams (U-MS-3)–shown 8 stories (+3 & +5 with Community Benefit)
 - @ Saint Paul St – Annie’s Café (U-MS-3) – shown as 5 stories (+2 with Community Benefit)
 - @ Filmore St – Pete’s Greek Town Café (U-MS-3) – shown as 5 stories (+2 with Community Benefit)
 - @ Josephine St – Subway (C-MS-8) – shown as 12 (+4 stories w/Community Benefit)
 - @ York St – Chase Bank (C-MS-8) – shown as 12 (+4 stories w/Community Benefit) see page 18 for 12 story example
- Community Benefit for extra height details to be determined in a future planning process.

If adjacent residents have concerns with recommended incentive heights, please see first page for city contact info. It has been proposed to city to change the Row House zoning 3A to 2.5, to preserve the existing historic properties.

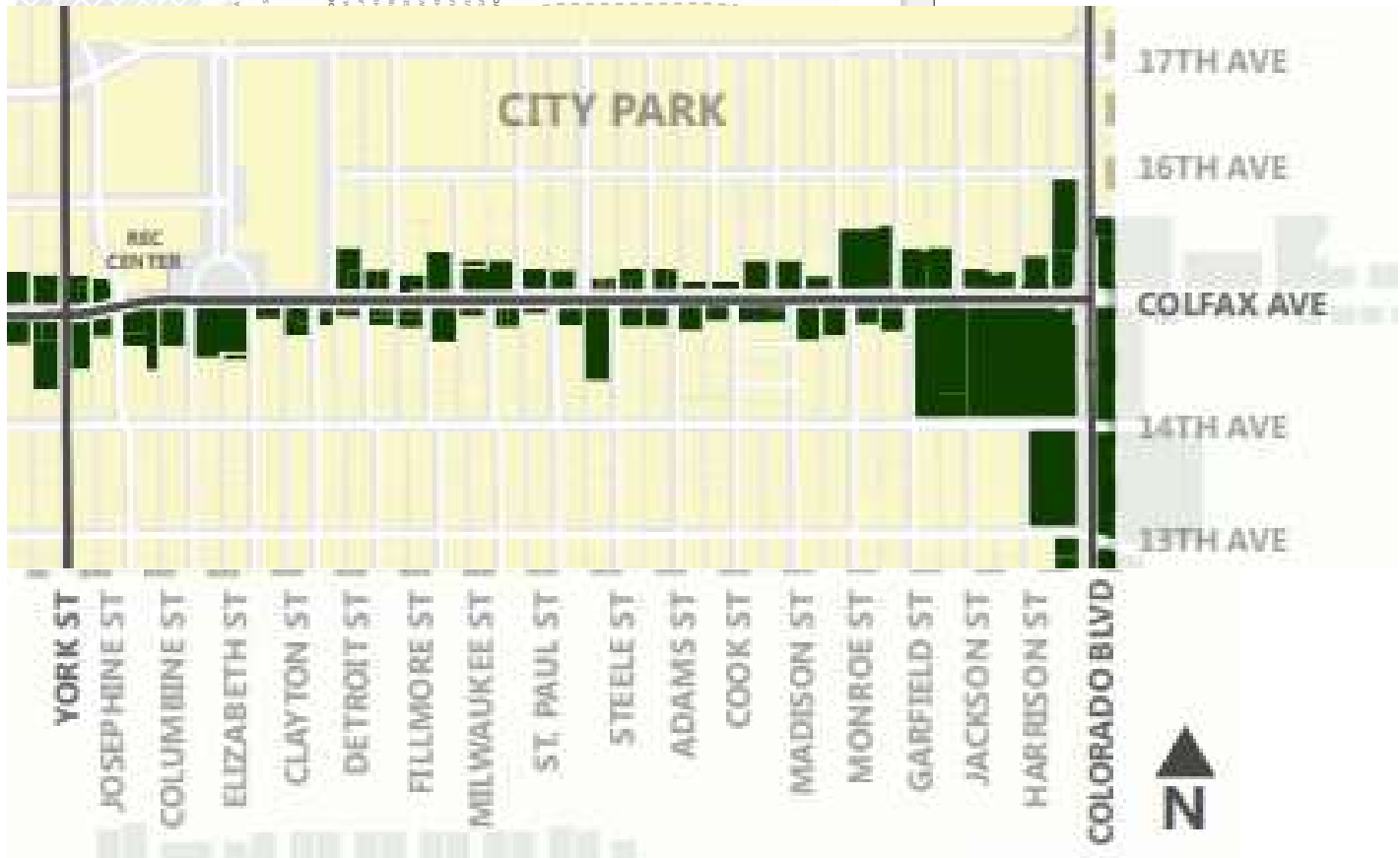
2.1 AREA WIDE RECOMMENDATIONS: LAND USE AND BUILT FORM

2.1.4 GROWTH STRATEGY

GROWTH STRATEGY (ECAP p.37)

GROWTH STRATEGY

For East Central, the goal is to direct 75% of housing and jobs to centers, corridors and districts.



LEGEND

- Regional Center
- Community Centers and Corridors
- Districts
- High and High-Medium Residential in Downtown and Urban Center Contexts
- All Other Areas

It was noted at Steering Committee meeting, that all future projected growth could be accommodated within the current zoning, if all large parcels were fully redeveloped.

Other areas of growth include new residential housing concepts of Co-housing, Cooperative housing, Missing Middle Housing (duplex, triplex & quadplex) withing low residential zones, additional dwelling units for preserving historic properties and Accessory Dwelling Units (ADUs).

2.1 AREA WIDE RECOMMENDATIONS: LAND USE AND BUILT FORM

RECOMMENDATIONS: ZONING AND REGULATIONS

RECOMMENDATIONS L4 & L5 (ECAP p.39)

East Central Area Plan | 2.1 Land Use and Built Form

RECOMMENDATIONS

ZONING AND REGULATIONS

L4

POLICY

Encourage renovations and additions instead of demolition in residential areas.

BACKGROUND

Renovations and additions help preserve neighborhood character by keeping most of the building intact and retaining character-defining features such as brick facades, raised front porches, and other period architectural features. Avoiding demolition can also help preserve mature trees and landscaping and results in less waste.

STRATEGIES

- A.** Update regulations in residential zone districts to remove barriers to additions and renovations. The following should be considered:
 1. Clarify regulations to ensure that the existing house is substantially preserved in exchange for greater flexibility (see Policy L5.B.2).
 2. Allow penetrations to the bulk plane standard for dormers and cross gables.
 3. Reduce the required separation between a garage and the main house to better enable rear additions.
 4. Reduce rear building setbacks to allow flexibility for rear additions.
 5. Allow building coverage exemptions for the full footprint of an accessory dwelling unit.
 6. Encourage energy efficient upgrades, such as better insulation techniques, energy-efficient appliances, and higher-performing mechanical systems.
 7. Encourage green stormwater management techniques, such as green roofs, increasing pervious surfaces, bioswales, and rain barrels.
- B.** Consider fees and new regulations that require the salvaging or reuse of building materials when homes of certain age are demolished.

L5

Encourage preserving buildings in Low Residential Places and expand missing middle housing options in neighborhoods.

Residents are concerned about losing the great neighborhood character that could change due to new construction. Many existing homes are large enough to accommodate multiple units or contain elements that facilitate multiple units. With affordability and neighborhood preservation concerns, allowing additional units in existing homes can help preserve neighborhood character while expanding housing options.

- A.** Consistent with adopted citywide policies in *Blueprint Denver*, integrate missing middle housing (see following page for definition) in Low Residential Places with rules to preserve valued neighborhood characteristics and address unique issues in the East Central area as follows:
 1. Design requirements to ensure that new construction is compatible with unique setback, height and massing characteristics of East Central neighborhoods (see Policy L7).
 2. Discouraging replacement of smaller homes with larger homes that may be less affordable.
 3. Encouraging long term housing options rather than short-term rentals.
 4. Stormwater management, particularly in flood prone areas.
 5. Home ownership of units should be encouraged to help build equity and investment in the neighborhood.
 6. Tools, such as financial and technical assistance, that help existing East Central area residents remain and invest in their properties
 7. Impacts to street parking should be addressed
 8. Long term affordability for low income residents.
- B.** In Low Residential Single Unit Places, create an incentive for preserving historically significant homes by allowing an additional primary dwelling unit if the existing home is preserved, as follows:
 1. Prepare criteria for eligibility for an additional unit, considering the age of the home, architecture, and how much of the structure must be preserved.
 2. Engage Historic Denver and the Denver Landmark Preservation Commission in creating preservation criteria, rules for restricting demolitions, and appropriate modifications to structures.
- C.** Implement adopted citywide policies in *Blueprint Denver* to diversify housing choice through expansion of accessory dwelling units (ADUs) throughout all residential areas while also addressing context-sensitive ADU design and removing barriers to ADU construction.
 1. ADUs should be allowed in all low residential forms, including duplex and rowhouse.
 2. Until a citywide ADU approach is complete, consider neighborhood-wide rezonings to allow ADUs.

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This plan is recommending integrating “Missing Middle” housing in all low-density zoning. Missing Middle is defined as duplex, triplex and quadplex and these details will be determined in a future planning process that will permanently change single-family zoning.

These recommendations also provide guidance on encouraging preservation of existing houses and where ADUs should be allowed.

2.2.1 ECONOMY AND HOUSING

2.2.4 AFFORDABLE HOUSING

HOUSING CONCEPTS (ECAP p.63)

HOUSING CONCEPTS



Co-housing

Co-housing is an intentional community of private homes clustered around shared space. Shared spaces and amenities may include community kitchens, dining areas, laundry, and courtyards. Co-housing provides opportunities for community-focused living environments that increase connection, for gently boosting density in neighborhoods since amenities such as yard space are often shared, and for giving seniors a viable option to age in their community. See Policy E11. *(Photo: Aria Cohousing, Denver)*



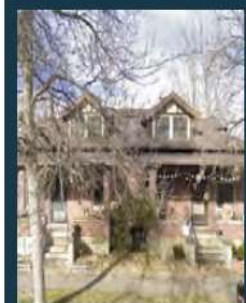
Cooperative housing

Housing that is owned or rented by members who intentionally and equitably share resources, governance, rights, and responsibilities. Cooperative housing can help expand access to housing for all, and increases opportunities for home ownership and wealth building for middle-income earners living in increasingly expensive areas. See Policy E9. *(Photo: Chrysalis Cooperative, Boulder)*



Accessory Dwelling Units (ADUs)

An ADU is a second unit located on the same zone lot as a primary single unit. An ADU may be “attached” (e.g. a basement unit) or “detached” (e.g. a unit over the garage or a smaller house in the backyard). ADUs provide sensitive ways to integrate attainable living into low residential neighborhoods; they allow empty-nesters to age in place by moving into a smaller unit and renting their home; or they accommodate residents that want to live in the neighborhood but cannot afford a larger home. See Policy E11. *(Photo: ADU, Denver)*



Missing middle housing

Missing middle refers to duplexes, fourplexes, rowhouses and similar housing options that fall between large single unit homes and apartment or condo buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide more attainable options for middle-income households and homeownership opportunities for households that currently rent. See Policy E11. *(Photo: Left: City Park, Denver, Right: Highlands Garden Village, Denver).*

This plan is recommending “Expanding housing options for non-traditional households, co-housing, cooperatives, and group living. A text amendment called the “Group Living Code Amendment,” is being reviewed by City Council and redefines how many unrelated adults can legally live in a dwelling unit. This amendment would allow five unrelated adults and also proposes allowing residential care facilities / uses in all neighborhoods.

More information can be found here: https://www.denvergov.org/content/denvergov/en/community-planning-and-development/zoning/text-amendments/Group_Living.html

Missing Middle Housing: Details about rezoning of single-family properties will be determined in a future city wide planning process.

2.2.1 ECONOMY AND HOUSING

RECOMMENDATIONS: AFFORDABLE HOUSING

RECOMMENDATIONS E11 (ECAP p.66)

RECOMMENDATIONS

AFFORDABLE HOUSING

E11

POLICY

Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes throughout East Central.

BACKGROUND

Consistent with Blueprint Denver, this plan aims to provide housing choice throughout East Central by diversifying housing options across the spectrum of housing needs. The area's housing types should reflect the diverse population that lives here currently and those that seek to live in East Central, and should include quality options for vulnerable populations, aging in place, non-traditional living arrangements, and families. When community members were asked about housing options in the area, a majority felt that the East Central neighborhoods do not have good options for seniors, low-income residents, and residents with disabilities, illustrating the need to expand diversity of housing types. When asked about "missing middle" housing types – a variety of multi-unit or clustered housing types that are compatible in scale with detached, single-unit homes – the most desired types were live-work units, detached ADUs, and townhouses. Existing housing diversity varies between East Central's neighborhoods; see Chapter 3 for neighborhood priorities.

- D.** Expand housing options for non-traditional households, aging-in-place, co-housing, cooperatives, and group living.
 1. Support citywide efforts to revise city regulations to respond to the demands of Denver's unique and modern housing needs (see Blueprint Denver Policy LU-H 01).
 2. Make it easier for households to age within their neighborhoods by encouraging senior/assisted living, home-sharing, and co-housing (See Sunshine Home Care case study).
 3. Encourage subletting of extra rooms in large homes by communicating opportunities through neighborhood organizations.
 4. In addition to removing zoning barriers, explore financial and technical assistance to encourage more cooperative living where residents can reduce costs through shared living or ownership.

- E.** Integrate accessory dwelling units (ADUs) and missing middle housing in appropriate locations (See Policy L5) with strategies for affordability and wealth-building for low- and moderate-income residents, such as:
 1. Providing technical assistance and reducing barriers in permitting and construction for existing homeowners.
 2. Exploring an adaptation of the WDSF+ ADU pilot program (see sidebar) that provides technical assistance and financial incentives to help existing homeowners build ADUs. An East Central pilot program should offer forgivable loans or grants in exchange for a long-term affordability commitment, pre-approved prototype designs (with universal design features), and streamlined access to lenders and builders.
 3. Partnering with local organizations to create and administer programs to advance this policy.

D. This plan is recommending "Expanding housing options for non-traditional households, co-housing, cooperatives, and group living. See page 9 for details.

E. Recommendations include integrating accessory dwelling units (ADUs) in our neighborhood.

2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

2.3.2 RECOMMENDATIONS

MOBILITY OPPORTUNITIES (ECAP p.79)



5 Minute Walk to Existing or Future High Capacity Transit Station

*See 2.3.4 High Comfort Bikeways for more detailed recommendations, including Neighborhood Bikeway
 **See Neighborhood Chapters for more detailed traffic calming recommendations.

A fully implemented center running Bus Rapid Transit (BRT) is being recommended and all details to be worked out in the future Colfax Connects BRT plan.

This plan is also recommending a protected bikeway along 14th Ave. with details to be worked out in a future study.

Concerns from the Steering Committee were brought up about how all the pieces fit together, trying to understand protected bikeways, current/future limited parking, future BRT traffic changes, new proposed building height incentives, additional residential dwelling units and ADUs.

The city has been unwilling to discuss or study these items and proposes all future concerns will be addressed in multiple future planning processes.

2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

2.3.2 RECOMMENDATIONS

TRANSFORMATIVE STREET OPPORTUNITIES (ECAP p.83)

East Central Area Plan | 2.3 Mobility

TRANSFORMATIVE STREET OPPORTUNITIES



Legend

- Plan Area Boundary
- Neighborhood Boundary
- Parks and Open Space
- Transformative Street
- Transit Priority
- Pedestrian Priority
- Bicycle Priority

Proposed Green Street or Contemporary Parkway. See Quality of Life recommendations.

A fully implemented center running Bus Rapid Transit (BRT) is being recommended and all details to be worked out in the future Colfax Connects BRT plan.

This plan is also recommending a protected bikeway along 14th Ave. with details to be worked out in a future study.

2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

2.3.2 RECOMMENDATIONS

RECOMMENDATIONS M1 (ECAP p.92)

RECOMMENDATIONS

TRANSFORMATIVE
STREETS

M1 cont. from prior page

POLICY Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit. (continued from prior page)

N. 13th Avenue

- 1. Short-Term
 - a. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority locations include: Washington St., Clarkson St., Vine St., Detroit St., Steele St., Madison St., and Colorado Blvd.
- 2. Long-Term
 - a. Study permanent safety improvements along the corridor including, but not limited to, road diets, addressing mid-block signals, and exploring the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.
 - b. Explore removal of sidewalk barrier on the south side 13th Avenue between Washington St and Grant St and improve pedestrian environment.

WHY IS 13TH AVE IMPORTANT?

- Street segments with greater than ¼ mile between traffic signals

STRATEGIES **O.** 14th Avenue

- 1. Short-Term
 - a. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority Locations include: Colorado Blvd, Garfield St, Steele St, Detroit St, Clarkson St, and Washington St.
- 2. Long-Term
 - a. Study feasibility of installing a protected bike lane to connect to improvements west of Broadway.
 - b. Study permanent safety improvements along the corridor including, but not limited to, road diets, addressing mid-block signals, and exploring the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

WHY IS 14TH AVE IMPORTANT?

- Street segments with greater than ¼ mile between traffic signals

This plan is also recommending a protected bikeway along 14th Ave. with details to be worked out in a future study.

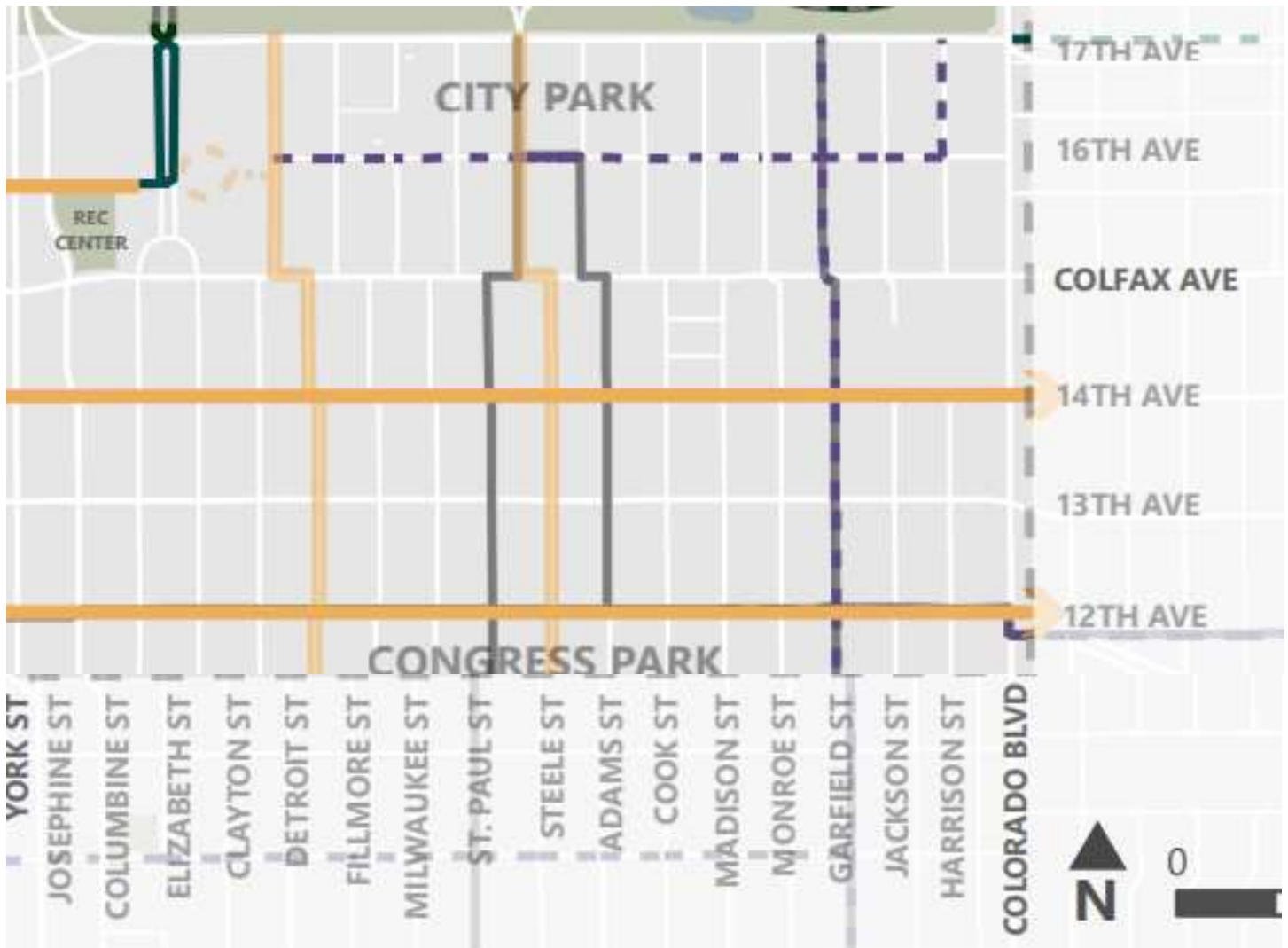
2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

2.3.4 HIGH COMFORT BIKEWAYS

BIKE NETWORK: EXISTING, PLANNED, AND OPPORTUNITIES (ECAP p.97)

East Central Area Plan | 2.3 Mobility

BIKE NETWORK: EXISTING, PLANNED, AND OPPORTUNITIES



Legend

- Parks and Open Space
- Plan Area Boundary
- Existing / Planned Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Existing / Planned Neighborhood Bikeway
- Trail
- Shared Roadway
- Study
- Recommended High Comfort Bikeway (Neighborhood Bikeway, Buffered or Protected Bikeway, Trail)
- Recommended Neighborhood Bikeway (type of high comfort bikeway)

*Future study and outreach will determine and confirm bikeway type

This plan is also recommending a protected bikeway along 14th Ave. with details to be worked out in a future study.

2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

2.3.5 INTERSECTION SAFETY AND NEW CROSSINGS

EXISTING PEDESTRIAN CHALLENGES (ECAP p.103)

EXISTING PEDESTRIAN CHALLENGES



Source: 2019 City and County of Denver data

2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

2.3.8 PARKING AND CURBSIDE MANAGEMENT STRATEGIES

PARKING IN EAST CENTRAL TODAY (ECAP p.121)

Curbside management optimizes, prioritizes, and manages the curb lane to provide designated space for critical curbside uses. Primary uses include, but are not limited to:

- Motor and electrical vehicle parking,
- Loading (passenger and freight)
- ADA accommodations
- Car share zones
- Transit lanes and infrastructure
- Bicycle lanes, parking, and infrastructure

PARKING IN EAST CENTRAL TODAY

Demand for parking and curbside space varies widely across the East Central Area, with the widest variety of curbside uses existing in the Capitol Hill, North Capitol Hill, and City Park West neighborhoods. In the Cheesman Park, City Park, and Congress Park neighborhoods, fewer curbside uses exist. Colfax Avenue is the unifying street with similar curbside space needs across all six neighborhoods. As a result of the planned Colfax BRT, the City will need to identify curb lane priorities along, and adjacent to, Colfax Avenue to accommodate parking and curbside activities that support fast and reliable transit service, access for residents and patrons, time-sensitive loading, and emerging transportation technology.

Because curbside space is limited, managing parking and loading needs and the need for enhanced multimodal infrastructure can be challenging. At times, it may be necessary to decrease the on-street-parking supply to accommodate multimodal improvements or to expand the sidewalk, and residents provided their perspectives during a prioritization exercise at public meetings.

PARKING STUDY KEY FINDINGS

As part of the analysis conducted during the NPI process, City parking studies for each neighborhood were evaluated. Neighborhoods in the East Central area are consistently parked, with occupancy levels increasing in neighborhoods on the western end of the plan area boundary near downtown.

Statistical Neighborhood	AM Occupancy	PM Occupancy
Capitol Hill	60%	76%
North Capitol Hill	60%	79%
Cheesman Park	57%	52%
City Park West	50%	55%
City Park	52%	64%
Congress Park	42%	40%

Source: 2015 - 2018 parking inventories

The City completed a full neighborhood parking study as part of the ECAP, for all neighborhoods including Congress Park. Residents have requested a parking breakdown in the heavily parked edges of our neighborhood to understand current conditions and how future recommendations for BRT, building height incentives and future building parking exemptions, might impact these areas.

The only information released has been the table above, which shows averages for the whole neighborhood.

The Plan also recommends reducing on-street parking for future mobility.

3 NEIGHBORHOODS OF EAST CENTRAL

3.7 CONGRESS PARK (document p237-250)

3.7.1 PLAN ON A PAGE (ECAP p.237)

KEY OPPORTUNITIES

National Jewish Health – Work with the hospital to ensure future growth is compatible with the neighborhood while allowing the hospital to thrive. See Policy COP-E1.

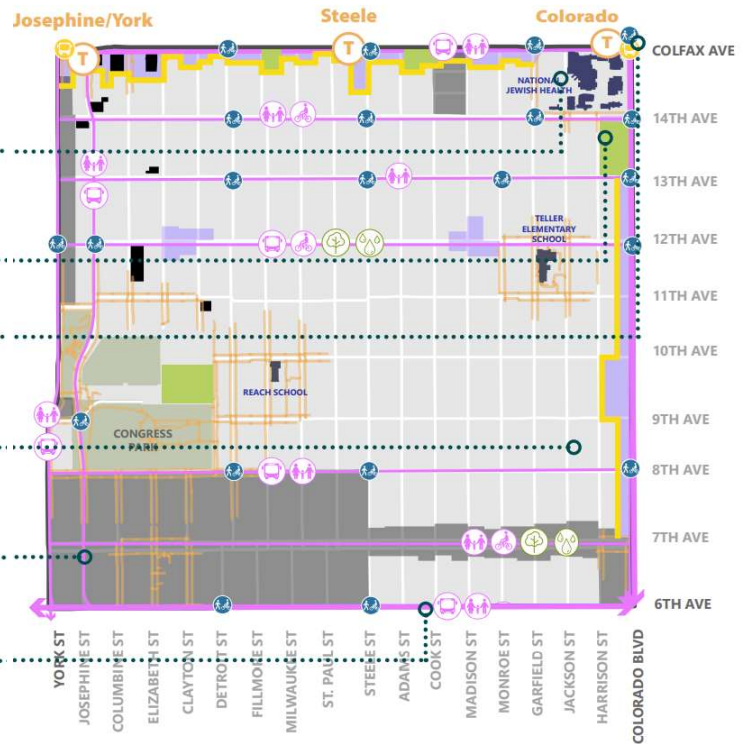
Neighborhood Park – Create a new neighborhood park with a community garden to meet park access goals. See Policy COP-Q2.

Colfax Avenue and Colorado Boulevard – Provide enhanced transit facilities and improved crossings at the junction of two future transit lines. See Policy COP-M7 and Policy COP-M8.

Character Preservation – Incentivize preservation of existing houses while sensitively integrating new units to achieve affordability goals. See Policy COP-L1 and Policy COP-E5.

Josephine and York Streets – Transform the streets to provide safer crossings and access to the park and gardens while improving transit. See Policy COP-M1.

7th Avenue – Preserve the historic character of the parkway while making walking and biking easier and safer. See Policy COP-M1.



LEGEND

- Centers and Corridors Design Overlay Design Standards and Guidelines
- Character Home Preservation Area
- Open Space
- Proposed Open Space
- School / Institution

- Intersection Safety Treatment
- Pedestrian Priority
- Transit Priority
- Bicycle Priority
- Green Street
- Water Quality Street

- Mobility Hub
- BRT Transit Station
- Transformative Street
- Neighborhood Transition
- Neighborhood Traffic Calming
- Existing Landmark Structure/District

3 NEIGHBORHOODS OF EAST CENTRAL

3.7 CONGRESS PARK (ECAP p.237-250)

TRANSFORMATIVE PROJECT: COLFAX AVE & COLORADO BLVD (ECAP p.250)



This graphic shows the future vision for Colfax and Colorado Boulevard. The current Conoco zoned MS-3 will be upzoned to a maximum of twelve-stories if the developers provide community benefit.

Shadow studies of these new building heights were requested to understand the impact on the adjacent residences. Only abstract conceptual studies were provided, the fully modeled 3D buildings with proposed height incentives were not used to create an understanding of the sun/shadow impacts on adjacent residential homes. The city expects these issues will be addressed in a future design guideline process. Note, the recommendations in this plan will be used as the basis for our future zoning.

The latest parking recommendation discussed, will remove all required parking and future parking studies will be used to determine development parking requirements and not create an undue burden on the developer. Unfortunately, we are unable to understand the current parking conditions along the corridor because the city will not release this information.

Bus Rapid Transit (BRT) will also dramatically change traffic patterns on Colfax. The center running design will create a north-south barrier for vehicles, and have limited left-turn options, but it does come with the benefit of shortening the pedestrian crossing distance, Colfax street improvements, and offering a fast, reliable mass transit. The ECAP community workshops did not discuss alternate BRT stops, loss of parking or traffic changes that will result from the BRT. These concerns will be resolved in the future BRT planning. In personal discussion with the Colfax Connects BRT team, they were expecting this ECAP planning process to provide community recommendations for the BRT stops. See page 22 BRT Stations.

4 COLFAX CORRIDOR

4.2 CHARACTER ANALYSIS

HISTORIC, ADAPTIVE REUSE AND NEW BUILDINGS (ECAP p.253)

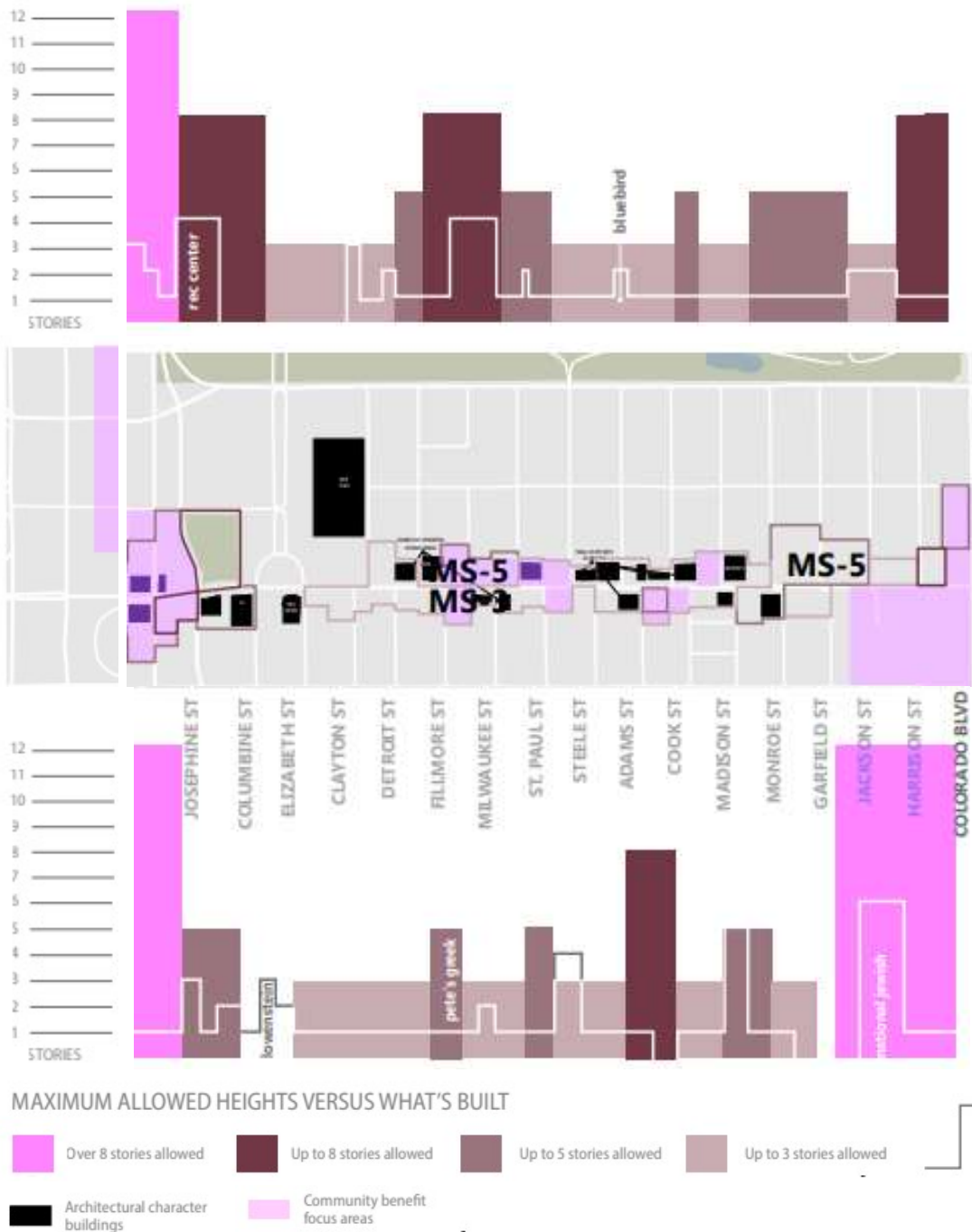


The plan recommends preservation incentives and reuse of some historic Colfax buildings to help preserve the character.

4 COLFAX CORRIDOR

4.3 TOD ANALYSIS

MAXIMUM ALLOWED HEIGHTS VERSUS WHAT IS BUILT (ECAP p.254)



Colfax smaller upzoned Main Street (MS) Properties in Congress Park as shown in graphic:

- @ Cook St (NW) - Parking lot (U-MS-3) & possible adjacent residential property (U-MS-3) – shown 8 stories (+5)
- @ Adams St (NE) – Paradise Cleaners (U-MS-5) & 1468 Adams (U-MS-3) – shown 8 stories (+3 & +5)
- @ Saint Paul St – Annie’s Café (G-MU-3) – shown as 5 stories
- @ Filmore St – Pete’s Greek Town Café (U-MS-3) – shown as 5 stories
- @ Josephine St – Subway (C-MS-8) – shown as 12 (+4 stories w/Community Benefit)
- @ York St – Chase Bank (C-MS-8) – shown as 12 (+4 stories w/Community Benefit)

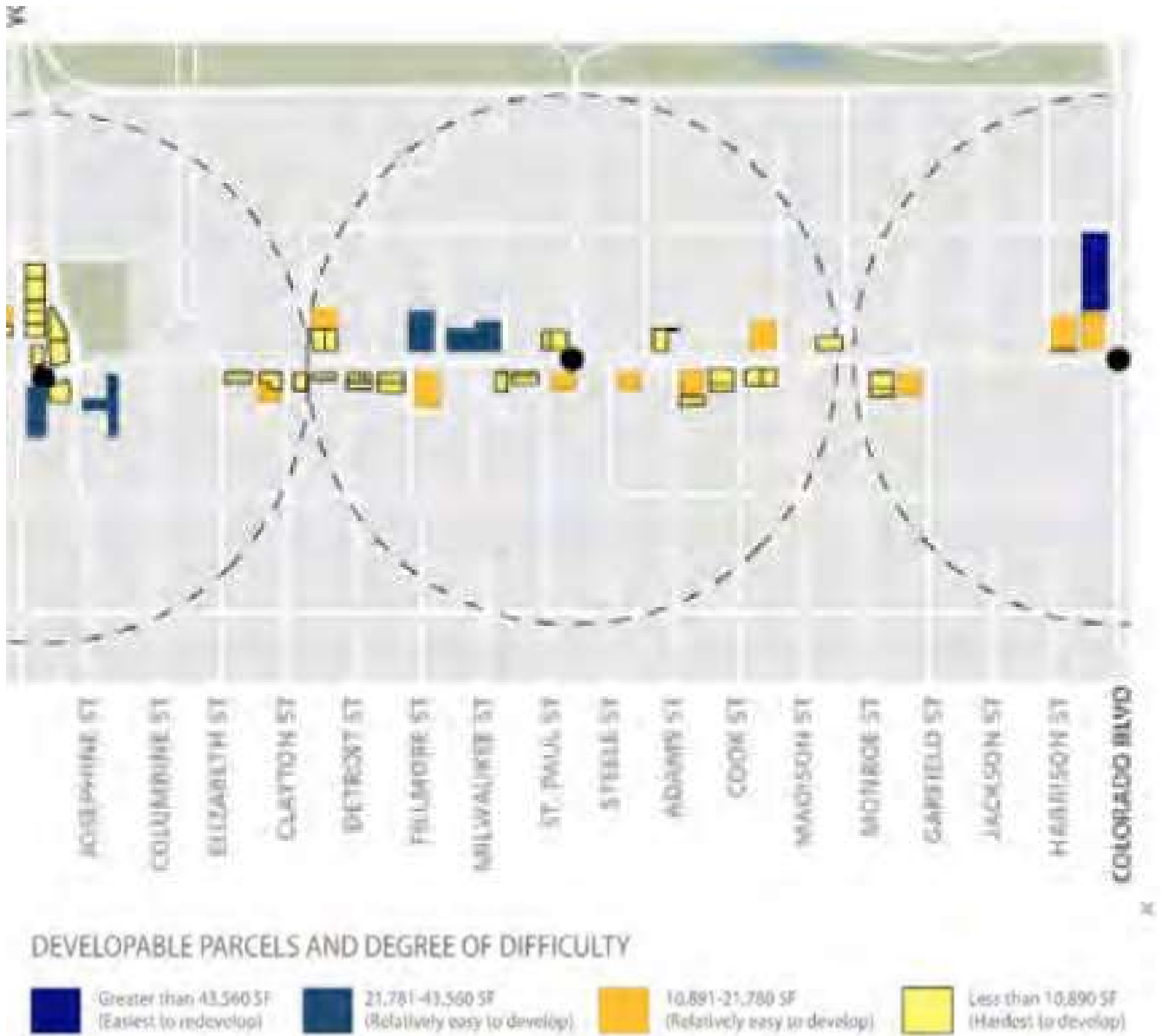
Community Benefit for extra height details to be determined in a future planning process. These Plan recommendations will be used as the basis for future rezoning.

4 COLFAX CORRIDOR

4.3 TOD ANALYSIS

DEVELOPABLE PARCELS AND DEGREE OF DIFFICULTY (ECAP p.255)

DEVELOPABLE PARCELS AND DEGREE OF DIFFICULTY



4 COLFAX CORRIDOR

4.4 RECOMMENDATIONS

EAST COLFAX BRT (ECAP p.267)

EAST COLFAX BRT

Colfax Avenue has long been a key east-west transportation route for Downtown Denver, Auraria Campus, Anschutz Medical Campus and nearly 50 schools - it is also a thriving community, with retail, nightlife, and residential development creating a "Main Street" feel along one of the area's oldest streets. With current population and business growth in the area, as well as significant expected increases over the next 20 years, there is an opportunity to reimagine how Colfax functions, looks, and feels, while accommodating an increasing need for enhanced mobility and safety along the corridor.

BUS RAPID TRANSIT

After years of studying East Colfax Avenue and gathering significant community input, the City and County of Denver is looking to implement center-running bus rapid transit (BRT) along the corridor, with a dedicated transit lane in each direction from Broadway to Yosemite. The study began in 2012 with an analysis of current and future needs for the corridor. The recommendation for center-running bus rapid transit was presented in 2018, after six years of outreach and community input. Implementing BRT along one of Denver's busiest corridor to move more people, more efficiently as Denver continues to grow is a key component of City goals to increase mobility choice and safety, while reducing single occupancy vehicle commuter rates.

Goals of the East Colfax BRT project include:

- Improving mobility, connectivity, safety, accessibility, and economic vitality
- Meeting current and future person-trip demand
- Encouraging a shift of auto trips to alternative modes
- Interacting seamlessly, efficiently, and safely with other transportation corridors, systems, and modes in a fiscally sustainable manner

FUNDING

\$55 million in funding for Colfax BRT is included in the Elevate Denver Bond Program approved by voters in 2017. Given that preliminary cost estimates for the full vision of East Colfax BRT are greater than \$55M, the City's path forward is to leverage the bond funding - and additional dollars from other sources - as match dollars for upcoming grant opportunities. This aligns with nationwide best practices of how other projects of a similar size and scope are funded.

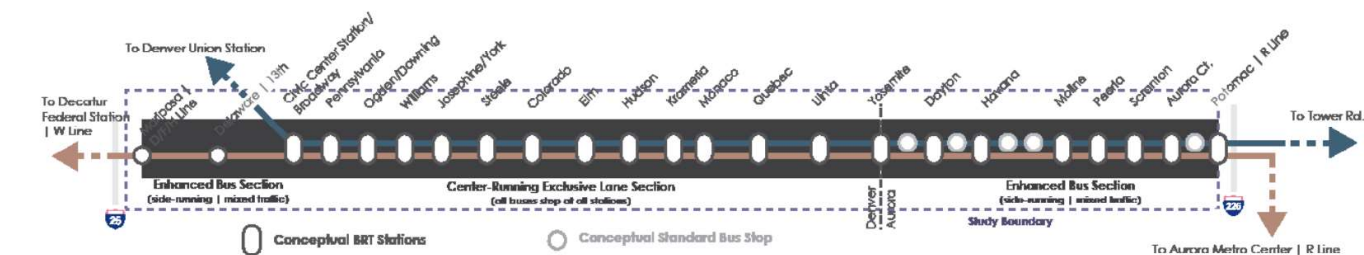
Voters also approved \$20M for pedestrian improvements on Colfax Avenue in the Elevate Denver Bond program. These funds will provide permanent improvements including medians, curb extensions, and enhanced crosswalks at key intersections, and deliver streetscape

improvements such as furniture, trees, and lighting in certain business improvement districts (BIDs). The BIDs include West Colfax, Colfax BID, Bluebird BID, and Colfax-Mayfair BID. Construction of permanent civil and safety improvements on East Colfax will be linked to BRT project implementation. Because pedestrian improvements on West Colfax are not tied to the East Colfax BRT project, the City is moving forward with improvements prioritizing safety needs from Sheridan to Irving.

PROJECT SCHEDULE

Referring to typical timelines for large-scale, federally-funded projects in Denver, it is anticipated that the project could be completed as early as 5-8 years after a contractor is procured for the next step of environmental and preliminary design process. At the time of writing this plan, the City and County of Denver is in the process of procuring a contractor to conduct this next phase of work on the project.

PROJECT MAP

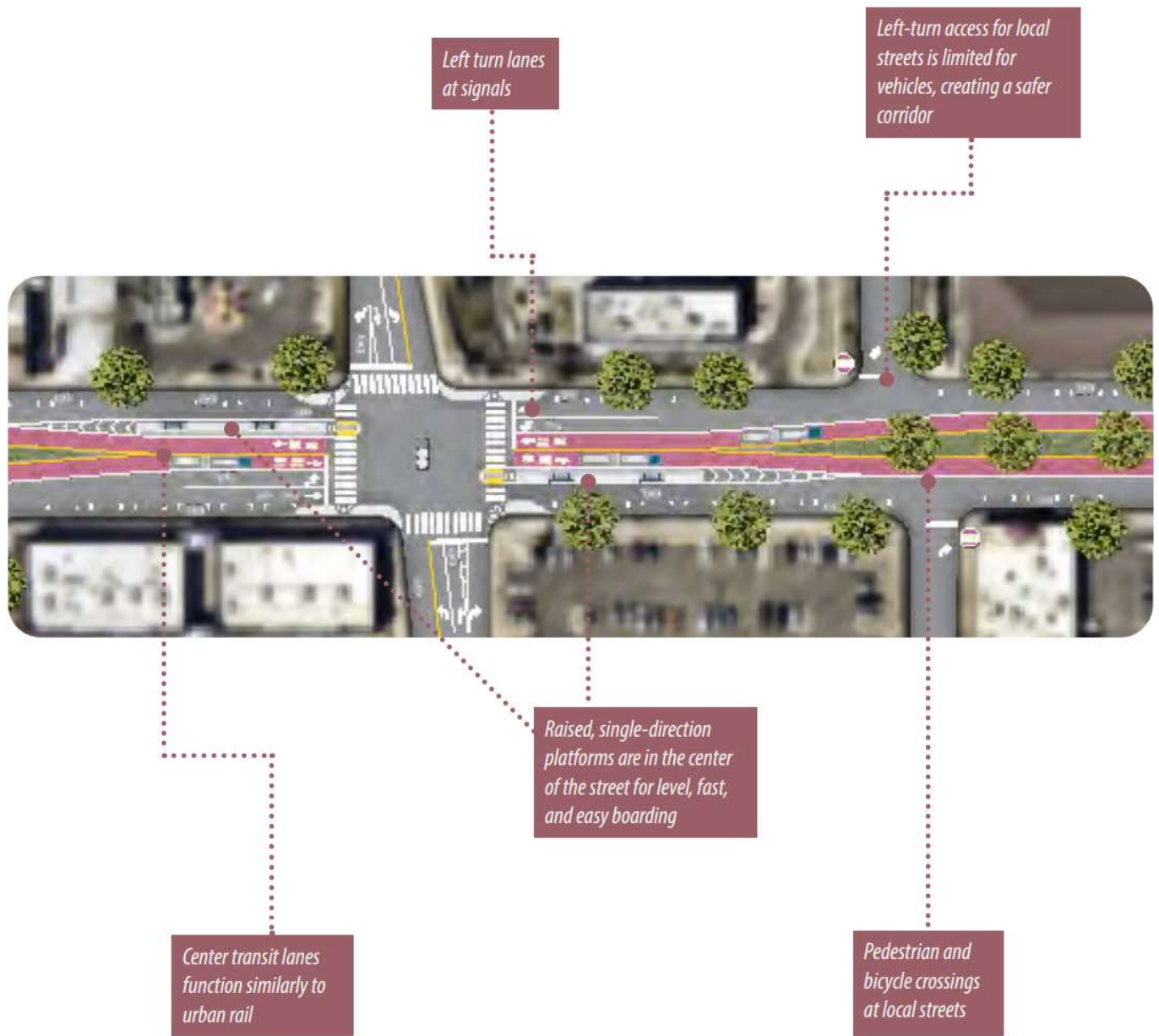


Center-Running Exclusive Lane Section
(all buses stop at all stations)



EAST COLFAX BRT (ECAP p.268)

STATION AREA CONCEPTUAL PLAN VIEW



Bus Rapid Transit (BRT) will also dramatically change traffic patterns on Colfax. The center running design will create a north-south barrier for vehicles, and have limited left-turn options, but it does come with the benefit of shortening the pedestrian crossing distance, Colfax street improvements, and offering a fast, reliable mass transit. The ECAP community workshops did not discuss alternate BRT stops, loss of parking or traffic changes that will result from the BRT. The city expects these concerns will be resolved in the future BRT planning. In personal discussion with the Colfax Connects BRT team, they were expecting this ECAP planning process to provide community recommendations for the BRT stops.