



001

DRAFT | NOVEMBER 8, 2019

EAST CENTRAL AREA PLAN

PUBLIC REVIEW DRAFT



#001

Posted by **admin** on **08/12/2019** at **6:36pm** - [Link](#)

Type: Question

Agree: 3, Disagree: 0

We encourage you to read the full document and provide specific feedback by clicking on the relevant areas or text of the documents. Or simply leave general feedback as a reply below.

Reply by **BJWilson10** on **11/11/2019** at **2:01pm** - [Link](#)

Type: Question

Agree: 2, Disagree: 0

Thank you, and LOVE the format! Seems great to me that everyone will be able to Read and Provide their own feedback.

How long to do we have to provide feedback before it is closed?

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#002

Posted by **RobinKHaller** on **04/12/2020** at **9:09pm** - [Link](#)

Agree: 0, Disagree: 0

Test

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1 INTRODUCTION

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1.1 INTRODUCTION

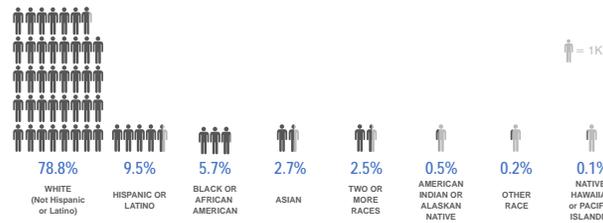
1.1.1 PLAN AREA OVERVIEW

005

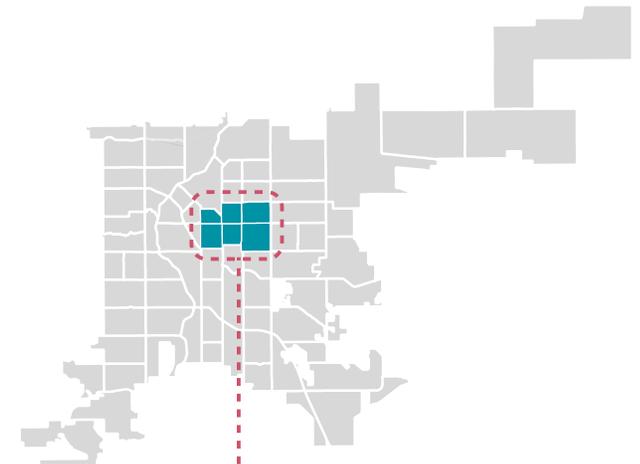
The East Central Area Plan is the neighborhood plan for the neighborhoods of Capitol Hill, Cheesman Park, City Park, City Park West, Congress Park, and North Capitol Hill, providing a vision and policy guidance for land use, urban design, housing, mobility, parks, and the local economy for the next 20 years. The plan covers the area roughly between Broadway and Colorado Boulevard and between 6th Avenue and 23rd Avenue in central Denver.

These neighborhoods extend from the edge of downtown in the west to single-unit neighborhoods in the east, incorporating all types of buildings, houses, and businesses in between, and all connected by Colfax Avenue running through the center. The area includes some of the best features in Denver: great parks like City Park and Cheesman Park; cultural attractions like the Botanic Gardens, Zoo, and Museum of Nature and Science; theaters like the Fillmore, Ogden, Bluebird, and Sie Film Center; and many shops, restaurants, and historic landmarks. The people of East Central value the diversity and inclusiveness of their community that is open to all and represents the unique character of their neighborhoods.

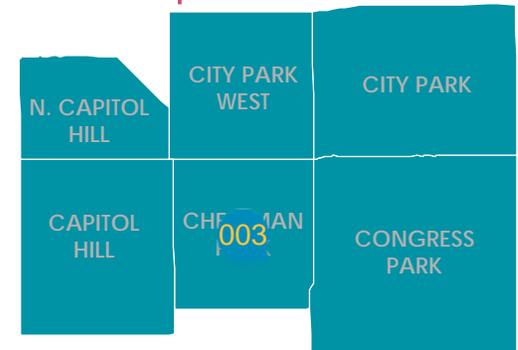
Race & Ethnicity



age breakdown



Area: 3.89 square miles
Population: 49,190 people
Housing units: 32,269 units
Employment: 62,692 jobs



Source: 2011-2015 American Community Survey 5-Year Estimates

#003

Posted by **Tanner Axt** on **04/10/2020** at **11:46am** - [Link](#)

Type: Typo

Agree: 0, Disagree: 0

Correct Spelling of Cheesman Park.

#004

Posted by **Jason Wissner** on **11/19/2019** at **3:10pm** - [Link](#)

Type: Answer

Agree: 2, Disagree: -24

It is immensely unbelievable to me that the city and it's corrupt city council and corrupt developers are completely ignoring all of the major infrastructure that needs to be put into place, much less prepared and brought up to a working standard, prior to trying to cram any more people into this overpopulated part of the city. There are many open spaces on the outskirts of town that are right for development and where it would also make more sense to put in more low to middle priced housing.

This plan to cram more people into this tightly packed sardine can known as East Denver, along with the lack of open space development and the removal of open space, is simply irresponsible and corrupt.

Developer should be taxed quadruple on the profits they make to pay for all of the degradation to the city resources they create by adding more residents to the city.

The city council and its processes should be investigated buy a higher authority who realizes that they are just being bought by the developers for their own personal enrichment

Reply by **John Riecke** on **11/24/2019** at **12:50pm** - [Link](#)

Type: Answer

Agree: 10, Disagree: -1

If this isn't satire then you need a severe reality check.

#005

Posted by **CPN MT** on **12/15/2019** at **6:25pm** - [Link](#)

Agree: 4, Disagree: 0

Q1 – Please show individual neighborhood and whole planning area densities compared to city average.

#006

Posted by **Tanner Axt** on **04/10/2020** at **1:47pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

These statistics are significantly lower than the diversity of Denver as a whole. Consider incorporating trend data that might show increasing diversity or highlighting specific inclusive businesses, nonprofits, and developments that are minority owned, geared toward improving diversity, or significantly incorporate Universal Design.

#007

Posted by **Caroline Schomp** on **03/16/2020** at **4:48pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

The six neighborhoods vary dramatically in character. While I realize that Colfax is the unifying thread, that is about ALL that unites them. The groupings should have been made based on the type of neighborhood, not their adjacency to a major thoroughfare.

#008

Posted by **Tanner Axt** on **04/10/2020** at **11:50am** - [Link](#)

Type: Typo

Agree: 0, Disagree: 0

About half of the document utilizes double spaces following periods and the other half doesn't. Please make consistent (preferably with single spaces).

#009

Posted by **Clare** on **01/31/2020** at **5:10pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

This sounds like the right thing to say in a planning document. But the statistics provided on this page indicate little diversity. If the opening pages of this document are going to prioritize diversity and inclusiveness, we have a long way to go to achieve this goal.

#010

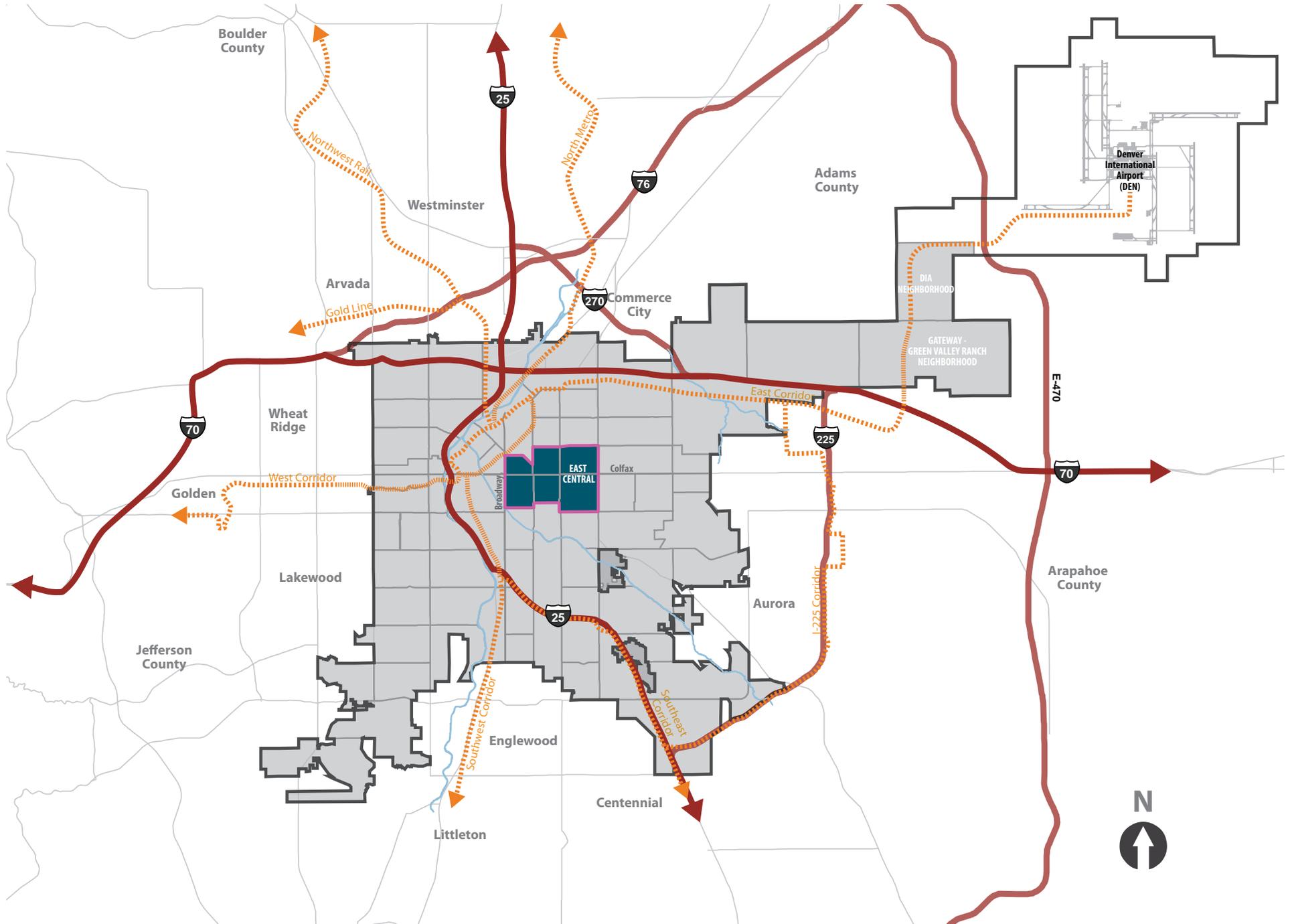
Posted by **Caroline Schomp** on **03/16/2020** at **4:50pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

"Best?" That's an opinion, and doesn't belong here. Perhaps it would make more sense to say they are "the most recognizable," features in Denver.

REGIONAL CONTEXT



EAST CENTRAL AREA



 Plan area boundary



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

COMMUNITY ENGAGEMENT

10,345+ TOPOPOINTS

24 STEERING COMMITTEE MEETINGS

33 REGISTERED NEIGHBORHOOD ORGANIZATION (RNO), BUSINESS IMPROVEMENT DISTRICT(S), AND OTHER COMMUNITY EVENTS

14 FOCUS GROUPS

5 WORKSHOPS

8,956+ ONLINE SURVEY RESPONSES

1.1.2 PLANNING PROCESS

The East Central Area Plan planning process began in July 2017 and over the period of 28 months created a shared community vision for the area and identified policies and strategies to achieve that vision. The process included extensive public engagement that brought together local organizations, business owners, city planners, and residents who shared their perspectives, knowledge, and expertise on crafting the plan.

STEERING COMMITTEE

A steering committee of local stakeholders guided the development of the plan. Members represented residents, local organizations, and business owners. Their participation helped develop the plan's guiding principles and recommendations. The steering committee viewed and refined the plan content, and served as a liaison to the East Central community.

ONLINE OUTREACH

Online materials and activities were created to give people who could not attend the public meetings more opportunities to participate. Through a series of mapping and survey exercises, online participants helped to identify and analyze existing conditions, shared their ideas and priorities, and provided feedback on recommendations and plan content.

ENGAGEMENT EQUITY ANALYSIS AND TARGETED OUTREACH

To create a more equitable planning process, community input was analyzed by comparing the demographics of plan participants to East Central residents. Gaps in participation were identified and additional targeted outreach was focused on underrepresented residents. This engagement ranged from building partnerships with local organizations, doing additional outreach throughout the area, and holding additional meetings on topics important to under-represented groups, such as social services.

- 135 participants in a targeted renter survey
- 7 "Pop-up" events
- Local businesses
- Focus groups with service providers for persons experiencing homelessness

#011

Posted by **Sandra** on **01/05/2020** at **4:16pm** - [Link](#)

Type: Question

Agree: 2, Disagree: -2

Were any efforts made to reach out to people who work in the area but don't live here, and to families with young children in schools? These folks are pretty strong representatives of future residents, whose needs this plan should serve as well as or better than the needs of current residents.

Reply by **Jim R** on **01/09/2020** at **9:01pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -2

I'm not sure how significant of an effort should be made to individuals who do not live in the East Central Area Plan should be. Priority (and associated dollars) should be dedicated to reaching out to those who residents and business owners (and renters) who are already invested and will be most impacted by changes.

Reply by **Matthew Bossler** on **01/14/2020** at **1:19am** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I agree. While my family is lucky enough to be able to afford to live in Congress Park, most of the fast friends I have made with employees of coffee shops, waiters at Zorbas, bus drivers, parents of my boy's schoolmates at Sewall, and even pharmacists can't afford to buy in to Congress Park. I would add that public outreach should also include our children, especially students at East High who will be even more hardpressed to afford to live in Congress Park than us, due to over half a century of stasis-zoning and downzoning.

Reply by **Caroline** on **02/04/2020** at **7:14pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Parents with kids is definitely a group that needs more outreach, especially 0-pre-K aged children who have very limited local daycare options and must scramble for infant/toddler care.

#012

Posted by **Susan** on **02/05/2020** at **9:36pm** - [Link](#)

Type: Question

Agree: 1, Disagree: 0

Outreach efforts were not effective. I was only made aware of the plan a few days ago and am still not sure of all the information in here and have lots of questions. Why did the city not do a better job of engaging us.

#013

Posted by **CPN MT** on **12/15/2019** at **6:32pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Q2 – A list of outreach equity engagement meetings to targeted residents as PUMA described, would be helpful.

#014

Posted by **Will** on **02/04/2020** at **8:53pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

I have lived in Cap Hill for this entire outreach period and only heard about this process two weeks ago. And I work in the planning industry. A simple flier at a King Soopers or on a street pole would helped a lot to get the word out.

#015

Posted by **Tanner Axt** on **04/10/2020** at **1:47pm** - [Link](#)

Type: Typo

Agree: 0, Disagree: 0

Survey should be singular.

#016

Posted by **Tanner Axt** on **04/10/2020** at **1:46pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This sentence doesn't really make sense. It reads "Their participation served as a liaison to the community." Consider revising for clarity.

#017

Posted by **Susan** on **02/05/2020** at **9:41pm** - [Link](#)

Agree: 0, Disagree: 0

I am not sure what the Steering Committee did or was supposed to do. Seems like the members mostly represented developers and those who owned property on Colfax Ave. Was the Steering Committee funded to do outreach. Who as funded and how did is occur?

#018

Posted by **Tanner Axt** on **04/10/2020** at **11:44am** - [Link](#)

Type: Typo

Agree: 0, Disagree: 0

Business Improvement District (BID) should be singular if Events is plural.

#019

Posted by **Charles Brennan** on **11/12/2019** at **12:38pm** - [Link](#)

Type: Question

Agree: 5, Disagree: 0

What are touchpoints? Are these unique or might it include folks who participated in multiple events?

#020

Posted by **Tanner Axt** on **04/10/2020** at **11:41am** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Remove space between numbers and plus sign. This reads like an equation, not like it is saying >10,345 touchpoints.

#021

Posted by **Tanner Axt** on **04/10/2020** at **11:43am** - [Link](#)

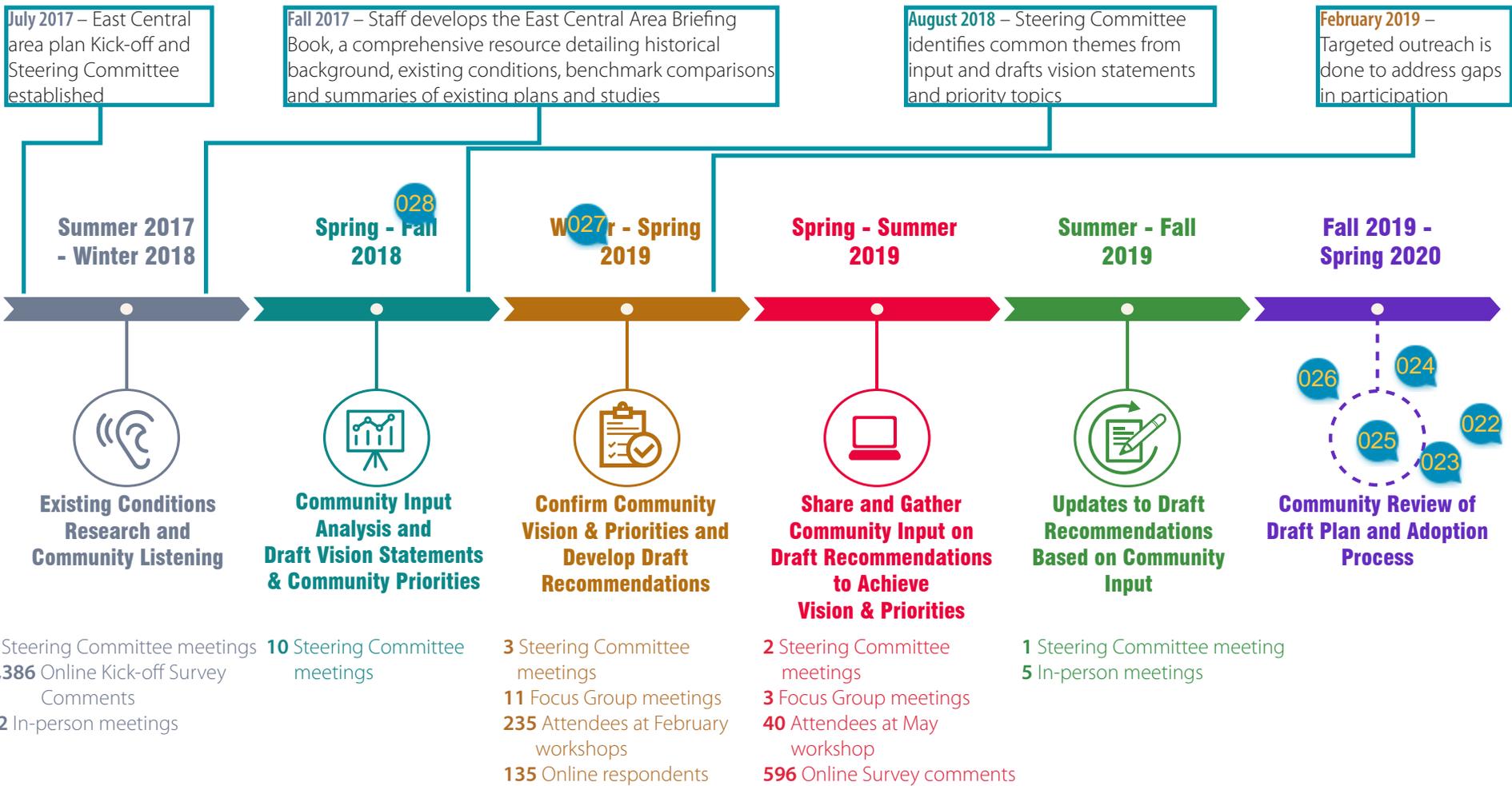
Type: Suggestion

Agree: 0, Disagree: 0

Remove space between numbers and plus sign. This reads like an equation, not like it is saying >8,956 survey

responses.

THE COMMUNITY'S PLAN



#022

Posted by **CPN MT** on **12/15/2019** at **6:50pm** - [Link](#)

Type: Question

Agree: 6, Disagree: -6

Q3 – Many in the neighborhood have expressed their desire to have more time for community engagement on the plan. Consultants were hired and began work in late 2018 and neighborhood meetings began in February of this year. It was only after the June 2019 community meeting residents truly began to get engaged in understanding the plan to provide feedback. The ECAP first draft with over 260 pages, was released in early November and will require some time for residents to review.

Can this process be extended for more neighborhood review to gather quality input?

#023

Posted by **Alison Torvik** on **01/31/2020** at **4:07pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

Please stop with the meetings! The plan follows the big ideas we all agreed to with Blueprint Denver and the Denveright process. Can we please start implementing change now? People aren't waiting to move here.

Reply by **BJWilson10** on **01/31/2020** at **9:27pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Alison, though I agree, I think part of the concern/issue was response rates in certain areas. If you have any contacts you can still encourage to comment on the plan, now is the time.

Reply by **Jackie** on **02/03/2020** at **3:29pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Alison. Very few people relative to the overall population were engaged in the discussions and outreach with the Blueprint Denver and Denveright Process. One of the goals stated by CPD and Curt Upton in particular, with the NPI is to engage citizens in a dialogue about the future of the communities in which they live. Sadly, because the NPI community engagement failed to engage the community at large, there are very few voices on these plans

and you and I are not elected to represent all of the people who still do not know about the plan and how it will affect them, much less, how they can help to shape the communities in which they live. This plan represents 50,000 people and less than 1% appear to be aware. Being part of the 1% and not trying to create equity for the rest of the population is not something I personally can get behind and completely fails to deliver on a stated goal of this plan.

Reply by **Caroline Schomp** on **03/16/2020** at **4:57pm** - [Link](#)

Agree: 0, Disagree: 0

Alison, there is a lot to digest in the plan. A lot was developed independent of the Steering Committee and some of the "steering" we did seems to have been ignored. I don't understand why you would want to foreclose others' opportunity to delve deeper and see if it's what they want.

#024

Posted by **CPN MT** on **02/05/2020** at **12:28pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Q47 - Please rethink this process on community engagement for large planning efforts. The +260 page draft was released on November 13th and CPD would like to wrap-up review of the first draft in three months. If the previous planning effort with the Steering Committee began in 2017, which is over two years ago, to analyze data and craft the plan, why is community review and understanding of the plan such a brief period of time. I would think a process to educate, review and gather community input should last at least 6-9th months, with community meetings to review each section of the plan so the residents can learn more about the current conditions, what is being proposed and what the tradeoffs will be.

#025

Posted by **BJWilson10** on **11/11/2019** at **2:08pm** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

#026

Posted by **Clare** on **01/31/2020** at **5:19pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Thank you. Dialogue should remain open as the plan is finalized and throughout its 20-year implementation.

#027

Posted by **Tanner Axt** on **04/10/2020** at **1:57pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Winter 2018

#028

Posted by **Tanner Axt** on **04/10/2020** at **2:01pm** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

All of the timelines to the right have overlap (red ends in summer, green starts in summer). Did gray and teal stop for some amount of time?

1.1.3 PLANNING CONTEXT

To advance the vision and core values of Comprehensive Plan 2040, the City of Denver and its departments rely on a series of plans (including Blueprint Denver: A Blueprint for an Inclusive City and Game Plan for a Healthy City) to provide high-level policy direction and guide decision making.

The East Central area plan serves as a supplement to *Comprehensive Plan 2040* and advances citywide visions and core values by providing important and specific guidance for the Capitol Hill, Cheesman Park, City Park, City Park West, Congress Park and North Capitol Hill neighborhoods.

NPI OVERVIEW

The East Central Area Plan is a part of the Neighborhood Planning Initiative (NPI). NPI is a long-term commitment by the City and Community Planning and Development (CPD) to ensure every neighborhood in the city can enjoy the benefits of planning and the implementation of community recommendations and investment priorities. NPI provides a framework for neighborhood planning that is intentional, equitable, and measurable, and is flexible enough to allow each plan to address the specific circumstances and concerns of each neighborhood.

EXISTING NEIGHBORHOOD PLANS CONSISTENCY WITH CITYWIDE PLANS

The East Central Area Plan replaces the previous neighborhood plans in the area. Through the development of the East Central Area Plan, previous plans were evaluated and relevant recommendations from those plans identified. Those relevant recommendations were then vetted with the community to ensure they were still appropriate, updated as needed, and incorporated in the East Central Area Plan. The following plans are superseded by this East Central Area Plan:

- Uptown Neighborhood Plan (1986)
- Capitol Hill/Cheesman Park Neighborhood Plan (1993)
- Congress Park Neighborhood Plan (1995)
- East Colfax Plan (2004)

The plan also overlaps portions of several neighborhood and small area plans that cover areas outside of East Central. In the locations where this plan overlaps another plan, the East Central Area Plan supersedes the other plan for those locations, but the other plan remains in effect for the areas not covered by this plan. As with the plans listed above, relevant recommendations for these areas have been incorporated into this plan. This applies to the following plans:

- Colorado Boulevard Healthcare District Plan (1997)
- Civic Center District Plan (2005)
- Uptown Healthcare District Plan (2007)
- Downtown Area Plan (2007)
- Golden Triangle Neighborhood Plan (2014)

Citywide plans offer a high-level framework to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific vision, recommendations and strategies contained in the East Central Area Plan. Comprehensive Plan 2040 provides the vision for the entire city. All small area plans and some citywide plans are adopted as supplements to Comprehensive Plan 2040 to provide additional direction for certain topics or areas. Blueprint Denver is the citywide land use and transportation plan, adopted as a supplement to Comprehensive Plan 2040.

The East Central Area Plan is consistent with and furthers the policies and recommendations of Comprehensive Plan 2040 and Blueprint Denver, refining the citywide guidance for a smaller area. Adoption of the East Central Area Plan by Denver City Council updates the Comprehensive Plan 2040 and Blueprint Denver recommendations for this part of the city. Any future updates to citywide plans should incorporate and refine recommendations for East Central based on this plan.

#029

Posted by **Caroline Schomp** on **03/16/2020** at **5:01pm** - [Link](#)

Type: *Typo*

Agree: 0, Disagree: 0

small-area plans

#030

Posted by **Tanner Axt** on **04/10/2020** at **2:11pm** - [Link](#)

Type: *Typo*

Agree: 0, Disagree: 0

Capitalize City.

#031

Posted by **Caroline Schomp** on **03/16/2020** at **5:00pm** - [Link](#)

Type: *Question*

Agree: 0, Disagree: 0

How was this achieved? I don't recall reviewing the Capitol Hill/Cheesman Park plan as part of this process.

#032

Posted by **Tanner Axt** on **04/10/2020** at **2:07pm** - [Link](#)

Type: *Typo*

Agree: 0, Disagree: 0

capitalize City whenever Denver is referred to as "the City"

#033

Posted by **Tanner Axt** on **04/10/2020** at **2:05pm** - [Link](#)

Type: *Typo*

Agree: 0, Disagree: 0

City and County of Denver

1.1.4 HOW TO USE THIS PLAN

The recommendations identified in this plan provide direction to guide day-to-day decision making related to land use, public investment, private development, and partnerships. The plan gives the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. The East Central Area Plan is divided into five main sections.

Introduction

This section provides an overview of the East Central Area and the planning process, lays out the vision and high-level recommendations for the area in the Executive Summary, and describes how the plan advances the city's goals for equity.

Area-wide Recommendations

This section provides the recommendations that are applicable across the entire East Central area, divided into four topics:

- Land Use and Built Form
- Economy and Housing
- Mobility
- Quality-of-Life Infrastructure

Within each topic, the plan describes the community's vision, how success will be measured in achieving that vision, key existing conditions, and recommendations. The recommendations are divided into policies, which are the key recommendations to advance the vision, background, which illustrates the context for the policies, and strategies, which are more detailed actions to advance the policies. Topic sections also include opportunity maps, showing where relevant concepts could be located in the area.

Neighborhoods of East Central

Each neighborhood in East Central has its own section summarizing conditions and providing recommendations and transformative projects specific to that neighborhood. The neighborhoods are:

- North Capitol Hill
- Capitol Hill
- City Park West
- City Park
- Cheesman Park
- Congress Park

Colfax Corridor

This section provides specific recommendations for Colfax Avenue and for commercial and mixed-use development adjacent to it.

Implementation

The implementation section describes the tools and partnerships that will be used in achieving the vision, identifies priority recommendations, and describes how implementation progress will be measured.

APPLYING THE EAST CENTRAL AREA PLAN TO REZONINGS

The East Central Area Plan, as an adopted city plan, will play an important role in guiding rezoning decisions. Future rezonings must be consistent with the neighborhood context, place, height, and street type designations in this plan, along with the city considerations and other recommendations.

However, many of the zoning recommendations in this plan are intended to be implemented legislatively, either through citywide processes or area-specific text amendments, instead of through applicant-driven rezonings. In addition, many of the zoning recommendations anticipate public investments in infrastructure improvements, such as Colfax Bus Rapid Transit.

Therefore, requests for one-off applicant-driven rezonings should be evaluated to determine if they are better suited for a legislative rezoning or should be delayed until after additional infrastructure is in place before being found to be consistent with this plan.

#034

Posted by **Clare** on **01/31/2020** at **5:27pm** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Meaning any zoning changes will become ballot issues for citizens to weigh in on, or changes will be voted on by City Council?

#035

Posted by **Caroline Schomp** on **03/16/2020** at **5:11pm** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Who determines exactly what "equity" is? This is a term that is used frequently in this plan, but I think it is fuzzy, because there is no way to determine how the standard for equity will be set.

#036

Posted by **Caroline Schomp** on **03/16/2020** at **5:07pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

This sentence is incomprehensible. Please re-phrase to make it clear.

#037

Posted by **Caroline Schomp** on **03/16/2020** at **5:05pm** - [Link](#)

Type: Typo

Agree: 0, Disagree: 0

hyphenate "Area-Wide"

#038

Posted by **Cindy sestrich** on **02/05/2020** at **10:42pm** - [Link](#)

Agree: 0, Disagree: 0

Missing document - Chessman Park Masterplan (2008)

#039

Posted by **Tanner Axt** on **04/10/2020** at **2:12pm** - [Link](#)

Type: *Typo*

Agree: 0, Disagree: 0

Capitalize City.

#040

Posted by **Caroline Schomp** on **03/16/2020** at **5:08pm** - [Link](#)

Agree: 0, Disagree: 0

includes should be include

#041

Posted by **CPN MT** on **12/15/2019** at **7:27pm** - [Link](#)

Type: *Question*

Agree: 4, Disagree: 0

Q4 – I was told this is a policy document that would require future planning text amendments to determine detailed plan specifics for incentives, etc.

Will approval of this plan allow the planning department to approve additional building heights for undetermined community benefits?

Reply by **Teela** on **01/30/2020** at **2:04pm** - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

Looks like those community benefits are further defined in the plan if you read a bit further.

1.2 EXECUTIVE SUMMARY

1.2.1 VISION & COMMUNITY PRIORITIES

2040 VISION

The community envisions East Central as a place that continues to be welcoming, walkable, historic, and dynamic where a diversity of people live and work. To articulate a comprehensive, long-term vision, the East Central Area Plan contains a Vision Statement for each plan topic that describes the community's desired outcomes for the area over the next 20 years.

17 Measurable Goals have been identified to track progress on achieving the vision and provide focus to recommended policies.



COMMUNITY PRIORITIES

To best “move the needle” on achieving the vision and goals, data analysis and consistent community input throughout the planning process have identified the following priorities in each topic:

Land Use

Enhance character by preserving significant buildings and raising the bar on design for new buildings.

The plan recommends strategies for revitalizing historic preservation (see Policies L5, L6, & L9), creating an adaptive reuse ordinance (see Policies L4 & C-L1), and new standards for quality design (see Policies L6, L7, & L8).

Mobility

Save lives and reduce pollution by making streets safer and more convenient for walking, bicycling and using transit.

The plan recommends building high quality sidewalks and safe crossings on Colfax (see Policy M1-A) and making 13th (see Policy M1-L), 14th (see Policy M1-M), 16th (see Policy M1-N), and 17th (see Policy M1-O) streets much easier to cross and travel down.

Housing

Reduce homelessness and involuntary displacement by preserving existing affordable housing and adding new affordable housing close to convenient public transit.

The plan recommends enhanced social services to residents experiencing homelessness (see Policies E12, E13, & E14), permanently preserving current affordable housing and units with expiring income restrictions (see Policy E9), innovating and using every tool in the tool box to address the housing shortage (see Policies E10 & E11).

Economic Development

Keep the independent culture of Colfax by proactively helping small, locally owned businesses survive and thrive during and after Colfax Bus Rapid Transit (BRT) construction.

The plan recommends targeted financial and technical assistance to small businesses along Colfax (see Policies C-E3 & C-E4) in preparation of BRT.

Quality of Life

Make neighborhoods more climate resilient and beautiful by protecting the existing tree canopy and adding street trees where they are missing.

The plan recommends strategies to protect mature trees (see Policy Q6) and identifies targeted areas to focus tree planting efforts (see Policy Q5).

#042

Posted by **Terra** on **11/20/2019** at **7:42pm** - [Link](#)

Agree: 3, Disagree: -10

Housing should match the existing character of the neighborhood, including building heights.

Reply by **Jim R** on **01/09/2020** at **9:32pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Today, the character of our neighborhoods varies so much on a block-to-block basis. I'm hesitant to think that blanket restrictions are a good solution.

#043

Posted by **Cindy sestrich** on **02/05/2020** at **10:43pm** - [Link](#)

Agree: 1, Disagree: 0

Social Services & underserved housing is not to be concentrated in certain areas, instead it should be disbursed throughout the city, but readily accessible to services

#044

Posted by **Joseph Mutter** on **02/05/2020** at **12:42pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Is it possible to schedule an annual colfax festival dedicated to small businesses? A section of colfax can be closed off with a street market style event taking place.

#045

Posted by **Robin K Haller** on **12/16/2019** at **10:17am** - [Link](#)

Type: Question

Agree: 0, Disagree: -2

test

#046

Posted by **Morgan Lynch** on **12/27/2019** at **2:56pm** - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

With higher density being proposed, require disconnecting impervious areas to increase vegetation and water quality.

#047

Posted by **Phillip B Danielson** on **11/19/2019** at **7:17pm** - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: -11

Housing is an issue but I would oppose high-density boarding houses/supportive housing projects as well as always clustering too many social services in the East Central area.

Affordable housing should mean apartment style units comparable to a one bedroom size unit - not a tiny room with a bed which is supported by some homeless service organizations.

Reply by **Cynthia** on **11/19/2019** at **8:50pm** - [Link](#)

Type: *Question*

Agree: 5, Disagree: 0

What do you consider “too many” social services? What is the downside of providing many social services in one area, particularly in light of plans to offer supportive and/or affordable housing?

Reply by **Julio Trujillo** on **11/20/2019** at **10:58pm** - [Link](#)

Type: *Suggestion*

Agree: 14, Disagree: 0

Disagree strongly about requiring one-bedroom size units and social services. We need social services where there are homeless and that is East Colfax. We also need more creative housing types. The Economist on Humboldt has rents below market because they include smaller units and forgo parking along major transit and bike routes...perfect for those working at the nearby medical centers.

#048

Posted by **Ashby Leavell** on **12/31/2019** at **3:55pm** - [Link](#)

Type: *Suggestion*

Agree: 13, Disagree: 0

Can you strenthen this language re: tree canopy on colfax? "where they are missing" is tepid, there aren't hardly any trees on Colfax and it needs massive planting program to mitigate urban heat and provide shelter for wildlife.

Reply by **Jim R** on **01/09/2020** at **9:36pm** - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

Absolutely. We need so many more trees throughout the East Central Area - especially along Colfax and we need to do something better than paving the medians on Colorado Blvd with asphalt.

Reply by **Nancy Stephenson and Georganne Bley** on **01/25/2020** at **4:40pm** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

Absolutely agree with increasing the quantity of trees, not just along Colfax, but through out the entire plan area. With climate change, habitat degradation, and pollution, we need more tree cover. The greater the green cover, the lower the temperature and the greater the health of people and wildlife living and walking in the area. This will also improve tourism.

#049

Posted by **Caroline Schomp** on **03/16/2020** at **5:20pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

remove hyphen in locally owned

#050

Posted by **Julio Trujillo** on **11/20/2019** at **10:54pm** - [Link](#)

Type: Suggestion

Agree: 16, Disagree: 0

This is definitely needed. We need to keep Colfax weird....with local, independent businesses.

#051

Posted by **Phillip B Danielson** on **11/19/2019** at **7:22pm** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -9

Please consider the impact of allow tall buildings to neighbor much shorter buildings on side streets. Tall buildings should step down more gradually (than they currently do) to residential heights so as not to impose on the human scale quality of the neighborhood.

Reply by **John Riecke** on **11/24/2019** at **12:55pm** - [Link](#)

Type: Suggestion

Agree: 15, Disagree: -2

Please consider the impact of allow short building to neighbor much taller buildings on side streets. Short buildings should step up more gradually (than they currently do) to commercial heights so as not to impose on the livable scale quality of the transit corridor.

Reply by **Nancy Stephenson and Georganne Bley** on **01/25/2020** at **4:43pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

Building height should be regulated within the residential areas to ensure that pops and new builds do not encroach on the surrounding neighbors. Meaning they shouldn't be too high as well as taking up the entire lot from front to back. It needs to allow for green space on residential lots.

#052

Posted by **Terra** on **11/20/2019** at **6:50pm** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -16

I support affordable housing, however, I think any future developments should be required to have enough underground parking for the residents residing there. Just hoping people will get rid of their cars will only cause further issues with the current parking congestion. Just hoping people will get rid of their cars don't work.

Reply by **Terra** on **11/20/2019** at **7:48pm** - [Link](#)

Type: Typo

Agree: 2, Disagree: 0

*won't work

Reply by **Julio Trujillo** on **11/20/2019** at **11:01pm** - [Link](#)

Type: Suggestion

Agree: 20, Disagree: -2

Underground parking is extremely expensive to build, which then means they have to raise rents to make up the cost. What we need to do is support transit in Denver to ensure that people don't need a car to get around.

Reply by **NoSquish** on **01/27/2020** at **4:32pm** - [Link](#)

Agree: 6, Disagree: -2

This area of Denver has the highest rate of people who don't own cars. Concerns over parking are always overblown. If anything we need less so we can more easily add things like bike lanes and bus lanes. Increasing car storage only brings more cars

Reply by **Daniel** on **04/06/2020** at **11:31am** - [Link](#)

Agree: 0, Disagree: 0

I would actually like to see an increase in *bike* parking. What I mean is make the 10-15 feet before stop signs into high quality bike parking areas instead of parking for cars. By eliminating just 2 car parking spaces at specific intersections with stop signs or stop lights, we can add probably 20-30 spaces for bikes.

#053

Posted by **Julio Trujillo** on **11/20/2019** at **10:53pm** - [Link](#)

Type: Suggestion

Agree: 9, Disagree: 0

The "preserving existing affordable units" is key. Capitol Hill apartments are being gobbled up by big corporate landlords who do minor renovations on the buildings and then raise rents to unaffordable levels for the tenants that currently live there. While rent control is not possible due to state law, Denver can look to cities like Seattle and Portland that have increased tenant rights requiring "just cause" evictions, requiring landlords to pay for moving costs, increasing the amount of time required for an eviction, etc.

Reply by **Jim R** on **01/09/2020** at **9:24pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

There are some terrific avenues to accomplish both preserving affordable units while balancing development. We should seek long term solutions such as income qualified home (condo?) ownership, and low income affordable housing attached to redevelopment. Changes in planning won't get rid of what we currently have, hopefully it will improve options for all residents in the future regardless of income, etc.

#054

Posted by **Daniel** on **04/06/2020** at **11:24am** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We need a 'housing first' policy that does not means test housing. We can look to Vienna as a model, which has over 200,000 public housing units for a city of comparable size (around 700,000 in the Denver metro area). In addition, public funds should be used to by historic apartment buildings on poet's row for example like the "Belmont Buckingham". The city can make a modest profit off this, which they could use to buy more public housing. In addition, this would help make the marketplace more affordable by putting a 'bottom' on it.

#055

Posted by **CPN MT** on **12/15/2019** at **8:21pm** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -2

Q7 – Another aspect of quality of life is community and neighborhood engagement. The city should assist neighborhood organizations with their role as community builders and facilitating the release of pertinent city and neighborhood information.

The city could lead the way to a more educated involved cohesive neighborhood and rebuild trust with their communities.

#056

Posted by **AJ Boglioli** on **01/05/2020** at **9:31am** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -2

A plan for housing our unhoused community is a great plan, but thousands will continue to live on the streets while these plans are being debated and implemented.

Until we find housing for every single person living in Denver, we need to help with a temporary solution for helping unhoused individuals. Why is there no reserved area for camping in the East Central Area? This area could have a higher police presence, permanent bathrooms, and a Syringe Access/public health tent to keep the area safe, clean, and humane.

We all know that unhoused people exist in the East Central Area, and that will NOT change, even if we implement great new plans for affordable housing. So rather than live in denial of the public health issue, we should be proactive to make sure people aren't sleeping in alleyways, on street corners, and other places where they are considered unwelcome. This is a sensible and compassionate temporary solution to a problem that is not going away. Please consider this bold and controversial action.

#057

Posted by **CPN MT** on **12/15/2019** at **7:50pm** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -8

Q6 – Congress Park has some of the most diverse housing stock in the city. If incentives are created to favor higher density development in the neighborhood, the lower cost existing adaptable character architecture will be replaced with more expensive new construction.

Reply by **Kevin** on **12/30/2019** at **9:30pm** - [Link](#)

Type: Answer

Agree: 6, Disagree: -1

There really is no good evidence for this. Congress Park also has some of the most expensive in the city already.

Reply by **Jim R** on **01/09/2020** at **9:15pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

It's foolish to think that most (or almost all) of our current architecture needs to be preserved. There are many blocks that have long paid the price for poorly thought-out houses converted to small apartments in the 70's/80's/90's. It's only been in the last few years where those properties have turned around. We should protect interior neighborhoods while allowing underutilized properties along Colfax, Colorado, etc. to be converted into more useful retail spaces, income-restricted condos, bigger multifamily living units for families - and most important, residences that are up to ADA standards and current building codes. Build up along heavily traveled corridors. 9th and Colorado is a great example of what we need more of.

#058

Posted by **Ryan Keeney** on **01/15/2020** at **5:03pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Design is important but make sure design standards are simple and affordable to comply with. The last thing we need is to make it more expensive to build housing.

#059

Posted by **Jake Cohen** on **01/07/2020** at **11:21pm** - [Link](#)

Type: Suggestion

Agree: 15, Disagree: 0

Connections to downtown bike network are extremely limited or dangerous. Completing Broadway lanes to 18th and 19th would really solve that. Open to other options too. Maybe Bannock. But those will be essential to encouraging cycling

#060

Posted by **Nancy Stephenson and Georganne Bley** on **01/25/2020** at **4:35pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

It is not necessarily more expensive to use shingles, fish scales, and other types of historical building trim than just throwing up some siding/cladding that looks straight out of Highlands Ranch. Also, just popping a top and putting a box on as an additional story should be discouraged. Encouraging roof lines, gables, etc. that adhere to the age and style of the home should be the norm. These are not necessarily more expensive, they just take a bit more thought and consideration.

Reply by **Alison Torvik** on **01/31/2020** at **4:11pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I'd hate to see the planning board regulating architecture. If I wanted homogeneity, I'd live in Castle Rock or some other sprawl. What happens if the mandated architecture isn't pretty? How about small government.

#061

Posted by **Caroline** on **02/04/2020** at **7:42pm** - [Link](#)

Agree: 0, Disagree: -4

Please tell me the plan for 13th/14th includes aligning the stoplights with actual intersections. The strategy of stopping traffic at a random alley point so that several blocks worth of cross streets can enter/cross simultaneously might have

worked when Denver was smaller but it is extremely dangerous now with so many additional drivers, pedestrians and bikes on the road.

#062

Posted by **Nancy Stephenson and Georganne Bley** on **01/25/2020** at **4:30pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

We strongly support providing homeowners, developers, and business owners with guidelines and resources to ensure they remodel and do new builds that are consistent with the historical homes in Congress Park and other places in this plan. Pseudo historical is not acceptable (think Stapleton).

#063

Posted by **Caroline Schomp** on **03/16/2020** at **5:18pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

hyphenate high-quality

#064

Posted by **Tanner Axt** on **04/10/2020** at **2:38pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

There are currently 0 N/S bike lanes east of Bannock that run from Colfax to the Cherry Creek Trail. That trail is one of the best off-street bike facilities in Denver, and there's not a comfortable way to get there if I'm headed to Cherry Creek Mall or any of the places in the Tech Center.

#065

Posted by **Brandon Figliolino** on **01/23/2020** at **1:09pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

I think another area for improvement is the intersection between 19th and Lincoln. I experience frequent issues with cars parking in the east crosswalk waiting for the light to turn, and it impedes the flow of pedestrians crossing and makes it

harder for drivers to see pedestrians in the crosswalk. It would be great to see crosswalk enhancements, traffic calming, and right-of-way enforcement at this intersection.

#066

Posted by **Caroline** on **02/04/2020** at **7:38pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

The named north-south cross streets in Cap Hill should be made one-way, every other way. Every major city back east does this: it preserves parking and reduces traffic jams near the intersections as people try to wait for trucks and SUVs since they can barely fit past each other the way it is now. There also needs to be consistency with the stop signs: they should all, always indicate whether they are 4-way or whether opposing traffic does not stop. When I first moved here I remember how confusing it was to always guess as to whether opposing traffic was going to stop unless I pulled up further to peek at the cross-street to see if it actually had a stop sign (which is sometimes hard to do given the parking, trees, etc.). And when you have to pull up to get that visual, you then are blocking the crosswalk for pedestrians which is not good but otherwise you don't know whether to wait (if opposing traffic doesn't have a stop sign) or whether you're ok to proceed (if it is a 4 way stop).

Reply by **Joseph Mutter** on **02/05/2020** at **12:29pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Reference the bicycle and pedestrian infrastructure plan utilized in Washington DC, which is modeled off of European systems. I agree that one-way roadways mitigate confusion on behalf of the infrastructure user, in addition to incentivizing usage of alternative modes of transportation (e.g.: cycling, rollerblading, etc).

Reply by **Laurel S** on **02/05/2020** at **1:39pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Making streets one-way will speed up traffic. (For example look at speeds on the existing one-way streets versus two-way in Cap Hill.) Two-way streets make traffic move slower due to parked cars and other cars moving in opposite direction.

Reply by **zach** on **03/10/2020** at **3:33pm** - [Link](#)

Agree: 0, Disagree: 0

The only thing that stops drivers from going 40mph down these streets is that 2 cars can barely fit. Making them

1-way will encourage speeding and lead to increased traffic violence.

#067

Posted by **Caroline** on **02/04/2020** at **7:28pm** - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

I owned a historic property and was unable to make repairs that would have contributed to the longevity of the building. A 1970s addition facing a back alley had been added using contemporary (for the 1970s time) vinyl windows. Even with documentation that this added structure *always* had vinyl, I was denied approval to replace with identical vinyl windows. The main building itself dates to 1899 and I was told I needed to use wood because the committee "never" approves vinyl windows in historic homes. Wood would have looked out of place given the reality of the structure and I elected to not proceed with any changes at all, leaving the original vinyl windows as-is. As Denver looks to preserve unique character and architecture from a more contemporary timeframe, these types of blanket decisions will harm owners' ability to make legitimate repairs to their structures. I am a huge believer in historic restoration and preservation: this was a situation where the original WAS vinyl and the city's decision made no sense. These types of policies need to be examined closely moving forward.

#068

Posted by **Philip** on **02/04/2020** at **7:24pm** - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: 0

Pedestrian safety in the corridors mentioned here is one of the most important issues in the area. I live near 13th and Humboldt and frequently cross 13th and 14th, as well as 8th. These one-way arterials are currently unsafe for pedestrians. There are many stretches of several blocks with no crossings at all, and the parked cars often make it difficult to see the fast moving approaching traffic. We need reduced speed limits (25 max), traffic calming, curb bulbs, more stop signs/marked crossings, and enforcement of speed limits.

#069

Posted by **Lisa P** on **01/27/2020** at **7:56pm** - [Link](#)

Type: *Suggestion*

Agree: 4, Disagree: -1

Shouldn't this also be about preserving not only the character of the buildings but also of the neighborhood (i.e. green

spaces, green canopy, etc)

#070

Posted by **Lisa P** on **01/27/2020** at **7:57pm** - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: -5

But not at the expense of reducing parking.

Reply by **zach** on **03/10/2020** at **3:28pm** - [Link](#)

Agree: 2, Disagree: 0

Mobility and safety should always take priority over free car storage.

#071

Posted by **Aaron Goldhamer** on **01/03/2020** at **5:18pm** - [Link](#)

Type: *Suggestion*

Agree: 6, Disagree: 0

Sidewalks are nice, but sometimes ineffective when the City completely ignores the scofflaws that refuse to shovel! Please step up enforcement, especially on multi-unit residential buildings clearly full of renters; their landlords shouldn't make the neighborhood suffer because of the landlord profit-seeking. Many functionally stranded folks with disabilities at Higgins Plaza at 14th & Detroit during the last big storms.

#072

Posted by **Ashby Leavell** on **12/31/2019** at **3:50pm** - [Link](#)

Type: *Suggestion*

Agree: 4, Disagree: 0

We also desperately need a flashing cross walk at 23rd and gaylrd (for some reason i'm not allowed to say the full name of this street in terms and conditions) where people fly down 23rd coming from the traffic light at 23rd and york. The double yellow line there makes people go quickly and no one stops at the ped crossing at 23rd and gaylrd - very close to park and the st. elizabeth's elementary school.

#073

Posted by **BJWilson10** on **12/19/2019** at **8:01am** - [Link](#)

Type: Suggestion

Agree: 13, Disagree: 0

Is it possible to add 6th & 8th Avenues?

Treat them similar to 13th & 14th.

#074

Posted by **astanton** on **12/28/2019** at **9:21am** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -15

the plan also needs to ensure adequate parking spaces for all residents, since many people work / have school / other commitments in locations that make public transit inefficient or difficult. It should also establish better DPS school bus options.

Reply by **Jonathan** on **01/01/2020** at **6:56pm** - [Link](#)

Type: Suggestion

Agree: 19, Disagree: -4

strongly disagree. lets focus on improving our transit options here instead of adding public parking. If people want to own a car, they should own or rent storage for the car.

Reply by **NoSquish** on **01/27/2020** at **4:29pm** - [Link](#)

Type: Suggestion

Agree: 10, Disagree: -2

The focus should not be on allowing for the storage of private property on public streets. More parking means more traffic and less safety for people moving around the city.

Reply by **Jane** on **02/03/2020** at **3:35pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

Parked cars on streets creates friction - widening the streets (even visually) and not having cars parked on them will make the cars driving down them go even faster. Not safer for my little ones and not safer for me when I'm biking. If you are talking about main arterial streets then yes, create friction in other ways but the side streets actually slow when they are narrow and parked with cars and people have to trail me on my bike while they drive behind me in their cars. Parked cars = slower traffic. Keep the street parking!

#075

Posted by **Joseph Mutter** on **02/05/2020** at **12:25pm** - [Link](#)

Type: Question

Agree: 0, Disagree: -1

I believe this is a sound approach for preserving the historic fabric that the neighborhood is known for around town. The charming nature, however, is expensive to maintain.

Within this recommended strategy to preserve the historic landscape, will there be a tax break for building owners or a collective of owners/neighborhood stakeholders in order to actually implement the standard?

#076

Posted by **Ashley Hinmon** on **12/30/2019** at **11:59am** - [Link](#)

Type: Question

Agree: 6, Disagree: -23

Parking is a big issue in this part of town - with residents already struggling to find space. Safety should be a number one priority, but not planning for parking would not only interfere with residential life, but also businesses in the area too. How will parking be addressed?

Reply by **Kevin** on **12/30/2019** at **9:36pm** - [Link](#)

Type: Answer

Agree: 22, Disagree: -3

Disagree. The last thing we need is more parking. More parking = more traffic.

Reply by **Kai** on **12/31/2019** at **1:26pm** - [Link](#)

Type: Question

Agree: 5, Disagree: -1

Are there any restrictions that prevent residents and businesses from building underground parking on their land if they need it? That way you don't need to use up valuable land that should be used for more pleasant human uses and one can still achieve parking where necessary.

Reply by **Jonathan** on **01/01/2020** at **6:55pm** - [Link](#)

Type: Suggestion

Agree: 11, Disagree: -3

I also disagree. The lots are big enough that property owners can either build garages for their vehicles (instead of relying on city property - streets - to store their cars) or an enterprising person could build a paid parking garage.

We should reduce street parking heavily in this part of town. Already unsafe as is with so many cars parked (legally) so near to intersections.

Reply by **Max** on **04/03/2020** at **2:58pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I respectfully disagree. I enjoy living in a vibrant neighborhood with lots going on, and if sometimes that means it's hard to park, that's a trade-off I accept. I can pay for a private spot if I need it.

Reply by **Brian** on **04/04/2020** at **10:24pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Cars should be stored on their owners' private land, not the publicly-owned roadway.

#077

Posted by **CPN MT** on **12/15/2019** at **7:40pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -1

Q5 – I have heard 'Saving Neighborhood Character,' as a common theme as well.

#078

Posted by **CPN MT** on **02/05/2020** at **12:36pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

Q48 – Please show a more detailed parking study analysis for streets adjacent to Colfax. Neighborhood averages are not helpful in understanding how increased zoning heights / density will impact neighborhoods adjacent to future Colfax BRT.

#079

Posted by **Clare** on **01/31/2020** at **5:38pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

I can not overemphasize the importance of maintaining the character and quality of our historic assets, whether part of a designated historic district or not. History gives texture, personality and soul to a city. Think: Chicago, New York, San Francisco, Seattle, Portland, Boston, D.C., etc. In the early part of the 20th Century, Mayor Speer helped to engage Denver in the nationwide City Beautiful movement. This is how the majority of Denver's central neighborhoods, parks and schools came about and one reason why so many people have moved here. Our history is one of our most valuable assets.

#080

Posted by **Cindy sestrich** on **02/05/2020** at **10:39pm** - [Link](#)

Agree: 0, Disagree: 0

Overall comment

This is a great multifaceted identification of factors that make our neighborhood unique and desirable. Favorable priorities of new tools in keeping affordability as in Land Trusts and cooperative living agreements for office spaces and residential living units are great tools for the future of keeping diversity. Helping businesses and residents to stabilize during times of vast increases in property values with incentives and tax deductions for property owners and renters is a needed value right now – of highest priority.

Also, mixed income housing is the value of our diverse area, which is changing rapidly to only high income. The practice of segregating low-income occupants by building interior separation or “poor door” policies, must change in the values of zoning and developer requirements in new or remodeled multifamily developments.

Missing Documents & Opposing recommendations

1) There isn't a reference to the Cheesman Park Master Plan (2008) which outlines the unique use and vision of Cheesman Park. It is the heartbeat and soul of the area as a passive use, historic park with use for all residents in a densely populated neighborhood with residential living right on the park. There are no separating roadways, as in all other regional parks. It is a park for the quiet and recreational use of residents allowing for quiet contemplation and a restorative place from the noise of the city, with walking/running paths of differing varieties. Also, it is a social collective open space as residents have smaller living environments which are not conducive to entertaining friends.

2) There are opposing recommendations that I have attempted to clarify and give priority to or clarity concerning the issue. Issues such as good urban planning with priorities in the big picture decisions for affordability, diversity and transportation.

3) Climate change needs to be better identified in the zoning code to allow for growing our own food in our backyards and solar energy adaptation, without shadowing from taller building from the south. New taller buildings need to adapt to

adding garden amenities or carbon eating amenities as they add to the pollution factor – increase carbon neutral.

4) Developers that request height variances should add a community benefit for open space so that surrounding residents affected receive some benefit. When requests are submitted to violate view planes that affect a greater mass of people, there should be more public outreach to those affected by the view plane to allow for their input.

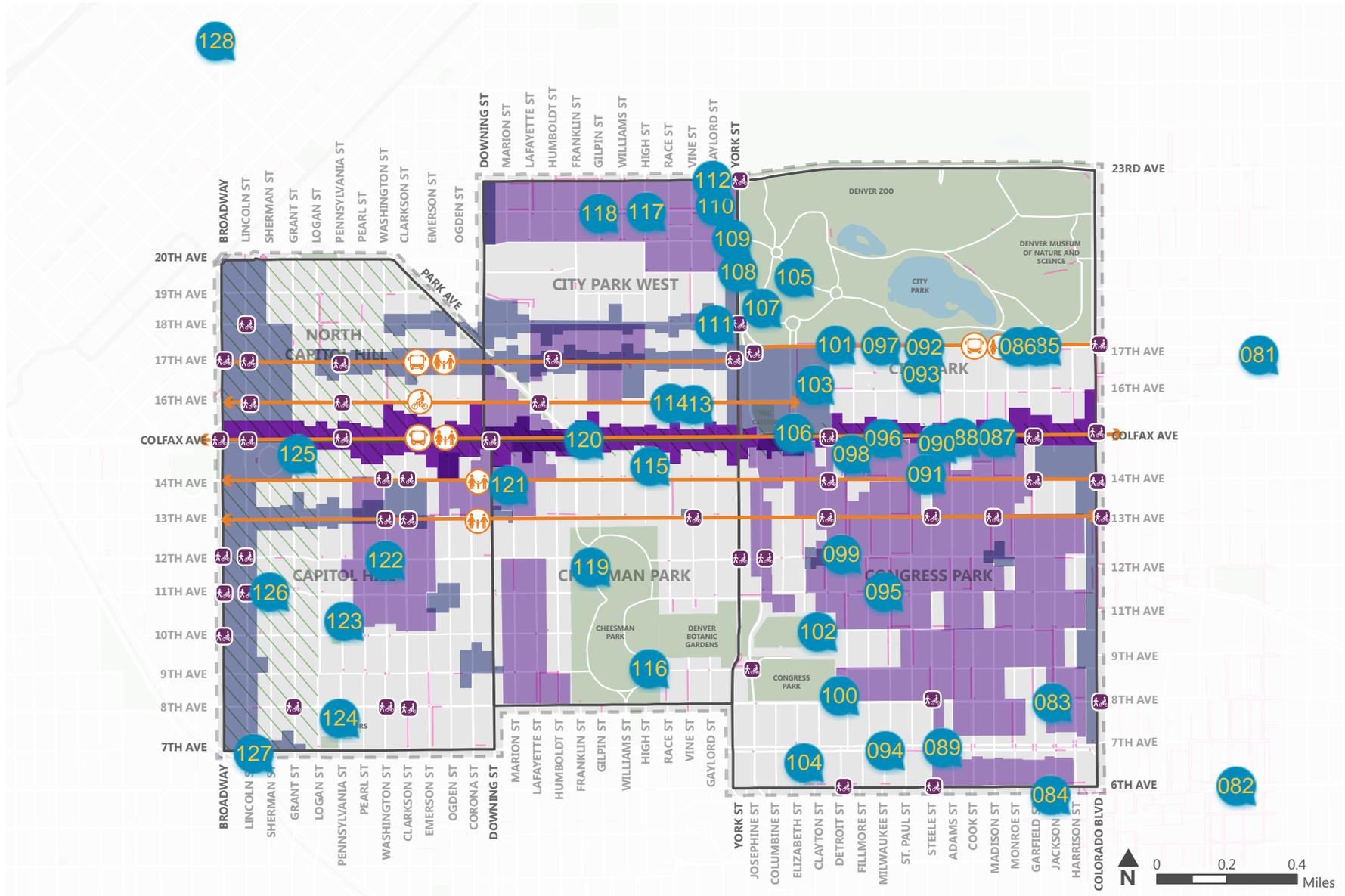
5) The priority of keeping traffic flowing through the residential zones creates better pollution controls by not stopping traffic frequently. This can also be achieved by not creating new commercial pockets along arterial residential roadways, instead encouraging enhancement of existing commercial pockets to the desired neighborhood needs. Also creating more viable businesses in BRT corridors.

6) Priorities for bike designated streets should align with commercial pocket areas. Also designating wider streets for bike sharing vs narrow streets where only 2 cars pass narrowly, would make more sense for safety. Wider streets happen to align with commercial pocket areas. Also focusing less streets than mentioned for bike lanes, balances the neighborhood needs with demand for curbside parking. Curbside parking is not going away until a viable means of mass transit into the mountains, with connections in mountain communities to recreational areas.

7) There needs to be better attention to repurposing and high fees for deconstruction for larger projects.

8) As the neighborhood densifies, there should be additional neighborhood inspection services and maintenance added to the staff, as well as police department. Demand has increased without additional city supportive services. The designated bike lanes are never cleared of snow.

1.2.2 PLAN ON A PAGE



LEGEND

- Plan Area Boundary
- Neighborhood Boundary
- Parks and Open Space

- Transformative Street
- Transit Priority
- Pedestrian Priority
- Bicycle Priority

- Intersection Safety Improvement
- Priority Sidewalk Segments
- Tree Canopy Focus Areas
- Areas of Historic Significance
- Enhanced Residential Design Quality
- Enhanced Mixed-Use Design Quality

Colfax: Small Business Preservation, Design Quality, Affordable Housing, and Historic Preservation

#081

Posted by **Pat McHenry** on **12/19/2019** at **11:12am** - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

I think that 1290 Williams parcel occupied by CHUN should be reclassified as a "Local Corridor".

#082

Posted by **Elizabeth Chester** on **11/17/2019** at **2:30pm** - [Link](#)

Type: *Suggestion*

Agree: 7, Disagree: -1

Could we shorten the timing of the double left turn light? Also - what about a banner at 8th and Colorado saying "Welcome to Congress Park" so visually drivers know they are entering a neighborhood vs driving like they are on a freeway.

#083

Posted by **Elizabeth Chester** on **11/17/2019** at **2:33pm** - [Link](#)

Type: *Suggestion*

Agree: 13, Disagree: -1

Steele Street has a lot of cut through traffic. Additionally there are currently no N/S pedestrian streets with safe crossings through the neighborhood (vs E/W pedestrians often walk/ride down 7th or 12th, there is nothing like that connecting N/S). Could you create a "spine" through the Congress Park neighborhood with Steele Street (the 1/2 point) and connect from City Park down to Cherry Creek and make it a lovely way for pedestrians and bikes to travel safely with consistent safe crossings and traffic calming measures to prioritize people over cars on this street? That would not only create a much needed N/S connection - it would also help solve a lot of the cut through traffic issues.

Reply by **Jim R** on **01/09/2020** at **9:40pm** - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -1

Wouldn't this just offload the traffic problem to other N/S Congress Park streets? Shouldn't we try to solve an issue for the entire neighborhood instead of crafting a plan where there are clear winners and losers?

Reply by **Jane** on **02/03/2020** at **3:49pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Rather than focusing on one street and making that one street awesome and safe (Steele in this case), it would be best to create varied and dispersed traffic calming throughout the neighborhood so that no one street becomes a cut through. If every street is difficult in it's own, unpredictable fashion, it would send a message to drivers that our entire neighborhood is filled with people who are not in cars and would discourage cutting through the neighborhood overall. Please support neighborhood-wide traffic calming rather than centralizing our resources to create just one safe street.

#084

Posted by **Elizabeth Chester** on **11/17/2019** at **2:28pm** - [Link](#)

Type: Suggestion

Agree: 13, Disagree: 0

A redesign of 8th is needed between Colorado and Detroit Street. It is incredible wide and very dangerous. I am very happy to see additional crossings are being planned. What people would also love to see is a road diet in that mile stretch (between Colorado and Detroit) to narrow the street and slow speeds. Could the 2 way be extended down? (currently two way on other side of Colorado) with one lane in each direction? Could a raised bike lane be added or more permanent infrastructure to narrow and break up the street, could a transit only lane be included, or more stop lights? I am not sure on exact solution but know 8th is a major safety concern for the neighborhood and it will continue to get worse with all of the new development.

#085

Posted by **Melissa Thacker Colonno** on **02/05/2020** at **4:29pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

More pedestrian and bike crossings are needed along 17th.

#086

Posted by **Mark Hughes** on **11/11/2019** at **8:04pm** - [Link](#)

Type: Suggestion

Agree: 14, Disagree: 0

There should be at least one additional pedestrian/bike crossing point between Colorado and St. Paul. The park road that provided a poor crossing was eliminated some years ago and even the curb cut was removed. At the time, Parks promised a better connection to the north/south bike route that runs to Colfax and up to the elementary school in Congress Park.

Currently, there is a marked bike path in the park at this area but what it connects to or how one might reach it without riding down Colorado or 17th is unclear.

The need for a connection in this area has increased with the redevelopment of Colfax north of this point.

Reply by **Jane** on **02/05/2020** at **10:28am** - [Link](#)

Type: Answer

Agree: 0, Disagree: 0

Agreed. Just commenting here for everyone else that agrees: there is a plan already being implemented for major treatments at Garfield. They map up to allow for inlet at City Park and also a full lighted pedestrian crossing on Garfield at 17th. It is part of the Garfield plan that is currently being designed and constructed. We will not have to wait for the ECAP to take effect to see that happen. Good news for all of us!

#087

Posted by **CPN MT** on **12/15/2019** at **8:32pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

#088

Posted by **Tony Smith** on **11/25/2019** at **5:30pm** - [Link](#)

Type: Question

Agree: 0, Disagree: -2

In prior plans, I've seen upzoning for the south side of Colfax between Adams and Cook. I understand it's currently max of 5 stories, but I saw one plan with 8 stories.

I feel 5 stories would still be in the desirable height context of the surrounding area and would maintain the character. However, 8 would truly be too tall and out of context.

Please advise plans for that particular block.

Thank you, and truly appreciate all the hard work being done on this plan!

Reply by **Joe Palatucci** on **01/02/2020** at **4:35pm** - [Link](#)

Type: Question

Agree: 0, Disagree: -1

I agree with Tony, I also feel that 8 stories is going to look very out of place and have some confusion as I have seen both 5 stories and 8 stores for the Paradise Cleaners site.

Thanks!

#089

Posted by **astanton** on **12/28/2019** at **9:25am** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -1

suggestion to add a couple more stop signs to 7th to slow traffic. People increasingly use it as an alternative to 6th/8th and ignore the speed limit.

Reply by **Steven** on **04/03/2020** at **1:51pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Stop signs should not be used for traffic calming. Installing stop signs where they are not warranted creates a safety problem due to non-compliance by drivers.

#090

Posted by **SUNG KIM** on **11/25/2019** at **9:38pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

I would like to have this site 5 stories as this will allow E. Colfax to be uniform and allow it to be developed in the future.

#091

Posted by **BJWilson10** on **01/31/2020** at **9:32pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

14th could be a good for a protected bike lane to replace one of the lanes of traffic.

13th is only 2 lanes, while 14th is 3. The protected bike lane could also make 14th safer to cross.

Reply by **Jane** on **02/05/2020** at **10:31am** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

When creating more protected bike lanes on arterial streets could we please consider using the parked cars as the protective barrier? Cars would keep us safer than plastic posts. Also, being on the passenger side of a parked car in a protected lane would reduce my chances of having a door opened on me since 100% of cars have drivers but a smaller percentage passengers.

#092

Posted by **Jonathan** on **01/01/2020** at **9:59pm** - [Link](#)

Type: Suggestion

Agree: 8, Disagree: 0

17th is marked as pedestrian priority, but there's no sidewalks on the north side (park), and very few crossings into the park for bikes and peds. It makes what should be a primary attraction in Denver very difficult to access or cross. Would suggest additional crossings and park entrances that are bike/ped capable.

#093

Posted by **Melissa Thacker Colonno** on **02/05/2020** at **4:28pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Crossing 17th to/from the Esplanade is not pedestrian or bike friendly! There's a park and a school and a rec center in that area but we're still prioritizing cars along 17th. I'd like to see decreased parking for East, and more green space here. People aren't going to drive less unless you make it less convenient.

#094

Posted by **CPN MT** on **12/15/2019** at **8:28pm** - [Link](#)

Type: Question

Agree: 1, Disagree: 0

Q8 – Is Seventh Ave Historic District not an a “Area of Historic Significance?”

#095

Posted by **JA** on **01/28/2020** at **6:50pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -2

Suggestion is to add stop signs to all four corners of every intersection in Congress Park. This would significantly reduce the number of accidents throughout the neighborhood.

#096

Posted by **John Riecke** on **11/24/2019** at **12:59pm** - [Link](#)

Type: Suggestion

Agree: 12, Disagree: -6

Trying to stuff all the density within 75' of Colfax is silly. Let Colfax spread out into the neighborhood as needed.

Reply by **Jonathan** on **01/01/2020** at **7:08pm** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -5

Strongly agree. it would be unfair to ask Colfax alone to handle all of the additional density when there is a bunch of available space south of Colfax in Congress Park. A whole bunch of historic buildings in Congress Park (4 units, 8 units, etc) and north of Colfax wouldn't be permitted to be built there today under this plan.

Allow more density outside of the Colfax corridor.

Reply by **Jonathan** on **01/01/2020** at **7:08pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Reply by **Jim R** on **01/09/2020** at **9:53pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -2

Strongly disagree. Colfax and other highly traveled corridors have the ability to address not only the addition of residential housing but more effective ground-level retail to serve all of the area residents without having to leave the neighborhood. So many blocks within Congress Park were greatly diminished in previous decades when homes were scraped and apartment buildings were erected. Any realtor with knowledge of Congress Park will tell you that some blocks are much more desirable simply due to the absence of poorly run apartment buildings and all the issues that come along with them (congested parking on the block, overflowing trash dumpsters, lack of upkeep, etc. We need to aim for smart development and discourage opportunistic short-term investors with small-scale projects that impose on the progress that has taken many years to make.

Reply by **Katie** on **02/04/2020** at **7:29pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Strongly disagree. Agree with Jim R. The density that currently exists in Congress Park would mean that increased density would come (among other undesirable options) in the form of breaking up single family homes. And there aren't enough single family homes as it is for families.

#097

Posted by **James** on **11/19/2019** at **4:26pm** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: 0

This area of 17th - busy for pedestrians and drivers - needs enforced no-parking spaces 20ft between side roads and stop signs. This increases visibility for pedestrians and drivers, making it safer for drivers to turn and safer for pedestrians to travel East/West on 17th.

#098

Posted by **CPN MT** on **02/05/2020** at **12:37pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

Q49 – Please show a more detailed parking study analysis for streets adjacent to Colfax. Neighborhood averages are not helpful in understanding how increased zoning heights / density will impact neighborhoods adjacent to future Colfax BRT.

#099

Posted by **Jonathan** on **01/01/2020** at **9:35pm** - [Link](#)

Type: Question

Agree: 6, Disagree: 0

12th currently has a bike lane (albeit unprotected). Why is this not designated as a bike priority route?

#100

Posted by **BJWilson10** on **12/19/2019** at **8:05am** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Suggest moving Proposed Detroit Signal to Clayton. Treat intersection similar to 17th & Garfield plans.

Reply by **Jane** on **02/05/2020** at **10:45am** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Agreed but it looks like you made this comment twice (it's also made by you in another area, BJWilson. Did you make a mistake? I wonder about the format of comments - can we erase them if we make them twice in error?

#101

Posted by **Scott** on **11/18/2019** at **3:37pm** - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

17th Avenue is very unsafe for all users. Sidewalk along 17th Avenue in the park is in very poor condition and is very narrow. Vehicles speed in excess of 50 mph frequently between Esplanade and Colorado. Need another crossing, road diet, protected bike lanes, etc with logical connection to 16th Ave west of East High School.

#102

Posted by **Nate Ragolia** on **11/12/2019** at **3:31pm** - [Link](#)

Type: Question

Agree: 15, Disagree: -1

Have any considerations been made to re-allocate some streets as pedestrian and bike only? The narrower

neighborhood streets throughout this area are routinely sped down, and there's almost zero DPD enforcement of speed limits or driver distraction.

Reply by **NoSquish** on **01/27/2020** at **4:41pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

I would love to see some real parkways return, where automobile traffic is not allowed. The decrease in pollution, noise, and crashes would be very welcome

#103

Posted by **Jonathan** on **01/01/2020** at **9:32pm** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: 0

The presence of East High brings the eastbound bike lane on 16th st. to an abrupt halt, so if you want to continue past East High, you must ride on the sidewalk on Colfax or on the sidewalk on 17th - the streets are far too dangerous to bike on. The section of 17th directly north of East High should have street parking removed and replaced with a protected bike lane so that it's possible to safely cross East High (before returning to the safer 16th st on the other side of the school)

#104

Posted by **BJWilson10** on **12/19/2019** at **8:08am** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Suggest moving proposed 6th & Detroit Signal to Clayton for School.

Reply by **astanton** on **12/28/2019** at **9:26am** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

also suggest adding another crosswalk or two on 6th. right now I believe there is only one crosswalk from Josephine to Colorado.

#105

Posted by **NoSquish** on **01/27/2020** at **4:39pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

Make City Park car-free except for the necessary access to the Museum

#106

Posted by **Ashley Hinmon** on **12/30/2019** at **12:08pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -8

All of the "bicycle priority" will eliminate parking on Colfax which is already a problem. This will not only impact the side street parking (also limited and an issue), but will impact business parking in this area. This needs to be addressed prior to proceeding.

Reply by **NoSquish** on **01/27/2020** at **4:37pm** - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -1

The main thing that parking serves on Colfax is to make it a more dangerous place to be. Removal of parking along this route should absolutely be a priority, especially if it brings improvements to alternatives like bike lanes, or transit lanes.

I often avoid Colfax because of the cars, if it were safer for pedestrians and cyclists I believe businesses would see an improvement.

Planning only for parking and cars is dangerous and outdated thinking.

Reply by **Joseph Mutter** on **02/05/2020** at **12:49pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

Colfax, in particular, needs to transition away from the traditional, automobile centric mentality to an extensive street car, pedestrian and bicycle network. Less cars = less injuries/deaths caused by vehicular traffic. The goal of eliminating/limiting vehicular access should also be a priority because of Denver's top ranking (should not be celebrated) for urban heat island effect.

I do agree with you, Ashley, that the plan needs to address the parking situation first prior to the complete roll out of the proposed plan. As we see with the conclusion of the B-Cycle network, there is a

transportation void now in existence with no remedy in sight.

Reply by **Cache** on **02/29/2020** at **4:14pm** - [Link](#)

Type: Answer

Agree: 2, Disagree: 0

By making biking viable, we'll reduce the number of car trips and the need for parking.

#107

Posted by **Melissa Thacker Colonno** on **02/05/2020** at **4:22pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

CITY PARK SHOULD BE CAR FREE! Make accessible parking lots for those with decrease mobility, but get the cars out! We need urban spaces for biking and walking, not sitting in parked cars. Traffic and emissions is a major issue for Denver's air quality. Let's get rid of the cars in green spaces!

#108

Posted by **Melissa Thacker Colonno** on **02/05/2020** at **4:18pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

The entrance to City Park at 21st and York is not safe for bikers and pedestrians. It isn't that safe for cars either; there have been several accident there recently. This intersection should be a "scramble crossing" where all the lights turn red so pedestrians can cross safely. Kids! Bike infrastructure needs improving here too given it's a major bike route.

Reply by **Melissa Thacker Colonno** on **02/05/2020** at **4:30pm** - [Link](#)

Type: Typo

Agree: 0, Disagree: 0

I meant to put this at 21st & York. Hard to see exact intersections on the map.

#109

Posted by **Melissa Colonno** on **02/05/2020** at **4:32pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

This shows on the map as a pedestrian spot, but it is NOT a safe entrance to the park for people or bikers. There are so many accidents at this intersections, and cars leaving 21st to turn left on York don't yield to pedestrians. We need a better pedestrian crossing here or perhaps turn signals on the lights or SOMETHING!

#110

Posted by **Melissa Thacker Colonno** on **02/05/2020** at **4:26pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

The crosswalk at 23rd and Gayl ord is ignored by 99.9% of cars. There is a school nearby and it is SO HARD to cross safely here at any time of day. Flashing light needed! Or alternatively, put a stop sign and cross walk at 23rd & Vine - that intersection is at the top of the a crest with better visibility.

#111

Posted by **Ashby Leavell** on **12/31/2019** at **3:51pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Need a flashing cross walk here at 23rd and gaylrd. No one stops at this ped crossing and people fly down 23rd bc of double yellow line

Reply by **Ashby Leavell** on **12/31/2019** at **3:52pm** - [Link](#)

Type: Typo

Agree: 2, Disagree: 0

i meant to put this up at 23rd and gaylrd

#112

Posted by **Ashby Leavell** on **12/31/2019** at **3:53pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

this is where we need flashing cross walk 23rd and gaylrd- no one stops at this ped crossing

Reply by **Ashby Leavell** on **04/03/2020** at **1:50pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

there is a school a block away. I have almost been hit in this "crosswalk" a number of times. No one has ever stopped for me at this cross walk to let me pass, and we walk our dog here every day in attempt to go to city park. thank you

#113

Posted by **Aaron Deterding** on **11/18/2019** at **10:57pm** - [Link](#)

Type: Suggestion

Agree: 14, Disagree: -1

Let's make 16th a true transformative street. With 17th and 18th being high volume thoroughfares to the north and Colfax serving as a commercial district to the south, we could easily remove cars from 16th and redesign it as a greenway for non-automobile commuters to access downtown and the east side of the city.

This idea is part of a comprehensive plan called the Extrapedestrian Street Project, which would transform Denver's urban mobility infrastructure to create a network of greenways throughout the city that connect our homes, schools, open spaces, jobs, healthcare, child care, etc.

Let's prove the concept with 16th Ave and begin to truly transform Denver into a city that prioritizes its people over its cars.

Reply by **Melissa Thacker Colonno** on **02/05/2020** at **4:20pm** - [Link](#)

Agree: 1, Disagree: 0

I love this idea! There is too much traffic in the neighborhood. We need more safe routes for bikers and pedestrians. I'd love to bike more with my family but it doesn't feel safe at present.

Reply by **Daniel** on **04/06/2020** at **11:46am** - [Link](#)

Agree: 0, Disagree: 0

@Aaron. love this idea

#114

Posted by **Ashby Leavell** on **04/03/2020** at **1:54pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

we feel trapped in whittier when we want to walk to colfax, crossing 17th or 18th on foot or bike feels life threatening. We are in need of safe ped cross walks on 17th and 18th, to allow us to access colfax businesses, and those on 17th and

18th. Hot spots to focus on 17th and race- we cannot see if cars are coming in order to cross. thank you

#115

Posted by **Nate Ragolia** on **11/12/2019** at **3:30pm** - [Link](#)

Type: Question

Agree: 13, Disagree: 0

Why isn't there transit priority throughout this area, especially along the "border"? The center of the city needs a reliable loop public transit to take cars off the roads.

#116

Posted by **zachwood** on **03/10/2020** at **3:40pm** - [Link](#)

Agree: 3, Disagree: 0

Get cars out of Cheesman park! I'd bet that 80% of all the traffic through here is drivers using the park as a shortcut, dangerously speeding. I've lost count of all the times I've been riding my bike here and have been buzzed, despite the speed limit being 15.

Reply by **Kayla** on **03/19/2020** at **12:54pm** - [Link](#)

Agree: 1, Disagree: 0

I have an elderly dog, and it usually takes a bit of time and effort for us to get across the street. We are frequently honked at and "buzzed". I should never be made to feel in-the-way walking my dog through the park.

Reply by **Daniel** on **04/06/2020** at **11:47am** - [Link](#)

Agree: 0, Disagree: 0

At the very least they can cut off parts of the park road to motorists, as they are currently doing.

#117

Posted by **Ashby Leavell** on **12/31/2019** at **3:53pm** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

Need more 4-way stops in whittier. People drive very fast thru this neighborhood to avoid york.

#118

Posted by **Leslie James** on **02/29/2020** at **3:23pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

Need more crosswalks on 23rd avenue -- the lights at high and humboldt are simply not enough, especially considering the volume of traffic that backs up from downing. It is unsafe for kids to cross to get to school, even though they are within the "walkable" mile to an elementary school.

#119

Posted by **Kayla** on **03/19/2020** at **1:00pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Bikes and scooters have no place on the foot path through the park. Clear signage and traffic bollards at the intersection of foot path and street would increase the safety of those on-foot. Adding a few extra (sharper) speed humps in the center of the road would dramatically slow the motorists who speed through the park, well over the posted limit of 15mph, as a short cut through traffic.

#120

Posted by **Nate Ragolia** on **11/12/2019** at **3:28pm** - [Link](#)

Type: Suggestion

Agree: 15, Disagree: 0

Please add intersection safety improvements along Colfax, 17th, 14th and 13th. There are so few safe crossing points for pedestrians and drivers are frequently speeding through these areas.

#121

Posted by **Logan Meyer** on **11/11/2019** at **9:19am** - [Link](#)

Type: Suggestion

Agree: 17, Disagree: -1

I see a bicycle priority logo along 14th st? If this was done properly with a dedicated protected bike lane that would be great, but having a sharrow with 14th street high speed traffic from the suburbs gunbarreling down our local cap hill residential street sounds terrifying with the current street design that prioritizes car traffic.

Reply by **Jonathan** on **01/01/2020** at **9:35pm** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: 0

Agreed. According to this map, there are only two bicycle priority routes: 16th (which only reaches East High before cutting off, with no way to circumnavigate the school) and 14th. 14th in its current state is not a street that can be biked on. Traffic is too high speed and there's no safe lane for a biker (especially at night!). 14th is a good candidate for a bike priority route, but would require a protected bike lane to make that possible. If street parking were removed, that would be possible!

Reply by **Jane** on **02/05/2020** at **10:39am** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

As a bicyclist, even with the protected bike lanes I don't feel safety that I would if there were true protection. I say rather than remove a lane of parking, we should remove a lane of driving - there are only two driving lanes on 13th and three on 14th so surely we could lose one lane of traffic. Then use the parking lane as the protection between the moving traffic and the bike lane (which also should be protected and designated with bollards/posts. If this is not done, I still would not ride 14th because if someone hits a plastic post, I'm still not protected. If someone hits a parked car, my chances of safety are much improved. Also, if someone opened their door on me in a lane between the side walk and a parked car, I would not go flying into 14th street traffic. Use parked cars as the protection more often to keep us safer than plastic posts could ever achieve.

#122

Posted by **Peyton** on **01/16/2020** at **1:00pm** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: 0

Our sidewalks in Cap Hill desperately need some more love!

#123

Posted by **Gregory L.** on **11/13/2019** at **3:30pm** - [Link](#)

Agree: 19, Disagree: -1

Desperately need better North-South bike routs throughout this entire area. Would like to seem some transformative N/S streets. Very difficult to move north and south on a bike through this area due to traffic being converged onto a few crossings over Speer Boulevard/Cherry Creek. Washington Street is one good candidate where a row of on-street

parking could be removed in order to build a protected bike lane.

Reply by **John Riecke** on **11/24/2019** at **12:57pm** - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

seconded.

Reply by **David** on **01/08/2020** at **12:20am** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

agreed! it is not easy at all to bike that way, especially in any sort of high volume traffic times.

Reply by **Mark** on **01/21/2020** at **12:10pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

+1 For this. You either fight cars on Logan/Grant or have to deal with blind intersection crossings on the narrow 2-way streets. Many other cities don't allow parking so close to an intersection with yielding traffic since it blocks oncoming traffic visibility. This is particularly bad at 11th street since pulling forward can put you in a direct collision course with the bike lane.

A stretch idea would be to make 2-way streets like Pearl, Penn, etc. 1-way and add bike lanes. They're barely wide enough as it is for 2-way traffic as it is to the point that larger utility trucks often block oncoming traffic.

Stretch idea #2 would be what some cities have done and make their alleys pseudo-bikeways. The alleys are in such horrible condition and usually squeezed tight by makeshift parking spots that this is probably a pipe dream.

Reply by **zach** on **03/10/2020** at **3:45pm** - [Link](#)

Agree: 0, Disagree: 0

Both Pearl and Pen are a great candidates for a bikeway! They are low-traffic streets primary used for car storage, and dead-end near the Cherry Creek Trail ramp.

Reply by **Daniel** on **04/06/2020** at **11:37am** - [Link](#)

Agree: 0, Disagree: 0

On idea I have seen in regard to 'parking close to an intersection' is to make those parking spaces into 'bike parking' by putting chained off bike corrals. This would incentivize bike users greatly I believe.

#124

Posted by **Peyton** on **01/16/2020** at **1:01pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Would love to see this park transformed from it's currently sad state. There are so many young people with dogs in this area and none of us use the park.

Or add some more pocket parks throughout Cap Hill... we are lacking green.

Reply by **zach** on **03/10/2020** at **3:37pm** - [Link](#)

Agree: 1, Disagree: 0

What transformations would you like to see? I see plenty of dogs in that park. Cap Hill could definitely use more greenery!

#125

Posted by **Jonathanclyburn** on **01/01/2020** at **3:04pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -7

don't do this plan it will change the entire area and make it uber expensive. I am hearing people say already they \$3000 a month for an apartment that's outrageous. Imagine going to pride and instead of actually having some trees and shade you have a big 10-12 or more story building up behind you. then good luck finding parking because of all the added apartments. I might be for this project more if it was condos you know \$600-\$1600 a month plus HOA fees. or what rent where it climbs to the roof and costs literally an arm a leg and rib. DON'T DO THIS PLAN!

Reply by **Andy** on **01/27/2020** at **9:27pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

More density and easier movement for transit, pedestrian, and cyclists is not the antithesis to Pride. Just because things change doesn't mean it's for the worse, and the city will become more expensive with or without action plans for the East Central Neighborhood. People move here without asking or considering the current housing struggles, ease of parking, etc. So we should prioritize walkability and density, so that way all the people that want to live in the area are able to make those choices that are healthier and more sustainable.

#126

Posted by **zach** on **03/10/2020** at **3:51pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The 11th ave bike lane is dangerous. At minimum some of the car storage needs to be removed so bikes don't have to merge in and out of traffic. There are so many unnecessary mixing zones.

<https://twitter.com/eugene2ms/status/1233170324717355008>

#127

Posted by **zach** on **03/10/2020** at **4:06pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I think this is part of the north Broadway bike plan that has yet to be done, but people on bikes trying to get to the Cherry Creek Trail from 7th ave have a treacherous journey when they reach the 7th + Lincoln intersection.

Once at the intersection you're stuck at a "uhh now what?" point. Most people end up crossing oncoming traffic and riding on the sidewalk to the south to get to the intersection of Speer and Broadway where double-turning drivers refuse to stop for anyone - pedestrian or bike. Then hop back up on the sidewalk to get to the onramp.

Going the other direction, I see a lot of bike riders obviously lost riding on the sidewalk down Speer or 6th. In this entire area, when you get off of the Cherry Creek Trail, there isn't really anywhere safe to go. Even on the better ramps you have a curb cut and are left to frogger across Speer to a quiet side street.

I don't know what the answer to this is, but it's a major missing piece of the bike network.

#128

Posted by **Brian** on **04/04/2020** at **10:31pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The bike lane on 22nd is unsafe leading into City Park -- there's no obvious entrance! Cyclists find themselves shunted into traffic on York. This is a rare instance where the last block of bike lane before City Park should be removed, to discourage people accidentally going into traffic.



1.3 PLANNING FOR AN EQUITABLE EAST CENTRAL DENVER

EQUITABLE PLANNING FOR EAST CENTRAL

Equity means everyone, regardless of who they are or where they are from, has the opportunity to thrive. A primary goal of *Blueprint Denver* is to guide change to improve equity across the city. To advance this goal, the plan evaluates equity through the lens of three core concepts: Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity. Incorporating these three concepts into the planning process helps to define and prioritize recommendations

to promote a more equitable Denver by highlighting equity-based needs in particular areas.

For the East Central Area Plan, the three equity concepts have influenced the strategies and recommendations in the plan and their prioritization by highlighting areas with particular equity concerns. This approach enables East Central to work towards a vision that prioritizes equity within the plan area and also contributes to a more equitable Denver.

The data and analyses that inform the core concepts on the following pages are intended to provide a high-level overview of the plan area rather than parcel-by-parcel direction. The specific measures of Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity should be used as indicators that highlight the need for further investigation.



Source: Robert Wood Johnson Foundation



#129

Posted by **Daniel** on **02/05/2020** at **10:43am** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

It's my understanding that the building that features this mural, will no longer be the District 6 Police Precinct. If this parcel is to turn over with the City owning the land I think there is a real opportunity for the City to require affordable housing to be developed on the parcel. This would be an ideal location to add density given it will be along the BRT line and we all know the city could use more affordable housing.

#130

Posted by **Will** on **02/04/2020** at **9:04pm** - [Link](#)

Agree: 1, Disagree: 0

Thank you.

#131

Posted by **Clare** on **01/31/2020** at **6:12pm** - [Link](#)

Type: Question

Agree: 1, Disagree: 0

Similar comment — how can the City manage/foster inclusive employment options?

#132

Posted by **Clare** on **01/31/2020** at **6:11pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Could this equate to property tax cuts for lower-income and fixed-income residents? Residential property taxes have essentially doubled in the past 10 years due to market value increases AND the City's more aggressive approach to assessing value.

#133

Posted by **Clare** on **01/31/2020** at **6:02pm** - [Link](#)

Type: Question

Agree: 3, Disagree: 0

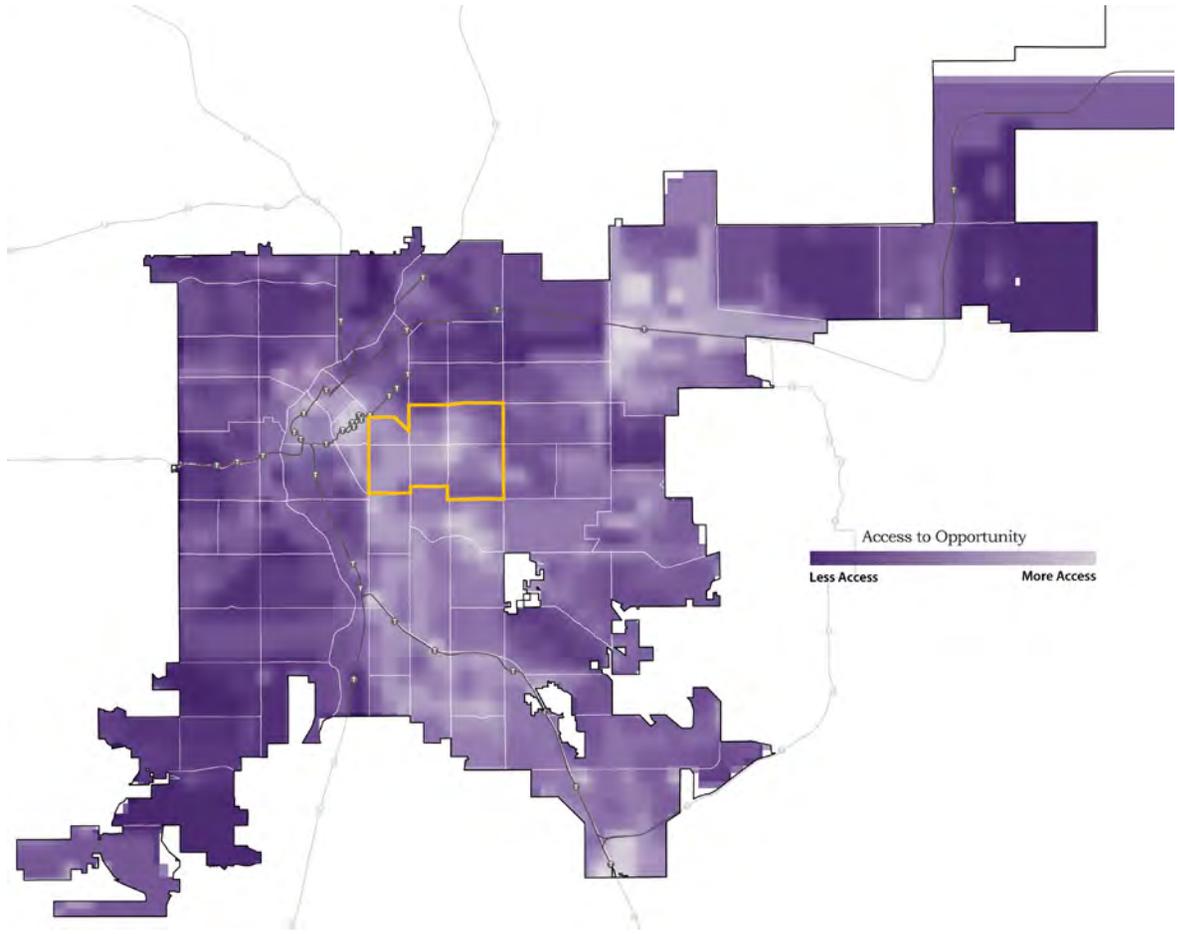
How does a city lead the process of meeting this goal when development is led by the private sector?

Reply by **Daniel** on **04/06/2020** at **12:04pm** - [Link](#)

Agree: 0, Disagree: 0

Exactly. This is a publicly funded project, yet every day we see more and more the real estate downtown gobbled up by private developers. We need to get our government out of the pocket of real estate developers. We need publicly owned housing by the city, like in Vienna and other 'housing first' cities.

IMPROVING ACCESS TO OPPORTUNITY



ACCESS TO OPPORTUNITY

- 140 **Neighborhood Equity Index:**
 - a. Social determinants of health
 - Percent of high school graduates or the equivalent for those 25 years of age or older
 - Percent of families below 100% of the federal poverty line
 - b. Access to fresh food: percent of residents within ¼ mile (10 minute walk) to a full-service grocery store
 - c. Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space
 - d. Access to health care: percent of pregnancies without first trimester prenatal care 137
 - e. Children at a healthy weight: percent of children that are overweight or obese 135
 - f. Average life expectancy
- 2 **Access by walkshed (1/2 mile), bikeshed (2-mile) and driveshed (5-mile) to each local center, local corridor, community corridor and regional center from the future places map.**
- 3 **Access to quality transit: households within ½ mile of high-capacity transit or ¼ mile from the frequent transit network 139**
 - 138
 - 136
 - 134

#134

Posted by **John Riecke** on **11/24/2019** at **1:00pm** - [Link](#)

Type: Suggestion

Agree: 16, Disagree: -2

More bus-only lanes, please!

Reply by **NoSquish** on **01/27/2020** at **4:42pm** - [Link](#)

Type: Answer

Agree: 2, Disagree: 0

Plus 1

#135

Posted by **Morgan Lynch** on **12/27/2019** at **2:58pm** - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

Additional protected crossings to City Park, make it safe for kids.

#136

Posted by **Terra** on **11/20/2019** at **7:27pm** - [Link](#)

Type: Suggestion

Agree: 15, Disagree: 0

Currently, RTD severely lacks in this department and continues to claim it is a funding issue. We already have some of the highest mass transit fares in the nation, they receive taxes, and they are cutting service. It would take 1 hr and 45 minutes for me to use RTD to get to work, as opposed to 15-20 minutes by car. I'd gladly take mass transit if I could get back and forth in a timely manner but it takes 6 times as long. I'd like to see road improvements, in addition to better options for mass transit. Unfortunately, it doesn't seem like we can have both.

Reply by **Azar** on **12/21/2019** at **11:17am** - [Link](#)

Type: Answer

Agree: 12, Disagree: 0

Painting bus-only lanes on the ground would be a fast, affordable first step to proper BRT. All it would take are

some buckets of paint and some courage from the new city department of transportation. You're absolutely right that we pay the highest fares in the nation and have so little to show for it. I understand your frustration, as someone who commutes regularly on the bus.

Reply by **Daniel** on **04/06/2020** at **12:07pm** - [Link](#)

Agree: 0, Disagree: 0

We need to make public transportation free at the point of service. This would "induce demand" for it, and help every person in the city see it as a priority for funding and a good way to get around.

#137

Posted by **Caroline Schomp** on **03/16/2020** at **5:28pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Using pregnancies as the metric for determining equitable access to healthcare is not enough. This seems to be where city planning efforts and reality collide, since access to healthcare involves insurance for all, etc., which planning efforts can not include

#138

Posted by **Jonathan** on **01/01/2020** at **10:02pm** - [Link](#)

Type: Suggestion

Agree: 12, Disagree: 0

Please prioritize frequency over coverage so that transit becomes a true best option in the city. Creating more bus-only lanes and signal priority would be great for this too, so that the trips are reliably fast.

#139

Posted by **astanton** on **12/28/2019** at **9:29am** - [Link](#)

Type: Suggestion

Agree: 8, Disagree: 0

Access is only helpful if the transit gets people where they need to go and does so efficiently - including recognizing that many people make more than one stop on the way to/from work. Please plan for families with kids, who need to make multiple morning drop-offs and afternoon pick-ups, when thinking about transit.

Reply by **Andy** on **01/27/2020** at **9:36pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Agreed. Families with kids are the future of the city, and while most of our newcomers are single without kids, our up-and-comers need to feel comfortable taking the bus and engaging with the city in public spaces that all people can confidently use.

Reply by **Leslie James** on **02/29/2020** at **3:27pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

And popular lines for families to get to public institutions like the zoo and museum, and to downtown, namely the 32 are on the chopping block by RTD. I would think that true equity would be ensuring that those lines remain open and adding more frequency or options rather than cutting them entirely.

#140

Posted by **Daniel** on **04/06/2020** at **12:09pm** - [Link](#)

Agree: 0, Disagree: 0

Make public transportation free at the point of service like Kansas City just did. This would make it the most equitable I believe. It would also be the single easiest and most effective way to induce demand for better quality, high coverage public transport.

1.3.1 IMPROVING ACCESS TO OPPORTUNITY

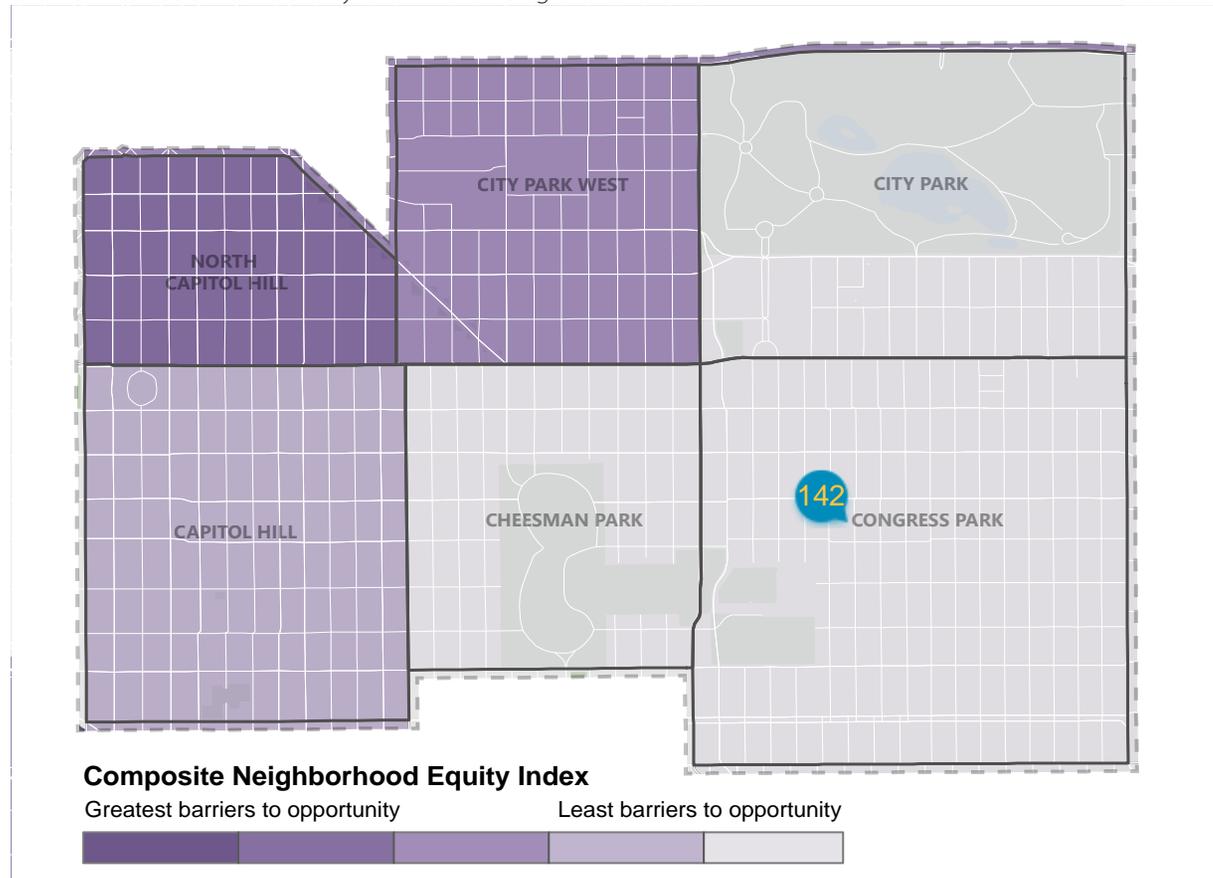
Access to opportunity reflects the *Blueprint Denver* goal for all neighborhoods to be complete with equitable access to a high quality of life. It is evaluated based on the measures listed on the previous page, which reveal some of the highest inequities in the city. This measure includes the Neighborhood Equity Index, which is a measure of barriers to opportunity. Although the entire study area has relatively high access to transit as well as community corridors and centers, North Capitol Hill is ranked 60 out of 78 statistical neighborhoods, according to the composite Neighborhood Equity Index. City Park West is also below the citywide average, ranking 50 out of 78, according to barriers to opportunity. Poverty, access to healthcare, and morbidity were key drivers of the lower scores in these two neighborhoods. These specific measures are discussed more fully in the Quality-of-Life Infrastructure and Economy and Housing sections of the Areawide Recommendations chapter. However, when considered alongside measures of access to transit and other amenities, they highlight the need for a focus on these neighborhoods to meet city equity goals.

There are several policies and strategies in this plan that can improve access to opportunity with a focus on North Capitol Hill and City Park West:

- Policy M1: Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.
- Policy M1 Recommendation F: Park Avenue between Colfax and 20th Avenues
 - » Short-Term
 - Improve pedestrian and bike safety and comfort with reduced crossing distances and operational improvements. Priority location is 16th Ave.
 - Study the feasibility of closing turn lanes and re-appropriating the space for pedestrians. Partner with Public Works' Adaptive Streets initiative.

- **144** Conduct a corridor study to determine the multimodal vision for the corridor, including pedestrian, bicycle, transit, and green infrastructure improvements.
- » Long-Term
 - Provide high-capacity transit service via speed and **143**ility improvements, increased frequency and expanded hours of service, and rider amenities at stops.
 - Study the feasibility of reconfiguring the Colfax/Franklin/Park and 16th/Lafayette/Park intersections to accomplish City and East Central Area Plan safety and multimodal goals.

- Policy M8: Install rider amenities at transit stops and better connect transportation modes via mobility **141** hubs.
- Policy Q1: Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.
- Policy Q4, Strategy A: Create new community open space, parks, and recreation facilities... [Consider the District 6 Police Station redevelopment [as a potential location].
- Policy Q16: Increase access to low-cost healthcare in East Central.



#141

Posted by **Ben G** on **11/12/2019** at **10:00pm** - [Link](#)

Type: Suggestion

Agree: 14, Disagree: 0

Bus shelters are needed badly throughout the East Central Area. City and RTD should consider lowering the minimum number of average daily boardings required for transit amenities.

Reply by **Azar** on **12/21/2019** at **11:18am** - [Link](#)

Type: Answer

Agree: 8, Disagree: 0

Everyone deserves to be able to wait for the bus without getting snowed on. It's important for health and dignity and improving the quality of the bus-riding experience.

Reply by **Jonathan** on **01/01/2020** at **10:05pm** - [Link](#)

Type: Question

Agree: 7, Disagree: 0

Could we also consider building shelters that face away from auto traffic on high-traffic corridors (e.g. Colfax) so that riders have a more pleasant wait? These are used in cities to dampen road noise and prevent spray from vehicles hitting waiting riders when there is slush or rain on the road.

#142

Posted by **Elyse** on **02/02/2020** at **3:40pm** - [Link](#)

Agree: 5, Disagree: 0

Incentives for additional tree plantings is a great idea.

Reply by **Joseph Mutter** on **02/05/2020** at **12:53pm** - [Link](#)

Type: Question

Agree: 1, Disagree: 0

How about more creative solutions for food security and the creation of additional community gardens? This would be a wonderful partnership with Denver Botanical Gardens, DUG, etc.

Education = resilience

#143

Posted by **Julio Trujillo** on **11/20/2019** at **11:03pm** - [Link](#)

Type: Suggestion

Agree: 13, Disagree: 0

This is extremely important. RTD is unfortunately not a sustainable organization and has short and long-term problems that make it an unattractive transit option. We need Denver to intervene in transit to make sure we have adequate and affordable transit for all.

#144

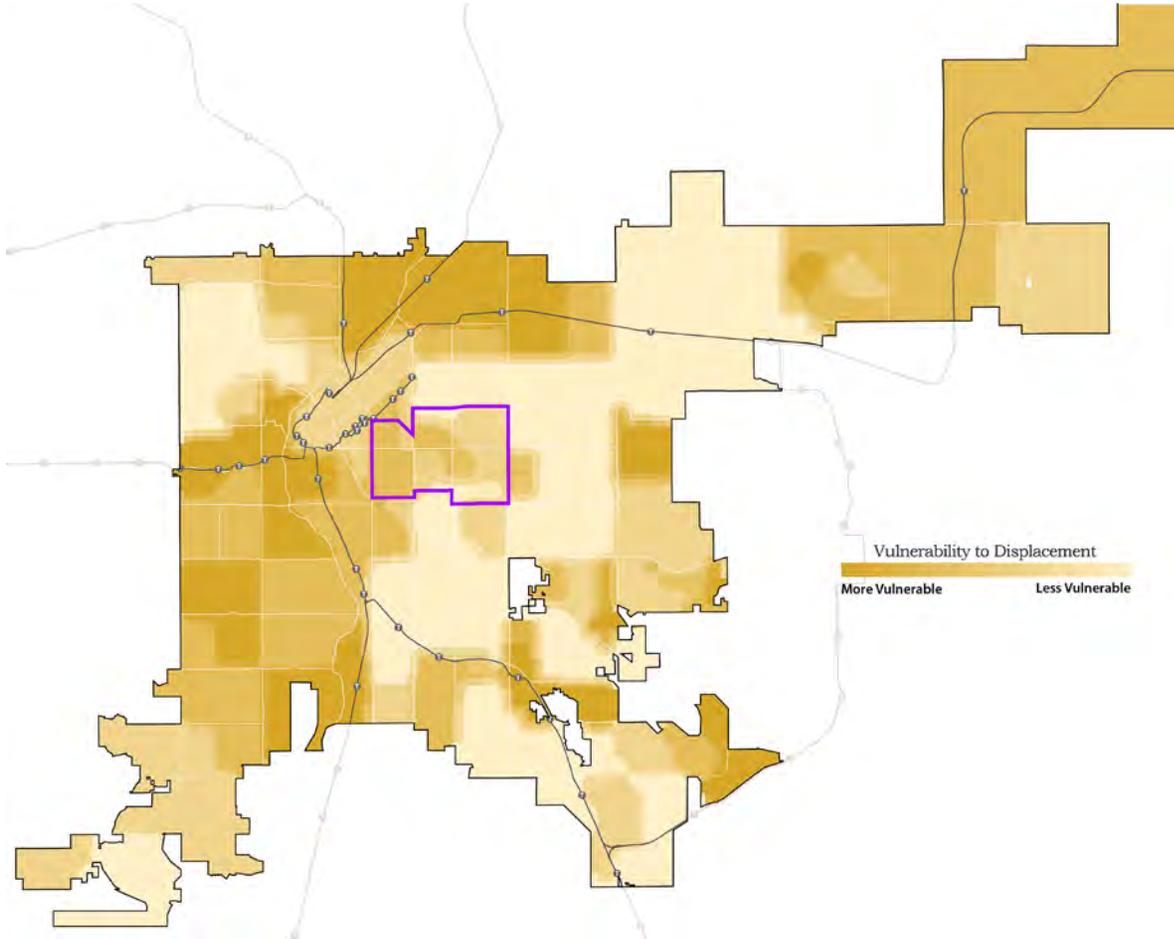
Posted by **Max** on **04/03/2020** at **3:09pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Voters already approved \$55 million for the BRT. Just get this done - it will be transformational!

VULNERABILITY TO DISPLACEMENT



VULNERABILITY TO DISPLACEMENT

Where are populations most vulnerable to displacement?

- 1 Median household income
- 2 Percent of renters
- 3 Percent of population with less than college degree

#145

Posted by **Nate Ragolia** on **11/12/2019** at **3:36pm** - [Link](#)

Type: Question

Agree: 2, Disagree: 0

Does any aspect of this plan intend to address homelessness in this area? Especially given Monday (11/11)'s cold snap, I saw lots of folks out on the street building shelters and the like. It would be good to know if the city has any plans for helping those people, perhaps by engaging property owners or at least speaking out to the lack of services.

Reply by **BJWilson10** on **11/13/2019** at **9:50pm** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

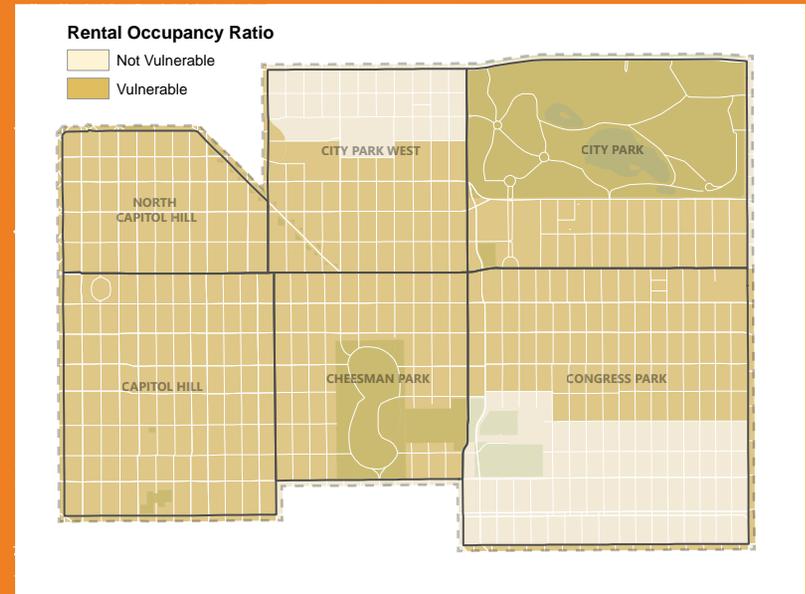
1.3.2 REDUCING VULNERABILITY TO DISPLACEMENT 152

Denver residents value diversity, inclusiveness and opportunity for all. These values are threatened by involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents. This can also include displacement caused by a loss of culture, family, and other factors. Vulnerability to Displacement is measured by several factors shown on the previous page that have been linked to involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents. According to the percent of renters, portions of every neighborhood in East Central are vulnerable. According to median household income, portions of every neighborhood except City Park are vulnerable. Considering the spread of Vulnerability to Displacement across the entire East Central area, it is important to focus on this issue to meet citywide equity goals.

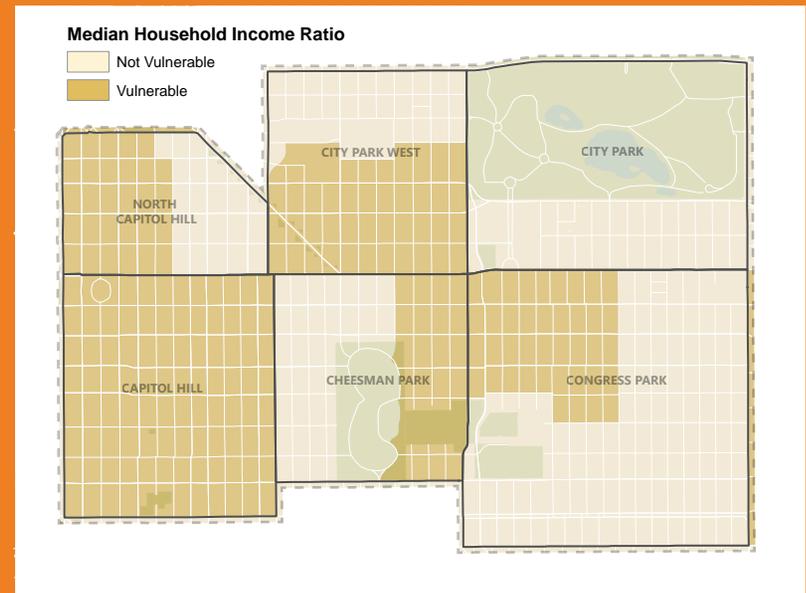
Several policies and strategies in this plan, which are explained in greater detail in their respective chapters, can reduce vulnerability to displacement:

- Policy L3, Strategy A: Consistent with citywide policies in Blueprint Denver, develop a robust incentive system near major transit corridors through a community process that provides additional height in exchange for significant community benefits. 148
- 146 Affordable (income-restricted) housing should be the primary community benefit achieved. 150
- Policy E3: Partner with Denver Public Schools, the Downtown Denver Partnership, and other major area employers/projects in connecting East Central residents to job opportunities.
- 149 • Policy E7: Support and develop new community-minded ownership models that have a goal of maintaining East Central variety of small, local businesses. 151
- Policy E8: Stabilize residents at risk of involuntary displacement
- Policy E9: Preserve existing affordability and housing quality
- Policy E10: Create new affordable housing with access to transit and amenities
- 147 • Policy E11: Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes in all neighborhoods

RENTAL OCCUPANCY RATIO



MEDIAN HOUSEHOLD INCOME RATIO



#146

Posted by **Elyse** on **01/26/2020** at **7:12pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

Income restricted housing should be a top priority for community benefits in exchange for additional height. In particular, the ratio of affordable 2 and 3 bedroom units should be equal to that of market rate 2 and 3 bedroom units.

Reply by **BJWilson10** on **01/31/2020** at **9:36pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Agree! We need ways to make living in the area affordable for...

- Teachers
 - EMTs
 - Bus Drivers
- etc.

Reply by **Paula Machlin** on **02/04/2020** at **4:03pm** - [Link](#)

Agree: 0, Disagree: 0

Yes, absolutely. It's best for our communities health if people that support a good community can actually live there.... I know that I could not afford to live in Country Club when I first moved to Denver, but there were lots of places I could afford. We need to keep from becoming a place where only millionaires (far from teachers, EMT's etc,) can live anywhere near downtown..

Reply by **Leslie James** on **02/29/2020** at **3:33pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I think the key to these comments is creating larger affordable units to keep families (or familial groups). Most of the time there seem to only be "token" 1-bedroom units available, which is not sustainable for encouraging socioeconomic diversity and a variety of household types.

#147

Posted by **CPN MT** on **12/15/2019** at **9:16pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -11

Q10 – Congress Park has some of the most diverse housing in the city. Preserving existing housing stock allows this adaptable architecture to remain affordable.

Reply by **Azar** on **12/21/2019** at **11:20am** - [Link](#)

Type: Suggestion

Agree: 15, Disagree: -2

No, limiting supply to existing supply while demand goes up does the opposite of allowing housing stock to remain affordable. We need more density. Not megatowers with no warning, but more triplexes and up would work wonders in this neighborhood.

Reply by **Morgan Lynch** on **12/27/2019** at **3:01pm** - [Link](#)

Type: Suggestion

Agree: 10, Disagree: -3

Diversity of housing where it makes sense. Adjacent to public transportation, commercial/ mixed use areas.

Reply by **John Riecke** on **01/20/2020** at **4:04pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -2

Diversity of housing makes sense everywhere.

Reply by **Paula Machlin** on **02/04/2020** at **4:06pm** - [Link](#)

Agree: 0, Disagree: 0

Agree to a point....wouldn't want to have 20 story towers in the middle of 2 and 3 story development. (which isn't in the plan by the way, cause it does talk about diversifying housing while respecting the scale of the neighborhood.

Reply by **Katie** on **02/04/2020** at **7:40pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

But not triplexes at the expense of single family homes, as is part of this plan. Families need more options on where to live in Congress Park, not less. Families will continue to move to Stapleton because of lack of options. We need families to stay. It seems to me we have plenty of apartment buildings going up in the

city. What we don't have is single family homes being built in this area. Why get rid of the ones we have?

#148

Posted by **Ally M.** on **02/03/2020** at **4:47pm** - [Link](#)

Type: *Suggestion*

Agree: 4, Disagree: 0

A great community benefit would be for these larger buildings to have Bike Storage for public use. An indoor Bike Parking Lot to keep bikes out of rain/snow and keep them safe. Would help promote more biking and use of public transportation.

#149

Posted by **Azar** on **12/21/2019** at **11:21am** - [Link](#)

Type: *Question*

Agree: 12, Disagree: 0

I hope this means more mixed-use zoning, so that people can live closer to where they work without having to go so far.

Reply by **Peyton** on **01/16/2020** at **1:02pm** - [Link](#)

Type: *Answer*

Agree: 1, Disagree: 0

please!

Reply by **Ally M.** on **02/03/2020** at **4:58pm** - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

Agreed. mixed zoning is way more pleasant. Good for tourism too. Lets make it easy for people to walk and bike to restaurants/work/stores, like how it is in Malaga Spain, Utrecht Netherlands, and many other cities in Europe!

#150

Posted by **Nancy Stephenson and Georganne Bley** on **01/25/2020** at **5:03pm** - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -3

This could be a good solution. However, height restrictions/limits should be in place. Would hate for Colfax to start looking like Cherry Creek North.

Income restricted housing should also take into consideration close accessibility to health care, grocery stores, schools, etc.

Reply by **zach** on **03/10/2020** at **4:17pm** - [Link](#)

Agree: 0, Disagree: 0

Height restrictions lead to lower density which means increased housing costs and forcing people to live further from amenities. You can't have your cake and eat it too.

#151

Posted by **Jonathan** on **01/01/2020** at **10:09pm** - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -2

By funneling all new density to the Colfax corridor (75'), we are guaranteeing the displacement of these small, local businesses. With this plan, the only place developers can build new housing will be on Colfax, which is where the businesses currently reside. If we allow more housing to be built further off of Colfax, we reduce small business displacement on Colfax.

Reply by **Alison Torvik** on **01/31/2020** at **4:17pm** - [Link](#)

Type: Answer

Agree: 4, Disagree: 0

Build housing on top of shops.

Reply by **Clare** on **01/31/2020** at **6:31pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Excellent point. How about fostering collaboration between developers and current business owners when opportunities arise? Business owners provide input on development amenities/configurations and become part of the property pro forma - as commercial tenants.

#152

Posted by **David Hyde** on **02/05/2020** at **10:17am** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Allow more density with ADUs. Will help fill the "missing middle" and allow long-term residents to age in place.

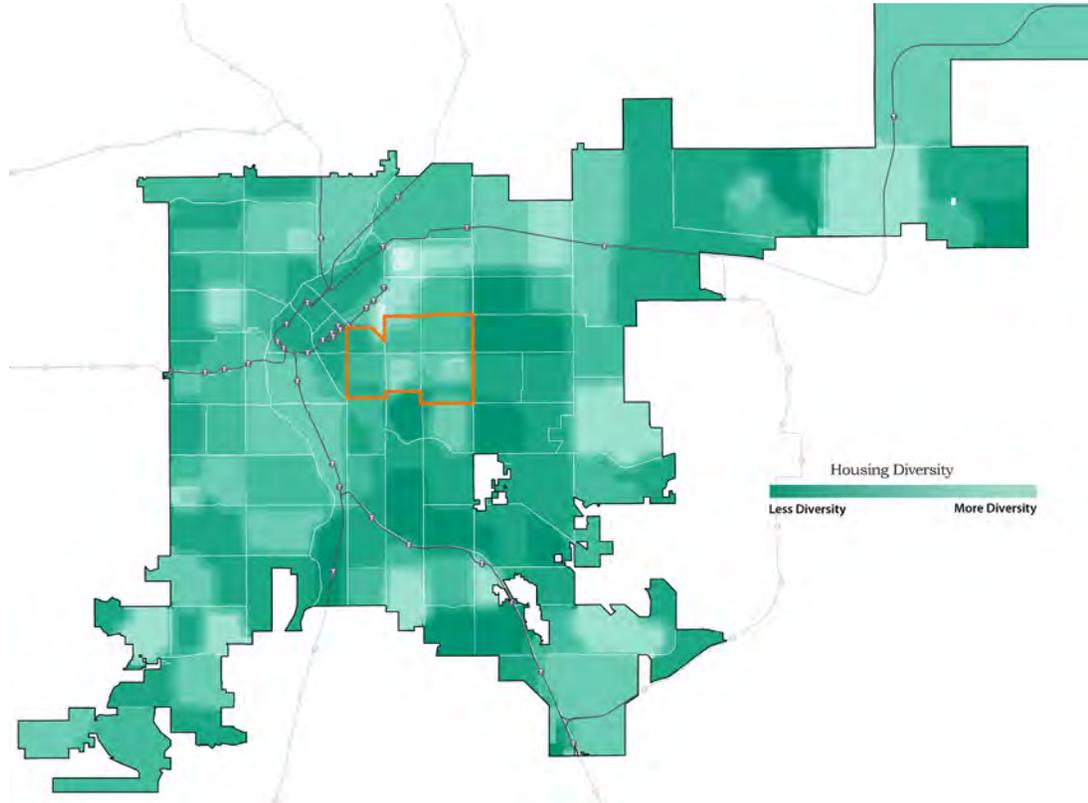
Reply by **Leslie James** on **02/29/2020** at **3:31pm** - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Not opposed to incenting ADUs as long as it is done in a way to also help encourage / maintain canopy vs. overbuilt lots without any green space.

HOUSING DIVERSITY



HOUSING AND JOBS DIVERSITY

- 1 Housing Diversity**
 1. Percent of middle-density housing (housing with 2-19 units)
 2. Home size diversity
 3. Ownership vs. rental
 4. Housing costs
 5. Amount of affordable (income-restricted) housing units
- 2 Jobs Diversity**
 1. Jobs density
 2. Jobs diversity

1.3.3 EXPANDING HOUSING AND JOBS DIVERSITY

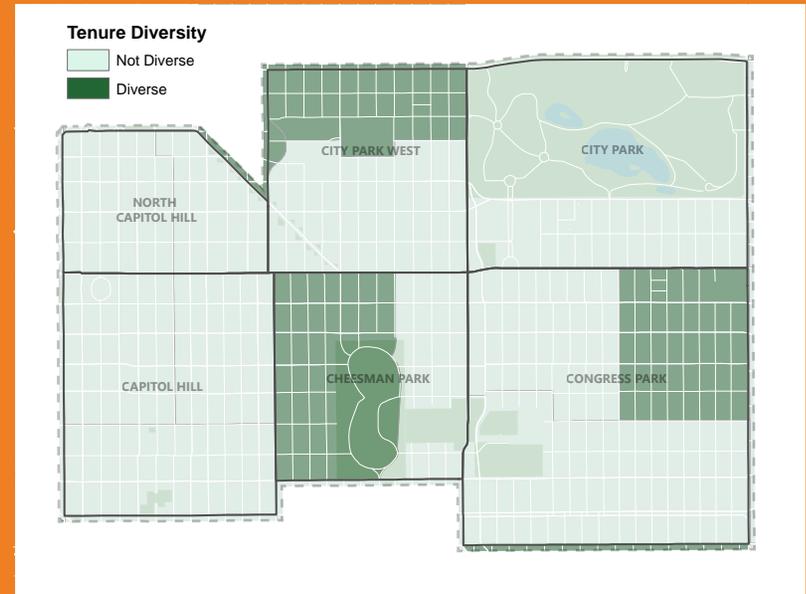
Diversity of housing and jobs captures the city's vision for complete neighborhoods with equitable access to quality employment options and housing choices that accommodate households of different ages, sizes, and incomes. It is evaluated based on the measures listed on the previous page. Overall, East Central is considered diverse in measures of middle density housing, income-restricted units, and housing costs. The area is less diverse in housing tenure and number of bedrooms, skewing heavily towards more rental units and units with two or fewer bedrooms.

While East Central neighborhoods generally have a lot of jobs, many are overly concentrated in one sector – often the retail sector. This indicates a need to expand the types of jobs available to improve access to quality employment and achieve the equity goals described in Blueprint Denver.

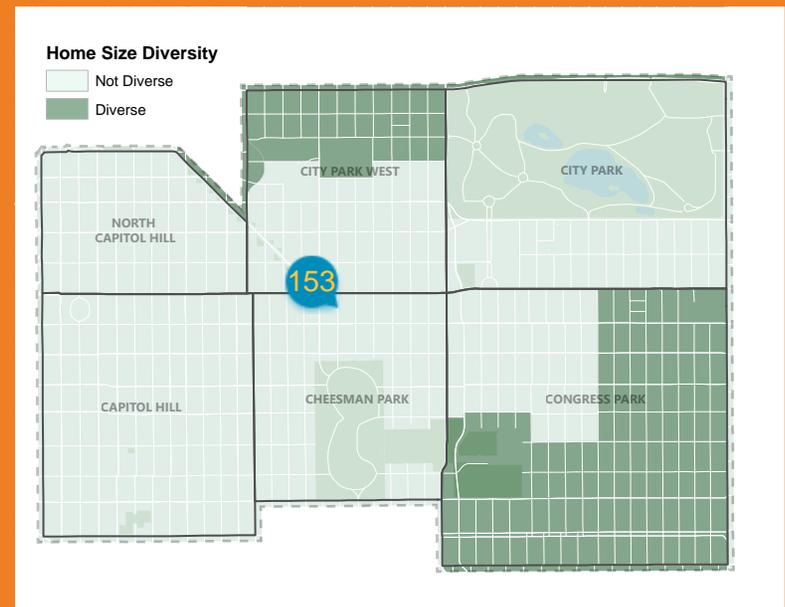
Several policies and strategies in this plan can expand housing and jobs diversity:

- 160 Policy E1: Bolster the healthcare and wellness sector as the foundation for economic growth in the East Central Area.
 - Policy E2: Strengthen the professional services market by promoting the development of small office space.
 - Policy E9, Strategy C: Preserve naturally occurring affordable housing, particularly in areas vulnerable to displacement and close to transit through new tools such as:
 - 155 an incentive program for small landlords that provides for rehabilitation of small multi-unit properties in exchange for affordability commitments.
- 159 2. Partnering with existing cooperatives and other organizations to assist tenants with acquiring and transforming housing into cooperative housing (Encouraging cooperatives also require reducing barriers to shared living. See Policy E11).
 - Policy E10: Create new affordable housing with access to transit and amenities.
 - Policy E10, Strategy B: Increase access to home ownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs.
 - Policy E10, Strategy C: Encourage more family-friendly development, including larger unit sizes and family-supportive amenities
- 158 Policy E10, Strategy E: Integrate middle housing types into low and low medium residential areas, with a focus on discouraging demolition and encouraging affordability.
 - 170
 - 169
 - 163
 - 156

TENURE DIVERSITY



HOME SIZE DIVERSITY



#153

Posted by **Clare** on **01/31/2020** at **6:54pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -2

This is the part of the plan that I am most concerned about. Overlaying increased density allowances on our central residential neighborhoods, further opens the door to large, institutional investment driven by short-term opportunity. How much of our city are we willing to sell to outside interests? There are local developers who have community interests at heart, but they are in the minority. LOCALLY-driven development is key. That doesn't mean just having a Denver office, it means having a vested interest in the community.

Reply by **Katie** on **02/04/2020** at **7:47pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

And I remember hearing a comment at a community feedback session that there is no way to require developers to keep our interests at heart. Definitely locally-driven development is key, but how to require it?

#154

Posted by **Caroline Schomp** on **03/16/2020** at **5:49pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

hyphenate "middle-density"

#155

Posted by **Ben G** on **11/12/2019** at **10:03pm** - [Link](#)

Type: Suggestion

Agree: 9, Disagree: 0

I love this!

#156

Posted by **Cindy sestrich** on **02/05/2020** at **10:44pm** - [Link](#)

Agree: 0, Disagree: 0

New affordable housing projects which demand demolition should be studied first where existing housing might be reused, revamping existing structures, before allowing zoning variances as to height and demolition. Displacement costs should be factored into the study.

#157

Posted by **Terra** on **11/26/2019** at **4:34pm** - [Link](#)

Type: *Suggestion*

Agree: 5, Disagree: -11

Affordable housing isn't prevalent in Denver and the city does need to do a better job of creating affordable housing, but we also need to consider the historic nature of these communities along with existing parking congestion. Any new development should have some requirements to blend in with the surrounding historic neighborhoods. We are losing many of our historic homes in order to make way for bland modern-looking monstrosities that do not fit the historic nature of the neighborhoods. Focus high-rises on Colfax, Park Avenue, Colorado, Broadway, and areas that already have mixed development. All new condos or apartments should also include requirements to have adequate underground parking so that they don't contribute to the already severely congested streets and parking issues in the area. I understand the focus is to encourage mass transit, however, our current system is inadequate and doesn't provide suitable transit for many commuters. This plan encourages access to transit, but where is the money going to come from to improve our mass transit system? As currently designed, our current mass transit system is limited, inefficient, unreliable, and expensive. Until it is drastically improved people will continue to drive cars.

Reply by **Azar** on **12/21/2019** at **11:33am** - [Link](#)

Type: *Answer*

Agree: 15, Disagree: -1

I agree on some points and not others, but I especially want to push back on "more underground parking". Not only does this massively increase the cost (not to mention the time required) to build more housing stock, but it's complete nonsense to say that underground parking, which only encourages more people to bring or keep their cars if they move into these areas, somehow DOESN'T contribute to congestion. Build minimal to no new parking, and make it clear up front that there will be no parking for residents of this building. If anyone decides to live there, they will go into it with open eyes; in fact, it'll favor those who don't have cars, who do not want to babysit a car all the time or who cannot afford one or who do not want to cause more pollution driving around in a car.

You're right, though, that most people cannot be expected to voluntarily get rid of their cars without some firm commitment from the city to making a car-free life viable. That means courage, leadership, and money from the top, going to improving transit and improving the experience of transit in these areas.

#158

Posted by **CPN MT** on **12/15/2019** at **9:31pm** - [Link](#)

Type: Question

Agree: 1, Disagree: -2

Can you explain how this will be done without demolishing existing homes?

Reply by **BJWilson10** on **12/19/2019** at **9:01am** - [Link](#)

Type: Answer

Agree: 1, Disagree: 0

List of strategies is in Section 2.2 Economy and Housing

#159

Posted by **CPN MT** on **12/15/2019** at **9:30pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -3

Q12 – Changing definitions of unrelated adults in dwelling units can have an unintended consequence of incentivizing demolition of existing homes for an investor built rooming house with no parking requirements.

Reply by **BJWilson10** on **12/19/2019** at **8:13am** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Where does it say to change the definition of unrelated adults?

Reply by **John Riecke** on **12/30/2019** at **10:52pm** - [Link](#)

Type: Answer

Agree: 10, Disagree: -1

Rooming houses with zero parking requirements are exactly what's needed in this area. Inexpensive housing has been outlawed for sixty years and is part of what has contributed to our current housing troubles. More micro apartments/ SROs with NO PARKING, please!

Reply by **Caroline Schomp** on **03/16/2020** at **5:55pm** - [Link](#)

Agree: 0, Disagree: 0

I was here and living in Capitol Hill 60 years ago, when there were rooming houses aplenty. There was also more crime, and people had less pride in their surroundings. It would be really wonderful if we could spread out some of the density you crave and not turn all of these neighborhoods back into what many of them were like 60 years ago.

Reply by **Clare** on **01/31/2020** at **6:42pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I understand this clause to mean working with groups of non-traditionally defined family units to purchase existing property for shared ownership. i.e. a large home in cap hill.

#160

Posted by **CPN MT** on **12/15/2019** at **9:23pm** - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Q11 – Would this focus not double down on the healthcare sector? How is this diversifying jobs?

#161

Posted by **Richard L.** on **01/28/2020** at **4:31pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

If we are serious about providing AFFORDABLE housing, we should ignore those who want parking included in any project. Parking is very expensive, whether it is providing a lot, or underground parking. Everyone wants to park in front of their residence, but making others put in expensive parking so a current resident can park in front of their house should not be a goal of the plan.

#162

Posted by **Clare** on **01/31/2020** at **6:39pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This will need to be made real through property tax credits, lower permitting fees, and expedited document review. Investment opportunities for small landlords have become almost non-existent in just the past 6-7 years.

#163

Posted by **Alison Torvik** on **01/31/2020** at **4:21pm** - [Link](#)

Agree: 0, Disagree: 0

Missing middle is easy density.

#164

Posted by **Clare** on **01/31/2020** at **6:34pm** - [Link](#)

Type: Question

Agree: 1, Disagree: 0

What is naturally-occurring affordable housing? Isn't the vast majority of pricing market-driven?

#165

Posted by **Caroline Schomp** on **03/16/2020** at **5:56pm** - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

hyphenate "missing-middle"

#166

Posted by **Bobby Reginelli** on **01/30/2020** at **8:05pm** - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

This cannot be done unless rules are relaxed by the city around development or condo-ization of older housing. Currently it is just simply too onerous, there is too long of a review period and restrictions are too great for anyone but large landlords and corporate builders to build or modify multi family housing in this area. Duplexes are the only low hanging fruit under current rules because they are exempt from lengthy plan reviews

#167

Posted by **John Riecke** on **11/24/2019** at **1:03pm** - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -1

In order to create new affordable housing we have to actually allow it to be built. Right now a large percentage of Congress Park doesn't allow anything other than what amount to mansions at current prices.

#168

Posted by **Clare** on **01/31/2020** at **6:43pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

Prioritize infill development

#169

Posted by **Katie** on **02/04/2020** at **7:50pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

But please not at the expense of single family homes. We need to keep what we have!

#170

Posted by **Rob Carnachan** on **02/04/2020** at **11:09pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

Integrating missing "middle housing types" makes sense in blocks where it already exists; however, I fail to understand why placing multi-family buildings in the middle of century-old single-family neighborhoods is a good idea.

#171

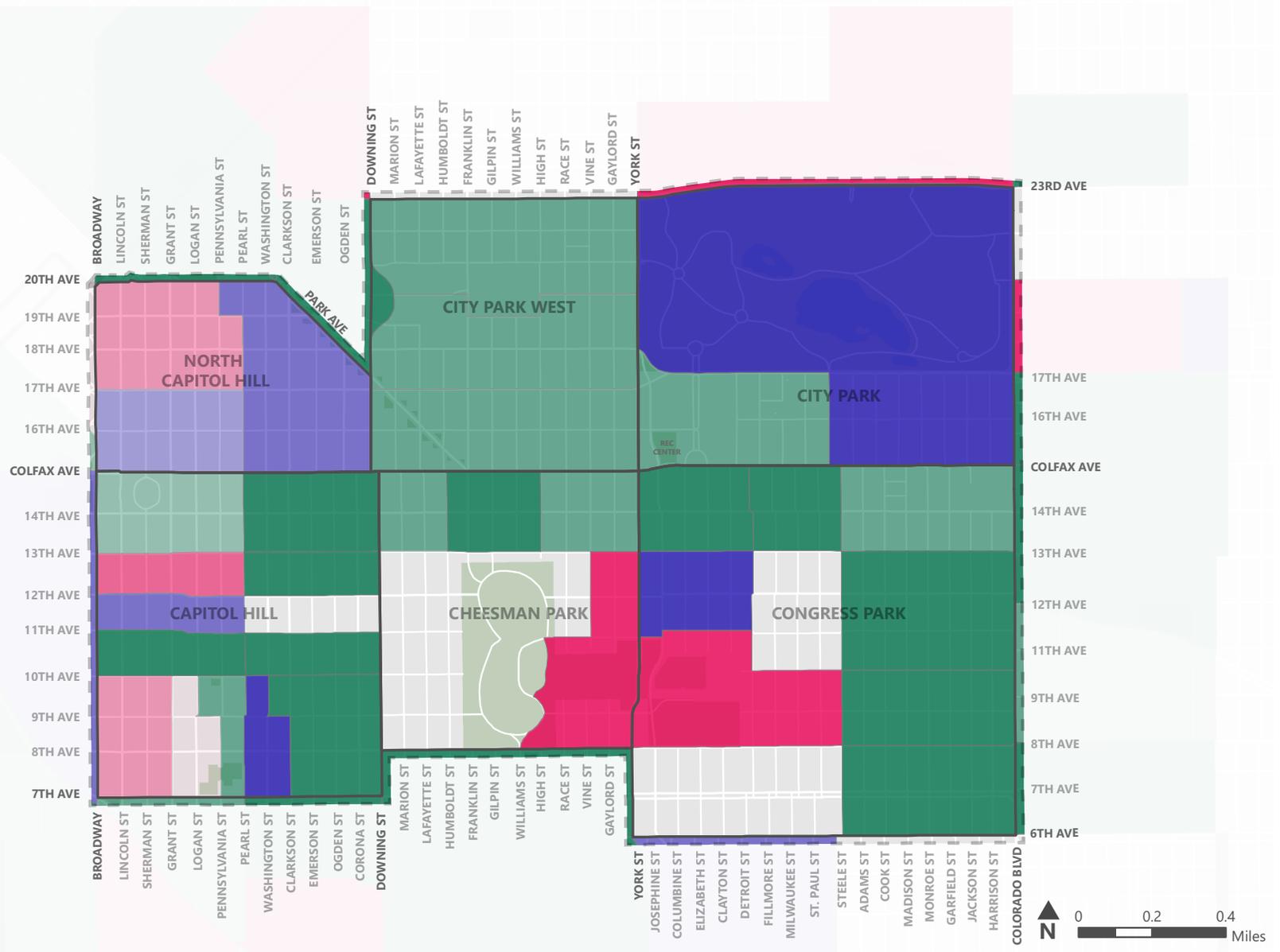
Posted by **Cynthia** on **11/19/2019** at **8:56pm** - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

So happy to see that family-friendly housing is being considered. There are so few opportunities for families that need more than two bedrooms, and apartments are often priced as if there were as many working adults in the household as bedrooms.

JOBS DIVERSITY



Areas with a mix of jobs similar to the city's overall mix of job types

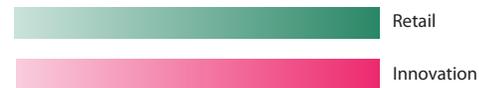


□ Census block group with less than 100 jobs. Not included in analysis of types of jobs

Areas with a predominate type of job

Less jobs per acre More jobs per acre

172



□ Plan area boundary



#172

Posted by **CPN MT** on **12/15/2019** at **9:34pm** - [Link](#)

Type: Question

Agree: 3, Disagree: 0

Q14 – Healthcare is noted as a major job sector and for future job growth Why is this not measured in the graphic?



#173

Posted by **Clare** on **01/31/2020** at **6:59pm** - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

Thank you for a well-written document with effective graphics. I appreciate the effort that went into getting to this point. This commenting tool is really handy.

Reply by **BJWilson10** on **01/31/2020** at **9:37pm** - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

AGREE! I've lived in other cities, none of which ever went to such a great length to collect community input.
THANK YOU, CITY OF DENVER!