

| Growth Pressure | | | | |
|---|--|-------|-------------|---|
| Criteria | Averaged? | Score | Value Range | Source |
| Total Number of Permits Per Acre | No | 5 | >25% | Department of Community Planning and Development |
| | | 4 | 10-25% | |
| | | 3 | 5-10% | |
| | | 2 | 0-5% | |
| | | 1 | <0% | |
| Total Number of New Households Between 2000 and 2014 | These two datapoints were averaged to make one score | 5 | >1,000 | Census 2010 and Census ACS 2014 5-Year Estimates |
| | | 4 | 500-1,000 | |
| | | 3 | 200-500 | |
| | | 2 | 50-200 | |
| | | 1 | <50 | |
| Percent Change in New Households Between 2000 and 2014 | | 5 | >50% | Census 2010 and Census ACS 2014 5-Year Estimates |
| | | 4 | 20-50% | |
| | | 3 | 5-20% | |
| | | 2 | 0-5% | |
| | | 1 | <0% | |
| Percent of Neighborhood that is categorized as an "Area of Change" | No | 5 | >50% | Department of Community Planning and Development |
| | | 4 | 25-50% | |
| | | 3 | 10-25% | |
| | | 2 | 1-10% | |
| | | 1 | <1% | |
| Existing or Future Light Rail Stations | No | 5 | 5 | RTD |
| | | 4 | 4 | |
| | | 3 | 3 | |
| | | 2 | 2 | |
| | | 1 | 1 | |
| | | 0 | 0 | |
| Safety | | | | |
| Criteria | Averaged? | Score | Value Range | Source |
| All Non-mainline-highway crashes Jan. 2011 - March 2016 | These two datapoints were averaged to make one score | 5 | >2,000 | CCD |
| | | 4 | 1,500-2,000 | |
| | | 3 | 1,000-1,500 | |
| | | 2 | 500-1,000 | |
| | | 1 | 0-500 | |
| All Non-mainline-highway crashes Jan. 2011 - March 2016 per acre | | 5 | >3.0 | CCD |
| | | 4 | 2.0-3.0 | |
| | | 3 | 1.0-2.0 | |
| | | 2 | 0.6-1.0 | |
| | | 1 | 0.0-0.6 | |
| Sum of all crashes involving a bicyclist or pedestrian Jan. 2011 - March 2016 | No | 5 | >100 | CCD |
| | | 4 | 50-100 | |
| | | 3 | 30-50 | |
| | | 2 | 20-30 | |
| | | 1 | 0-20 | |
| Transportation Equity | | | | |
| Criteria | Averaged? | Score | Value Range | Source |
| Percent of households with no vehicle | No | 5 | >20% | Census ACS 2014 5-Year Estimates |
| | | 4 | 15-20% | |
| | | 3 | 10-15% | |
| | | 2 | 5-10% | |
| | | 1 | 0-5% | |
| Median household income divided by average household size | No | 5 | 0-15K | Census ACS 2014 5-Year Estimates |
| | | 4 | 15-20K | |
| | | 3 | 20-30K | |
| | | 2 | 30-40K | |
| | | 1 | >40K | |
| Denver Department of Environmental Health (DEH): <i>Health Index</i> | No | 5 | 1.4-2.1 | CCD-DEH |
| | | 4 | 2.2-2.8 | |
| | | 3 | 2.9-3.4 | |
| | | 2 | 3.5-4.0 | |
| | | 1 | 4.1-4.6 | |
| Multi-Modal | | | | |
| Criteria | Averaged? | Score | Value Range | Source |
| Miles of enhanced bicycle facilities (bike lanes, buffered bike lanes, cycle tracks, or trails) per square mile | No | 5 | 0.00-0.50 | CCD |
| | | 4 | 0.50-1.00 | |
| | | 3 | 1.00-2.00 | |
| | | 2 | 2.00-3.00 | |
| | | 1 | >3.00 | |
| Miles of transit (Local and Limited Bus Routes Only) route per square mile | No | 5 | 0.0-4.0 | RTD-Miles of Local or Limited Bus (LRT, CRT, Regional routes, Skyride, and Call-n-Ride service areas were not included) |
| | | 4 | 4.0-6.0 | |
| | | 3 | 6.0-10.0 | |
| | | 2 | 10.0-20.0 | |
| | | 1 | >20.0 | |
| Sum of percent of commuters older than 16 using transit, walking, or biking on their commute to work | No | 5 | >25% | Census ACS 2014 5-Year Estimates |
| | | 4 | 15-25% | |
| | | 3 | 12-15% | |
| | | 2 | 6-12% | |
| | | 1 | 0-6% | |