4 COLFAX CORRIDOR

IN THIS SECTION:

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#1363

Posted by **John Riecke** on **12/31/2019** at **1:25am** - Link

Type: Suggestion

Agree: 2, Disagree: 0

Let Colfax breathe. Middle density zoning and mixed use should extend out from Colfax for a block or two.

4.1 INTRODUCTION

Colfax Avenue touches all six neighborhoods in East Central, both uniting and dividing them. The corridor has its own unique history and character and is constantly evolving. Additional change is coming with the advent of Bus Rapid Transit and significant public investments in the streetscape. Given all this, the Colfax corridor requires special attention. This chapter will analyze the character development potential of the corridor and give specific recommendations for achieving the community's vision across all topics on Colfax.

4.2 CHARACTER ANALYSIS

Character is hard to define on a street that has been defined by change. Due to this, "Colfax character" takes on many forms. From its beginning, Colfax has served as a path to opportunity – carrying hopeful people westward on horseback in the late 1800s during the Gold Rush. Remnants of its turn-of-the-century days as a residential corridor can still be found in East Central, some hiding behind added-on storefronts from when the corridor transitioned from residential to commercial uses following the age of the streetcar. After the automobile was invented and Denver's streetcar system came to a halt, the corridor once again transformed, t1365out tree lawns and wide sidewalks to make way for a wider road and parking. 1364

Colfax Avenue has long been a key east-west transportation route for Downtown Denver, Auraria Campus, Anschutz Medical Campus and nearly 50 schools — it is also a thriving community, with retail, nightlife and residential development creating a "Main Street" feel along one of the area's oldest, most historic streets. With population and business growth in the area expected to increase significantly in the next 20 years, it is time to re-imagine how Colfax functions, looks and feels while accommodating an increasing need for enhanced mobility and safety along the corridor through Colfax Bus Rapid Transit (BRT) implementation.

This rich history provides a backdrop to the "stage" of Colfax. Although the places may continue to change and evolve, the storyline shall not be lost.

DEVELOPMENT PATTERNS AND PUBLIC SPACE

The layout of blocks is quite consistent. Most blocks along Colfax include 275 feet of frontage with a 15-20 foot alley dividing the block in half. Therefore, most properties fronting onto Colfax have about 125–130 feet of frontage. However, lot depths are less consistent. Some, albeit extreme cases, are as little as 25 feet deep whereas others go back a half block and can be around 300 feet deep. Most lots are between 100-125 feet deep. 1365

The right-of-way along Colfax also varies. Closer to downtown, there is about 80 feet, which, with four travel lanes, a turn lane and occasional on-street parking, leaves very narrow sidewalks. Further east, some areas are 100 feet wide and sidewalks are asymmetrical – with more space on the north side than south. Streetscape amenities are few – due to the lack of space and ability to maintain them. In the past few years, the Business Improvement Districts have stepped up to help beautify the sidewalks by adding amenities like colorful banners, pedestrian lights, custom bike racks and trash cans. General obligation bonds passed in 2017 will contribute to upgrades in intersection safety improvements, streetscaping in certain locations, and construction of the BRT system.

PREVIOUS PLANS

The East Colfax Plan from 2004 covers the blocks north and south of Colfax Avenue between Sherman Street and Colorado Boulevard. The plan recommended commercial and residential development and multi-modal transportation along Colfax Avenue with high-quality urban design that complements the surrounding neighborhoods. These recommendations continue to be relevant and are consistent with the policies in this East Central Area Plan.

BUS RAPID TRANSIT

After more than seven years of studying East Colfax Avenue and gathering significant community input, the City and County of Denver is looking to implement center-running bus rapid transit (BRT) along the corridor, with a dedicated transit lane in each direction from Broadway to Yosemite. Rolling out BRT along one of Denver's busiest corridors to move more people, more efficiently, is a key component of Denver's Mobility Action Plan.

#1364

Posted by **Azar** on **12/22/2019** at **2:03am** - Link
Type: Suggestion
Agree: 8, Disagree: -1
Just saying, we could reverse that by taking away the parking and putting the tree lawns and wide sidewalks back.

> Reply by **Jane** on **02/05/2020** at **9:34pm** - Link
> *Type: Suggestion*
> *Agree: 0, Disagree: 0*
> I want the parked cars as a buffer. Plus, we see what happens when there are concerts at the Bluebird, parked cars go somewhere and that's just more cut-through traffic in the neighborhood.

#1365

Posted by **BBID** on **01/27/2020** at **1:52pm** - Link
Type: Suggestion
Agree: 0, Disagree: 0
Could we add in the impact? for example, This restricts the size and type of development and puts constraints on parking and building form?

#1366

Posted by **Jonathan** on **02/05/2020** at **12:49am** - Link
Agree: 2, Disagree: -1
Would be great for the pedestrian experience if we took away that parking again and added the wide sidewalks and trees again. I never walk on Colfax until the block I must to reach businesses because the experience with the cars is so unpleasant (I walk along 16th or 14th instead, until I have to turn in). The return of trees would also provide a cooling effect on the road and sidewalks!

WHAT SHOULD BE SAVED?

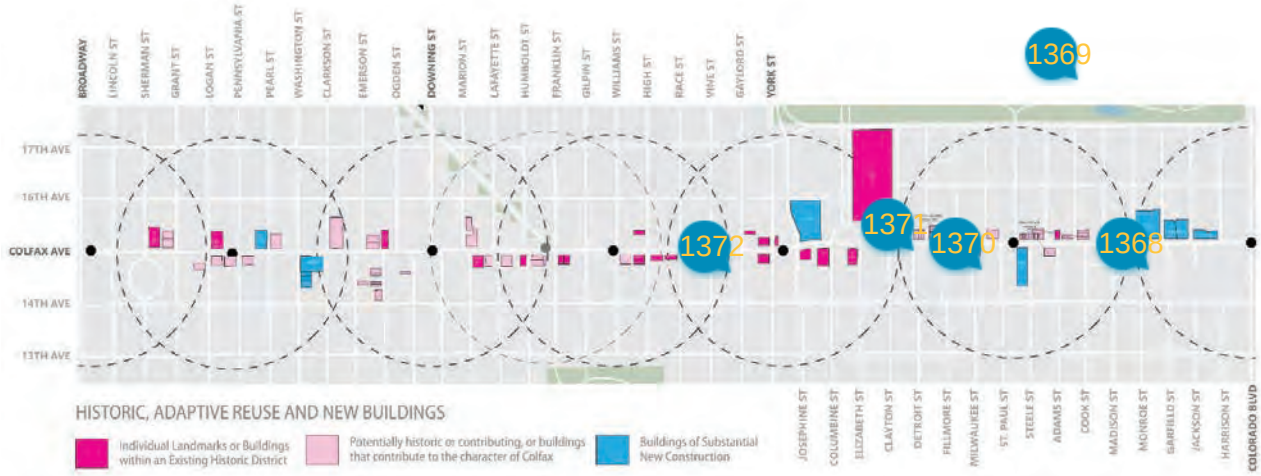
Throughout the plan process, the community agreed that the character on Colfax should be maintained, to the extent feasible. Generally speaking, there are two types of character: architectural and cultural.

- **ARCHITECTURAL CHARACTER** – this is portrayed through the physical form of prominent buildings. There are generally two types of architecture that contribute to the character of Colfax:
  - » **Landmarked and historic or contributing buildings.** These buildings have architectural integrity that have already been identified and protected (historic landmark or district).
  - » **Potentially historic, character-contributing and storefront buildings.** These buildings contribute to the character of Colfax. Many of these buildings may be applicable for historic status, which should be explored. Many of them are home to iconic businesses while others provide affordable rents for small businesses. These buildings are desired to remain and be reused to the extent feasible.
- **CULTURAL CHARACTER** – this is portrayed through people and events. Colfax has a rich cultural history, from the edgy adult nightclubs of the 60s and 70s to today's abundant LGBTQ businesses and pride. Colfax has its own marathon and is the epicenter for the Pridefest parade. It boasts local businesses and has a reputation for attracting and welcoming all walks of life. These cultural aspects are less tangible – cannot be "mapped" – but are desired to remain.

Another factor to consider when looking at which areas may redevelop, and which ones might remain for the next 20 years is taking into account **buildings of substantial size that are fairly new.** Examples include the Carla Madison Recreation Center, Sprouts, The Tattered Cover, and the Renaissance Uptown Lofts at Pearl and Colfax.

These properties are highlighted on the map below. More research is necessary to define historic or contributing status.

HISTORIC, ADAPTIVE REUSE AND NEW BUILDINGS



Top: Bluebird Theater, City Park. Middle: Pete's Kitchen, Cheesman Park. Bottom: Satire Lounge, Congress Park.

#1367

Posted by **Frank Locantore** on **01/26/2020** at **6:45pm** - Link
Type: Suggestion
Agree: 0, Disagree: 0
Pete's Satire is not in Congress Park (also "Cheesman Park").

#1368

Posted by **CPN MT** on **04/12/2020** at **10:35pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q125 – Alternate BRT Stations at Filmore and Madison need to be explored and discussed with neighborhood. Colfax Connects is open to these possible alternate locations and there have been no community engagement on this topic.

#1369

Posted by **Anne** on **01/27/2020** at **1:57pm** - Link
Type: Question
Agree: 0, Disagree: 0
nothing east of Colorado? Maybe it is cut off by the viewer?

> Reply by **Anne** on **01/27/2020** at **2:38pm** - Link
> *Agree: 0, Disagree: 0*
> Ugh sorry that is the East Plan. thanks.

#1370

Posted by **CPN MT** on **04/12/2020** at **10:35pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q125 – Alternate BRT Stations at Filmore and Madison need to be explored and discussed with neighborhood. Colfax Connects is open to these possible alternate locations and there have been no community engagement on this topic.

#1371

Posted by **Dr. JEANETTE BAUST** on **11/22/2019** at **1:24pm** - Link

Type: Suggestion

Agree: 2, Disagree: 0

Imagine my surprise, living near Colfax and Xenia, after questioning and confronting the city for 20 years, that thus plan stops at Colorado. Truly shameful! You have neglected the "ends" East and West for far to long. Utterly unacceptable. Make this right... Yesterday!

#1372

Posted by **Jonathan** on **02/05/2020** at **12:58am** - Link

Type: Suggestion

Agree: 1, Disagree: -1

So we're saying that almost all new density is supposed to go along the Colfax corridor, and all these buildings are unlikely to be demolished (for good reason! they're either historic or new), and we don't want to displace existing businesses... This math doesn't add up. We'd be forcing all new construction into just a part of the Colfax corridor, certainly displacing businesses and likely ruining the "character" this section intends to preserve.

We need to allow minimum fourplexes throughout all of Congress Park, Cheesman, Capitol Hill, South City Park. If we don't want to displace businesses here, we can't be tearing them down to build apartments that aren't permitted anywhere else.

#1373

Posted by **Anne** on **01/27/2020** at **1:56pm** - Link

Type: Suggestion

Agree: 0, Disagree: 0

I'm not sure that this clearly answers what should be saved. Can we changed this header? Carrying the character into the future - that is too long, but we are changing and we are also recognizing that there are pieces we want to carry forward and respect as is.

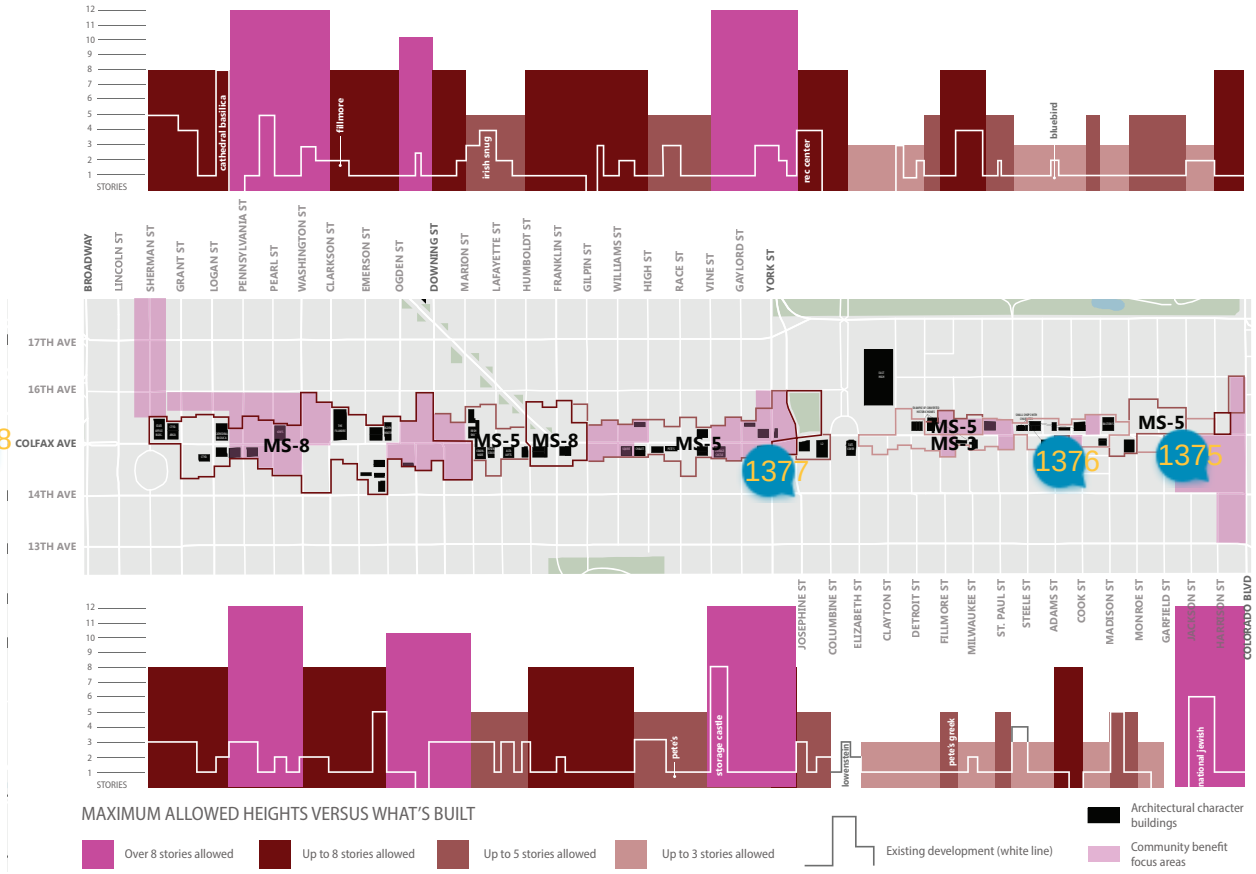
4.3 TOD ANALYSIS

In the East Central area, within the "community corridor" designation (or MS-zoned properties) for Colfax Avenue, the next 20 years could see up to 2,200 additional households and 3,300 more jobs based on city forecasts. This translates to approximately 2 million square feet of potential new development. The vision calls for concentrating this growth in appropriate areas around BRT stations in what is known as transit-oriented development (TOD).

In preparing for TOD and expected growth around BRT, it is important to first understand what the existing entitlements and compare that with the growth projections. The map below shows the allowed maximum heights (colored bars) versus the scale of on-the-ground buildings in 2019 (white line). This shows graphically that there appears to be quite a bit of available space to grow up.

However, recent examples of redevelopment are not maximizing available space. Instead, many new developments have been one-story commercial chains (7-11, Starbucks, McDonald's, Chic-Fil-A).

MAXIMUM ALLOWED HEIGHTS VERSUS WHAT IS BUILT



#1374

Posted by **Kris Vogel** on **01/22/2020** at **5:51pm** - Link
Type: Suggestion
Agree: 0, Disagree: -1
The maximum allowable height is concerning. Allowing this will completely change the character of the neighborhood. Reducing the exposure to sunlight significantly. Also, traffic is already very heavy along Colfax ave. I recommend limiting building heights to a maximum of 5 stories. Anything more will change the feel completely

#1375

Posted by **CPN MT** on **04/12/2020** at **10:42pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q126 – Please provide site specific shadow built form building studies for this proposed enhanced building height. This property is adjacent to single family homes and understanding proposed heights will help residents evaluate impacts on their homes.

#1376

Posted by **CPN MT** on **04/12/2020** at **10:41pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q126 – Please provide site specific shadow built form building studies for this proposed enhanced building height. This property is adjacent to single family homes and understanding proposed heights will help residents evaluate impacts on their homes.

#1377

Posted by **CPN MT** on **04/12/2020** at **10:41pm** - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q126 – Please provide site specific shadow built form building studies for this proposed enhanced building height. This property is adjacent to single family homes and understanding proposed heights will help residents evaluate impacts on

their homes.

#1378

Posted by **CPN MT** on **04/12/2020** at **10:46pm** - Link

Type: Suggestion

Agree: 0, Disagree: 0

Q127 – This graphic needs to be enlarged, so adjacent property owners can see what is being proposed. The small scale could be seen as being quite deceptive to the public.

BARRIERS TO DEVELOPMENT

There are multiple barriers to vertical development on Colfax today. High priority issues are listed below:

ADAPTIVE REUSE CHALLENGES

As identified in the character analysis, a lot of the buildings along the corridor contribute to the unique character of Colfax and are desired to remain. However, the process of reusing a building – specifically when changing the use from how the building functions today – is very challenging. This "change in use" qualifier triggers a slew of necessary upgrades – both inside the building and on the property. Additionally, required parking is often hard to meet for the new use. The costs associated with bringing these elements up to current standards can be prohibitive.

SMALL AND NARROW LOT CHALLENGES

What the maximum allowed heights map does not show is the unique challenges of narrow and small lots that can make vertical development challenging. Therefore, lot sizes and depths were examined for their potential to redevelop. There are a few depth dimensions that are critical to be able to accommodate vertical development:

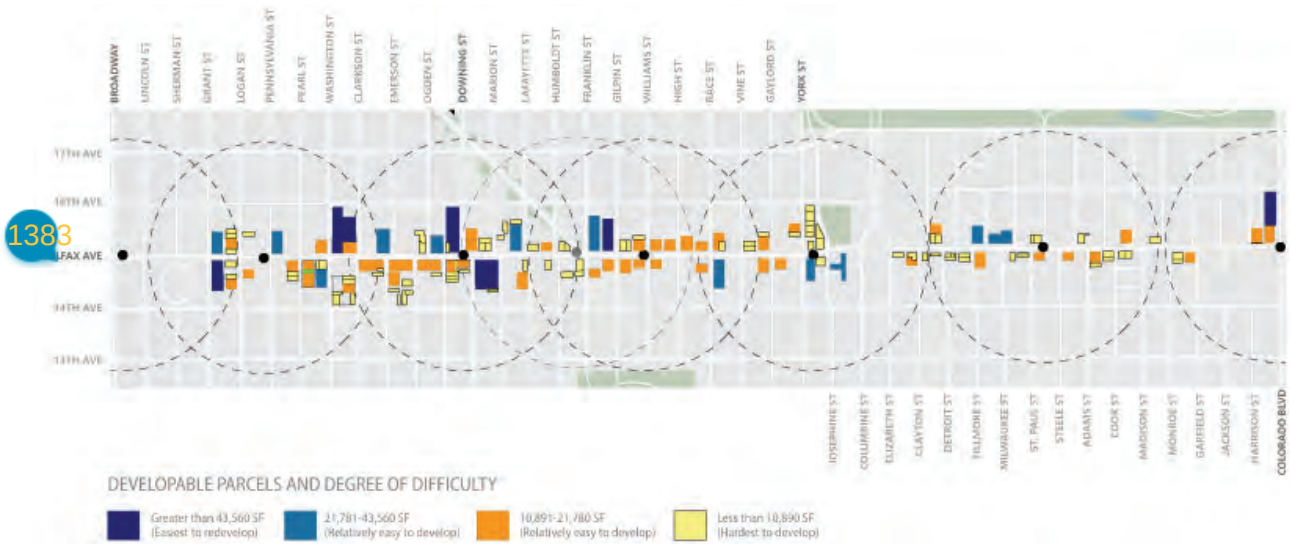
- **75' depth**. This depth is critical for rear parking with a building fronting Colfax. It provides a five foot buffer in the rear (required when adjacent to a residential zone without an alley, which is very common) and then 40 feet for a drive aisle and 90-degree parking on one side, leaving 30 feet for ground floor uses. Upper floors can be built over the parking creating more space above. With existing parking rules, on a standard width lot of 100-125 feet, this type of lot would likely result in a 2-story building.
- **100' depth.** This allows the same construction as 75' lot depth but adds an additional bay of parking. This could result in a 3-4 story building on a standard width lot.
- **125'-150' depth.** This is critical for buildings to go taller than 5 stories when adjacent to a protected district. This only applies to a couple properties currently zoned for 8 stories but should be considered for any rezoning assumptions. This dimension is also critical for getting any type of above-grade structure for parking taller buildings. Going underground is preferred, but on smaller individual lots will not be likely.

Other challenges for small lots are primarily concerned with parking requirements and return on investment. There is an existing parking exemption for lots that are 6,250 square feet or less that helps feasibility, but sometimes is still not enough, as it does not take into consideration the lot depth challenges. The other factor is the cost of construction. While there is entitlement to go taller on many lots, the challenges of doing so on small lots make it unlikely. Therefore, some of the smaller lots are over-zoned and could be overvaluing their land and development potential.

By eliminating lots with historic, potentially historic and character contributing structures, and structures of substantial size and recent construction, the following parcels are left as "developable". Small and narrow lots (yellow) have more challenges to redeveloping. Realistically, these lots would probably be assembled to create larger parcels. The orange and blue lots are most developable. Through detailed zoning analysis and conceptual lot testing, realistic floor area ratios (FARs), i.e. the amount of square footage of development on a given lot size, were assigned based on existing zoning rules to all of these lots. It was determined through this analysis that at their maximum development potential under existing zoning, these lots can handle approximately 7 million square feet of development. That is more than 3 times the expected growth for Colfax in the East Central area.

Given this analysis, yet knowing the common challenges to developing on Colfax in addition with much-desired community benefits (affordable housing, open space, preservation of existing buildings, preserving existing businesses) it was determined that a targeted, incentive-based approach to upzoning would be the best way to achieve multiple goals for the corridor and adjacent neighborhoods.

DEVELOPABLE PARCELS AND DEGREE OF DIFFICULTY



#1379

Posted by **Jonathan** on **02/05/2020** at **11:02am** - Link
Type: Suggestion
Agree: 0, Disagree: 0
Please do what you can to eliminate incentive to assemble these lots - small lot development is good for communities, and we could still add height while developing small lots.

#1380

Posted by **Anne** on **01/27/2020** at **2:04pm** - Link
Type: Question
Agree: 2, Disagree: 0
Targeted upzoning is a good strategy to bringing affordable housing to the area I would hope, but what about other strategies that would help with the preservation and small lot size development? Decreased parking minimums? Reduced use change requirements for retaining an existing structure if the structure carries cultural significance? In this way it is an incentive to maintain culture rather than a designation that an owner may not want?

> Reply by **Anne** on **01/27/2020** at **2:06pm** - Link
> *Agree: 0, Disagree: 0*
> I note that these are reflected in the strategies, but for some reason the only strategy mentioned here is upzoning?

#1381

Posted by **Anne** on **01/27/2020** at **2:01pm** - Link
Type: Question
Agree: 0, Disagree: 0
...because they offer the largest lot size and don't need to be assembled? Or because they are easier to assemble?

> Reply by **Anne** on **01/27/2020** at **2:02pm** - Link
> *Agree: 0, Disagree: 0*
> sorry I see that you go into this after this sentence.

#1382

Posted by **Frank Locantore** on **01/26/2020** at **8:52pm** - Link
Type: Typo
Agree: 0, Disagree: 0
is the "=" sign a typo?

#1383

Posted by **CPN MT** on **04/12/2020** at **10:48pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q128 – This graphic needs to be enlarged, so adjacent property owners can see what is being proposed. The small scale could be seen as being quite deceptive to the public.

#1384

Posted by **Ryan Keeney** on **02/04/2020** at **10:02pm** - Link
Type: Suggestion
Agree: 3, Disagree: -1
Reduce minimum parking requirements on constrained lots to allow them to practically meet their zoning entitlement. This neighborhood is sufficiently friendly to car-alternative transportation to warrant this reduction.

> Reply by **Ryan Keeney** on **02/04/2020** at **10:04pm** - Link
> *Type: Suggestion*
> *Agree: 3, Disagree: 0*
> Small lots are a good thing. Dense small lot development is one of the best things about this neighborhood. Regulatory relief should be implemented to incentivize construction on current lots instead of encouraging lot assembly.

#1385

Posted by **Temple** on **01/07/2020** at **2:07am** - Link
Type: Suggestion
Agree: 4, Disagree: 0
Larger retail space often has a hard time renting. These small lots are ideal for small businesses and entrepreneurs and have higher occupancy rates and flexibility. If you eliminate the parking minimums along Colfax, there is absolutely no

need to increase lot size.

#1386

Posted by **Jonathan** on **02/05/2020** at **1:01am** - Link

Type: Suggestion

Agree: 1, Disagree: -1

There should be no minimum parking requirements in the Colfax corridor. Outside of LoDo itself, this is the most transit-accessible neighborhood I am aware of (it's why I moved there). We would see many superior uses (and fewer businesses folding) if the developers and owners didn't have to support unnecessary parking spaces.

#1387

Posted by **Jonathan** on **02/05/2020** at **11:00am** - Link

Type: Suggestion

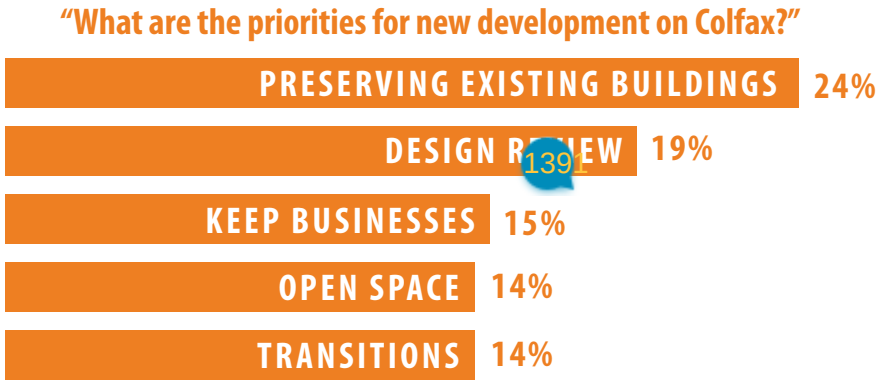
Agree: 1, Disagree: 0

Please eliminate parking minimums, particularly for lots with this smaller depth, as it will help preserve the smaller lots - assembly into larger lots won't be necessary if parking minimums are reduced, increasing ground-floor use capabilities to a complete ~70 feet here.

COMMUNITY FEEDBACK

Throughout the planning process, the community has emphasized the importance of character preservation and quality development along Colfax Avenue.

The Urban Quality Tool (UQT) diagnostic results and community feedback for three of the Colfax Avenue nodes are as follows:



Percent of Responses (227)
Source: February 2018 Community Workshops

NODE 2 COLFAX FROM PEARL TO OGDEN

- When surveyed, it scored a 3/10 in "Bustling with Activity" and 4/10 in "Pedestrian Comfort" and "Memorable Environment"

NODE 2 TOP IMPROVEMENTS

Bustling
- Replace vacant/parking lots with new buildings
- Keep existing and support new local business
- Encourage a variety of retail, business, and housing

Memorable
- Add/keep iconic elements with local flavor
- Provide more trees and shade
- Promote windows and ground floor visibility

Pedestrian
- Make crossing the street easier
- Slow down vehicular traffic

NODE 3 COLFAX FROM LAFAYETTE TO GILPIN

- When surveyed, it scored a 3/10 in "Bustling with Activity" and 3.5/10 in "Pedestrian Comfort" and 4/10 in "Memorable Environment"

NODE 3 TOP IMPROVEMENTS

Bustling
- Replace vacant/parking lots with new buildings
- Keep existing and support new local business

Memorable
- Add/keep iconic elements with local flavor
- Provide more trees and shade

Pedestrian
- Make crossing the street easier
- Widen sidewalks and reduce driveways

NODE 6 COLFAX AROUND YORK AND JOSEPHINE

- When surveyed, it scored a 3.5/10 in "Bustling with Activity" and 4.5/10 in "Pedestrian Comfort" and 4/10 in "Memorable Environment"

NODE 6 TOP IMPROVEMENTS

Bustling
- Keep existing and support new local business
- Replace vacant/parking lots with new buildings
- Provide places to sit and eat outside

Memorable
- Add/keep iconic elements with local flavor
- Provide more trees and shade

Pedestrian
- Add benches and greenery along the sidewalk
- Make crossing the street easier

#1388

Posted by **Frank Locantore** on **01/26/2020** at **8:54pm** - Link
Type: Suggestion
Agree: 4, Disagree: -1
Widen the sidewalks and reduce driveways in this and all sections.

> Reply by **Anne** on **01/27/2020** at **2:05pm** - Link
> *Agree: 1, Disagree: 0*
> second
>
> > Reply by **KLV** on **02/03/2020** at **3:57pm** - Link
> > *Agree: 1, Disagree: 0*
> > third

#1389

Posted by **Jonathan** on **02/05/2020** at **11:05am** - Link
Type: Suggestion
Agree: 1, Disagree: 0
The high speeds of traffic and turns at York and Josephine make this very unsafe for pedestrians. Please implement raised crosswalks at best, or at LEAST pedestrian bulbouts at all of these intersections.

#1390

Posted by **Frank Locantore** on **01/26/2020** at **8:50pm** - Link
Type: Suggestion
Agree: 7, Disagree: 0
For pedestrian safety, have bulb-outs include large planters or other visually-pleasing hardscapes that protects people from automobiles.

> Reply by **Jackie** on **02/05/2020** at **9:39pm** - Link
> *Type: Suggestion*
> *Agree: 1, Disagree: 0*

Yes - thank you for this great suggestion. We need to beautify and add green space while protecting pedestrians!

#1391

Posted by **Elizabeta** on **03/30/2020** at **5:16pm** - Link

Type: Suggestion

Agree: 0, Disagree: 0

Design Review will be essential to establishing quality development along the corridor and getting the neighborhood onboard.

#1392

Posted by **CPN MT** on **04/12/2020** at **10:57pm** - Link

Type: Question

Agree: 0, Disagree: 0

Q129 – Concerns about parking are continually being raised by residents. Certain streets adjacent to arterials or apartment buildings are 100% parked in the evenings and there is concern about the proposed increased density and the proposed recommendations for non-traditional households. How are these concerns being discussed or addressed in this plan?

#1393

Posted by **Elizabeta** on **03/30/2020** at **5:28pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

Please refer to earlier comments in quality of life section.

The increase in residential density planned for this corridor requires a commensurate level of investment and room dedicated to the pedestrian zones, including an emphasis on trees and greenery and ample sidewalks. The pedestrian zone, measured from property line to curb, should be a min. of 21' to accommodate conformable residential as well as commercial uses. Life in the city is not sustainable without greenery, Colfax must invest in substantial tree lawns and shade trees. Otherwise, this will be housing for a transient population, looking for their next pad possibly in the suburbs.

#1394

Posted by **Lou and Kate Kintz** on **01/14/2020** at **1:40pm** - Link

Agree: 2, Disagree: -1

Please preserve Natural Grocers at Colfax and Pearl, and also keep their parking lot. Many people can't manage carrying a large load of groceries while walking, let alone on a bus, bike or scooter.

#1395

Posted by **Philip** on **02/04/2020** at **9:30pm** - Link

Agree: 3, Disagree: 0

I agree that Colfax is plagued by parking lots and vacant lots. Would love to see these filled in with pedestrian-friendly new development.

4.4 RECOMMENDATIONS

C-L1

POLICY

Reduce regulatory barriers to make it easier to reuse existing buildings that contribute to the character of Colfax and offer a higher level of protection for more significant buildings.

BACKGROUND

The community's vision emphasizes incorporate existing buildings as new development occurs on the corridor. However, as described above, current requirements can make reusing an existing structure difficult. The community also values recognizing the history of Colfax beyond preserving buildings. Creating a historic district, which was also recommended in previous Colfax plans, would offer a higher level of protection for some of the more significant buildings on the corridor and ensure that new development responds to and reflects the unique history.

STRATEGIES

A. Establish an Adaptive Reuse Ordinance that reduces barriers to reusing structures. Explore the following:

1. Modify standards for public right-of-way improvements to be proportional to the cost of improvements while ensuring new projects meet the vision and goals of this plan. Consider the following:
   a. Eliminating the land dedication requirement for Colfax right-of-way when it would result in a lot being less than 75-feet deep.
   b. Allow existing alleys to be used to access to properties. See Policy C-L3.
   c. If a property redevelops in an area that will receive streetscape upgrades from the initial Colfax BRT or other bond-initiated project, either allow these public funds to be used by and implemented by the developer or eliminate this requirement.
2. Eliminate parking requirements for structures more than 50 years old.
3. Evaluate health and fire code standards to make development more feasible while maintaining safety.
4. Adopt and abide by the International Existing Building Code (IEBC). Adjust definition of buildings of historic value in the IEBC to address Colfax-specific situations and ease changes in use.

B. Create a Local Historic or Cultural District.

1. Initiate a study to determine eligible properties.
2. Consider application of a Transfer of Development Rights (TDR) program as an incentive to encourage property owners to participate in a historic district.
3. Work with Historic Denver, Landmark Preservation staff and the Business Improvement Districts to establish criteria and goals, as well as operational aspects of the TDR program.
4. Establish design standards and guidelines so that new development responds appropriately to the history and character. See Policy L8.

#1396

Posted by **Jonathan** on **02/05/2020** at **11:07am** - Link
Type: Suggestion
Agree: 3, Disagree: 0
This should be true for new buildings as well. The parking requirement is what's killing small business hopes and preventing this from becoming a truly walkable neighborhood

#1397

Posted by **Temple** on **01/07/2020** at **2:11am** - Link
Type: Suggestion
Agree: 8, Disagree: -1
Allow new development by removing parking minimums for new construction along Colfax as well! I recently had a friend who wanted to start a wedding venue at an old abandoned building, and was told by the city that she would need to buy 4 more lots just for parking to make her dream work. Parking minimums destroy small local businesses and redevelopment.

> Reply by **KLV** on **02/03/2020** at **3:58pm** - Link
> *Agree: 2, Disagree: 0*
> What a disappointing outcome.
>
> Reply by **Jackie** on **02/05/2020** at **9:42pm** - Link
> *Type: Question*
> *Agree: 0, Disagree: 0*
> I'm confused about the parking minimums. It seems there are a lot of small local businesses on colfax. How is it that parking minimums that currently exist are causing an issue?

#1398

Posted by **Anne** on **01/27/2020** at **2:09pm** - Link
Type: Question
Agree: 4, Disagree: 0
Curious why 50 years? Seems like an arbitrary cut off. Is there another way of delineating that a structure is exempt from

parking requirements due to the cultural or historical nature? Or should it be that all buildings, regardless should have reduced or eliminated requirements?

Reply by **KLV** on **02/03/2020** at **3:59pm** - Link
Type: Question
Agree: 1, Disagree: 0
I am also curious.

#1399

Posted by **Azar** on **12/22/2019** at **2:04am** - Link
Type: Suggestion
Agree: 11, Disagree: -2
Always in favor of removing parking requirements!

#1400

Posted by **Frank Locantore** on **01/26/2020** at **9:04pm** - Link
Type: Suggestion
Agree: 4, Disagree: 0
"Thumbs up for this."

COLFAX CORRIDOR RECOMMENDATIONS

LAND USE

C-L2

Encourage new development to provide community benefits adjacent to transit stations. Create a program that links potential increases in building heights or flexibility in zoning in specified areas in exchange for public benefits.

BACKGROUND POLICY

Affordable housing is overwhelmingly desired and needed in the East Central neighborhoods and it was expressed by the community that Colfax, with future BRT, is a preferred location for adding affordable units. Many tools will be needed to meet affordable housing goals. Incentive programs offer one way to contribute to affordable housing goals, as well as other desired community benefits.

STRATEGIES

A. Refer to Land Use and Built Form chapter for height and community benefit recommendations and also consider the following Colfax-specific community benefits refinements:

1. Affordable housing targets will be a prerequisite for the program. Other Colfax-specific community benefits that this program could help implement include:
   a. Providing publicly accessible open space around transit stations, such as small plazas, that provide places to sit outside and socialize. These areas should have a high degree of programming to activate them as well as be surrounded by active ground floor uses and lighting to provide eyes on the spaces and keep them safe.
   b. Linking the TDR program to the incentive program by encouraging a developer to purchase additional development rights from an existing property that is desired to remain or to incorporate existing buildings in new development.
   c. Offering in-lieu fees to go toward a small business retention fund to help existing small businesses remain in a changing corridor and economy or incorporate existing small business space into new development.

B. Modify building form and transition standards to take into account the challenging size of lots on Colfax and to encourage better outcomes. This zoning flexibility could be offered through design guidelines and/or by modifying base zoning standards. Consider the following:

1. Reducing the front step-back of 20' after 5-stories to be a lesser dimension and for only a portion of the façade.
2. Allow increased setbacks on the ground floor when they contribute to a desired goal, such as café seating along the sidewalk or small open spaces such as courtyards and pedestrian passages.
3. Modify required rear step-backs to achieve specific goals. For example, on the north side of the street where shading of neighbors is a concern, allow modifications of the required step backs so long as a sun study can determine an equal or greater amount of sun access. On the south side, consider relaxing step-back requirements while still considering privacy of neighboring properties (i.e. limit placement of balconies and upper level outdoor space).
4. Require the side street ground floor setbacks adjacent to neighboring properties to match the rest of that street's front setbacks for a percentage of the side street frontage.
5. Modify building forms and standards so that ground floor residential in areas not directly adjacent to BRT stations is more feasible. Adding "General" or "Apartment" forms with modified build-to and transparency requirements could help.

#1401

Posted by **Elizabeta** on **03/31/2020** at **10:37am** - Link

Type: Suggestion

Agree: 1, Disagree: 0

Remove the car lanes from Colfax and dedicate some of the space gained to the properties along it, thereby making these properties more feasible to develop and using this trade to leverage more affordable housing. Reconfigure ROW to serve pedestrians/green infrastructure, transit and bikers.

#1402

Posted by **Frank Locantore** on **01/26/2020** at **9:06pm** - Link

Type: Suggestion

Agree: 2, Disagree: 0

"Thumbs up/support for this."

#1403

Posted by **Jonathan** on **02/05/2020** at **10:10pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

This should recommend eliminating the rear setback requirements completely. When people purchase homes, they buy the land and the buy the home on top of it. They do not purchase air rights, sun rights, or some right to privacy. Whether a new building places another in the shade or might have balconies overlooking a backyard should never be a consideration in its approval. Most developed countries build homes that can see into others' yards. I have a house and can see into all my neighbors' yards from my second story... Why would a building with balconies be treated differently than my house?

#1404

Posted by **Frank Locantore** on **01/26/2020** at **9:09pm** - Link

Type: Suggestion

Agree: 4, Disagree: 0

"Thumbs up/support for this."

#1405

Posted by **Frank Locantore** on **01/26/2020** at **9:11pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

How many blocks is "directly adjacent?" Can we say residential on the ground floor in the 3rd block from transit stops?

#1406

Posted by **CPN MT** on **04/12/2020** at **11:07pm** - Link

Type: Suggestion

Agree: 0, Disagree: 0

Q131 – The studies have been completed on these recommendations – Please show graphics of what is being described so your intent is clear.

#1407

Posted by **CPN MT** on **04/12/2020** at **11:04pm** - Link

Type: Suggestion

Agree: 0, Disagree: 0

Q130 – To understand proposed impacts of additional building heights more site specific studies which show existing and new additional height structures with impacts to privacy and shadows in the winter.

CITY PARK TRANSITION

Increase upper story rear step-backs above 51-feet to help with concerns about mass and scale, privacy and access.

Decrease upper story front step-backs on Colfax to achieve the intent of establishing a pedestrian-scaled street but allow for upper stories to come closer to the street.

Existing historic or protected district

Establish side street setback rule next to historic and protected districts where new development matches the neighboring property's setback for a portion of the facade.

Modify build-to requirements to facilitate cafe seating.

#1408

Posted by **Elizabeta** on **03/30/2020** at **5:00pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

More priority should be given to shade trees and large planting strips in the ROW. There are too many elements competing for space under and on the sidewalks, and they all seem to take precedence over planting trees- that needs to be stopped and reversed. Also, at a minimum, make the entire sidewalk amenity zone permeable - either occupied by tree lawns or by permeable paving surfaces, such as crushed rock or unit pavers. This should be the norm on commercial streets as well, such as Colfax.

#1409

Posted by **Elizabeta** on **03/31/2020** at **10:42am** - Link

Type: Suggestion

Agree: 0, Disagree: 0

All sidewalks should be more generous and greener.

#1410

Posted by **Jonathan** on **02/05/2020** at **10:20pm** - Link

Type: Suggestion

Agree: 1, Disagree: -1

Again, privacy and sun access should not be considered in regards to rear setbacks. Persons in two-story single family homes can see into all of their neighbors backyards, apartments and condo balconies should not be treated differently. Purchasing a home does not give you a right to sunlight on your home at all hours of the day.

COLFAX CORRIDOR RECOMMENDATIONS

LAND USE

C-L3

BACKGROUND POLICY

Encourage redevelopment along and activation of all 1411

Alleys are underutilized public spaces that have the potential to be improved as shared or pedestrian-only spaces and can function as much-needed public open space. They can be activated by adjacent buildings with windows, doors, lighting, benches, café seating and public art. If opened up, they may provide more affordable "back door" commercial spaces for new small businesses.

STRATEGIES

1412

A. Work with Business Improvement Districts and Arts and Venues to create an "Activate Alleys" program that provides financial or technical assistance to property owners for public art and public realm enhancements.

1. Find a willing property owner to pilot an alley activation project for a summer.
2. Provide financial assistance to property owners who wish to relocate utilities.
3. Allow building over the alley on upper floors and creating enhanced alleys with utility easements. Modify standards so that improvements over utility easements for amenities like seating, lighting, and public art are not prohibited.

B. Where redevelopment occurs along an alley, encourage enhanced design solutions and small commercial spaces to help activate these spaces and make them feel safer.

1. Include design guidelines for alleys in the guidelines for centers and corridors. See Policy L8.

#1411

Posted by **Anne** on **01/27/2020** at **2:13pm** - Link
Agree: 1, Disagree: 0
yeah! Excited to see this idea here.

> Reply by **KLV** on **02/03/2020** at **4:02pm** - Link
> *Type: Question*
> *Agree: 3, Disagree: 0*
> Does this refer to what has been done all over RINO and Milk Market? Love this.

#1412

Posted by **Anne** on **01/27/2020** at **3:13pm** - Link
Type: Suggestion
Agree: 1, Disagree: 0
There are several spots where I note that BIDs are an identified partner. I think that this is a great idea, but having some structure to this - a consistent contact at CCD and potentially a matching grant for synergistic efforts would be great.

Regarding the allies - I recall that they are currently for residential access and part of the limitation for use and future development/redevelopment is that they are not available for business use. Would part of this recommendation be adding flexibility to the alley uses?

> Reply by **Jonathan** on **02/05/2020** at **10:41pm** - Link
> *Type: Question*
> *Agree: 0, Disagree: 0*
> I was wondering this as well! Are these alleys really available for use as public space? I assumed they were all required to be kept free of decor, seating, etc so they could be used for vehicular access.

COLFAX CORRIDOR RECOMMENDATIONS

LAND USE

C-L4

POLICY

Amend sign regulations to allow creative solutions to signs that fit the character of Colfax.

BACKGROUND

Signage along Colfax is part of it's history. Allowing more flexibility for signs can help preserve the corridor's character while also benefiting its businesses.

STRATEGIES

A. Allow neon and chasing neon light signs and encourage the preservation of existing signs of this nature.

B. Allow creative and artistic signs, such as signs fused with art and signs integrated with iconic distinctive features, that reflect the history or character of Colfax

C. Allow blade signs.

D. Amend square footage rules to encourage more creativity and artistic expression.

E. Allow roof signs.

F. Revise rules about panels and the amount that can contribute to advertising/allowable sign square footage.

C-L5

Discourage low utilization of land and auto-oriented uses along Colfax.

Drive-thrus and other small buildings with large parking lots are incompatible with this plan's vision for a vibrant and walkable Colfax corridor. Restricting these types of development will encourage more efficient use of land, ensuring more residents, employees, and business patrons can enjoy the area.

A. Consider modifications to regulations to discourage drive-thrus and encourage multi-story, mixed-use development, such as:

1. Updating limitations on the drive-through building form to include the Colfax corridor.
2. Changing the current minimum height in MS-5 or higher from 24 feet to two stories.

#1413

Posted by **KLV** on **02/03/2020** at **4:09pm** - Link
Type: Suggestion
Agree: 3, Disagree: -1
Huge yes to this. Great idea.

#1414

Posted by **KLV** on **02/03/2020** at **4:08pm** - Link
Type: Suggestion
Agree: 6, Disagree: -1
Yes! We so need to be done with buildings such as the drive-thru McDonald's on Colfax/Pennsylvania that takes up so much space just considering the restaurant building itself, not to mention the parking and drive-thru. There is great opportunity here.

#1415

Posted by **Frank Locantore** on **01/26/2020** at **9:21pm** - Link
Type: Suggestion
Agree: 3, Disagree: 0
"Thumbs up/support for this."

#1416

Posted by **Jonathan** on **02/05/2020** at **10:45pm** - Link
Type: Suggestion
Agree: 1, Disagree: 0
Yes, please get rid of all these drive throughs! As a pedestrian, I've almost been hit by cars coming in and out of the many Colfax drive throughs many times. Particularly at Starbucks in the morning rush.

#1417

Posted by **Galia H.** on **12/02/2019** at **1:26pm** - Link

Type: Question
Agree: 0, Disagree: 0
I am not sure what the motivation or intended outcome for this recommendation are. Do planners anticipate third party private advertising or advertising solely from the buildings' proprietors?

> Reply by **Frank Locantore** on **01/26/2020** at **9:19pm** - Link
> *Type: Answer*
> *Agree: 0, Disagree: 0*
> I've had experience with this for the mural on the large wall across from Argonaut Liquors. Because the mural includes words ("Streets are for the people") it required getting a sign permit rather than a permit/permission to just paint a mural. It was extremely time-consuming.
>
> > Reply by **Jackie** on **02/05/2020** at **9:45pm** - Link
> > *Agree: 0, Disagree: 0*
> > I would hate to see more signage. I love murals but the words really detract. Murals should be able to convey a concept without words if the art is good I would think.

#1418

Posted by **Frank Locantore** on **01/26/2020** at **9:20pm** - Link
Type: Question
Agree: 4, Disagree: 0
Is there a difference b/w a "roof sign" and a "billboard?" Billboard are definitely not desirable.

> Reply by **Anne** on **01/27/2020** at **2:15pm** - Link
> *Type: Suggestion*
> *Agree: 1, Disagree: 0*
> agreed. I am actually not so sure a roof sign would be desirable. It doesn't seem to work with the protected districts are next to these shallow commercial lots. I haven't been around for a lot of the conversations, but this one surprised me a bit.
>
> Reply by **KLV** on **02/03/2020** at **4:13pm** - Link
> *Agree: 1, Disagree: 0*
> Agreed on the undesirability of billboards, in so far as we are not including the types of signage involving lighted letters that make up a business' name (can't quite nail it down on the Google).

Reply by **Alex** on **04/03/2020** at **4:24pm** - Link

Type: Suggestion

Agree: 0, Disagree: 0

Seconded. Business names would be alright, but billboards and more advertising are undesirable.

#1419

Posted by **KLV** on **02/03/2020** at **4:05pm** - Link

Type: Question

Agree: 7, Disagree: 0

Are neon lights not currently allowed? Either way, we should work to allow and/or encourage the use of them as they add such an amazing level of character. IMHO.

COLFAX CORRIDOR RECOMMENDATIONS

ECONOMY

C-E1

POLICY

See POLICY E2: Strengthen the professional services market by promoting the development of small office space.

BACKGROUND

As Colfax Avenue transitions from an auto-dominated corridor to a transit-rich multimodal corridor, and with changes in the role of retail space in the larger economy, there may be areas where retail is less viable and alternative uses would be appropriate. While it is important to retain retail uses around the stations of the future BRT, office uses are a way to bring people to the corridor and generate street activity in between stations.

STRATEGIES

A. Coordinate with BIDs on work plans to provide services that help property owners to better utilize existing real estate along Colfax for small professional services.

B. Where retail or restaurants might be difficult to accommodate and/or in areas outside of anticipated retail nodes near BRT stations, encourage and allow ground floor activation (beyond retail and restaurant uses) with office uses, services, or innovation/flex spaces.

C-E2

Provide additional support to community-serving retail businesses and improve the development environment along Colfax.

Colfax is the primary retail corridor in East Central, with 51% of the area's retail businesses located along the street. While the corridor currently performs fairly well, with just 4.5% of storefronts vacant, rising rents threaten to displace existing businesses cherished by the community, while the barriers to development described above make it difficult to add new space or adaptively reuse existing spaces for retail.

A. *See Policy E4:* Improve the regulatory process to provide additional support for existing and new small businesses in the area.

B. *See Policy E5:* Work in tandem with Business Improvement Districts (BIDs) to provide technical assistance to existing small independent businesses to help them succeed and prevent involuntary displacement.

C. *See Policy E6:* Broaden the range of financial incentives for small independent businesses and landlords to strengthen the area's tenant mix and help prevent displacement.

D. *See Policy E7:* Support and develop new community-minded ownership models that have a goal of maintaining East Central's variety of small, local businesses.

#1420

Posted by **Temple** on **01/07/2020** at **2:13am** - Link
Type: Suggestion
Agree: 8, Disagree: -2
Eliminate parking minimums and Colfax will get new development and new small local restaurants and businesses. Parking minimums are destroying would be walkable local entrepreneurs and businesses.

> Reply by **KLV** on **02/03/2020** at **4:16pm** - Link
> *Type: Suggestion*
> *Agree: 2, Disagree: -1*
> I am not sure I would believe your statement myself, were it not for all the studies I have read. Parking minimums really are a detriment to society, and need to go extinct.

#1421

Posted by **Anne** on **01/27/2020** at **3:14pm** - Link
Type: Question
Agree: 0, Disagree: 0
Maybe another strategy about how to formalize the partnership with the BIDs? Clearly outline expectations and benefits to both sides?

COLFAX CORRIDOR RECOMMENDATIONS

ECONOMY

C-E3

POLICY

Create a multi-faceted BRT construction mitigation program for small businesses along the Colfax corridor to help them thrive during the period of construction.

BACKGROUND

While the BRT will create an improved Colfax corridor, it will require significant construction that will potentially disrupt businesses near future stops. A range of strategies are recommended to help mitigate this disruption and ensure businesses have an opportunity to thrive once BRT is complete.

STRATEGIES

A. For the BRT construction period, dedicate a City staff position that assists small business owners within the BRT impact area to carry out the mitigation initiatives listed as strategies B-H below.

B. Expand and adapt the pilot Business Impact Opportunity (BIO) Fund to the Colfax corridor, using city general funds and a portion of the BRT project budget.

1. Offer grants to small businesses to make up portions of a documented revenue gap experienced during construction months. (See profile of Los Angeles's Business Interruption Fund.)
2. Make funds available for extra marketing and special events during periods of construction.
3. Pursue additional funding opportunities, such as federal grants, to bolster resources for BRT small business mitigation.

C. Encourage station-by-station construction patterns that minimize the disruption to businesses around individual BRT station areas. Coordinate construction scheduling to account for seasonality, time of day, loading/unloading, and other concerns, acknowledging that this may differ by station area depending on the makeup of businesses.

D. Create temporary wayfinding and signage on key routes, including 13th, 14th, 17th, and 18th Avenues to account for reduced visibility and access to Colfax businesses during construction.

E. Evaluate and implement innovative ways to maintain pedestrian connectivity and access (across Colfax and crossing streets) during road closures.

F. Require the BRT construction contractors to hire local subcontractors, use local services from within East Central during the planning and construction periods, and encourage construction employees to patronize Colfax businesses.

G. Leverage Transportation Management Association's (TMA) in the area to offer transit passes for corridor employees (Eco-Passes) to help mitigate BRT construction impacts and free up parking spaces for customers (see Policy C-E4).

H. Ensure the public art projects required by the Denver Public Art program enhance the pedestrian environment and contribute to the unique character of Colfax.

#1422

Posted by **Anne** on **01/27/2020** at **3:16pm** - Link
Type: Suggestion
Agree: 1, Disagree: 0
And ensure consistent TMA coverage along the corridor prior to construction start (currently Bluebird is actually not covered by the TMA boundaries)

#1423

Posted by **Frank Locantore** on **01/26/2020** at **9:53pm** - Link
Type: Suggestion
Agree: 3, Disagree: 0
Ensuring crossing Colfax is important. It's also crucial to make sure that sidewalks are not closed during construction so that pedestrians can walk by the front of businesses on Colfax.

> Reply by **KLV** on **02/03/2020** at **4:24pm** - Link
> *Type: Suggestion*
> *Agree: 2, Disagree: 0*
> And to ensure that protected sidewalks are done such that it is not virtually impossible to see businesses. This might not be the best example, but the Milk Roll at the corner of Colfax and Madison were virtually, at least visually, non-existent while the 5 story building they are a part of was completed. There had to have been a better way to protect pedestrians while ensuring business visibility.
>
> Again, that was probably a bad example. Sorry.
>
> > Reply by **Jackie** on **02/05/2020** at **9:52pm** - Link
> > *Type: Suggestion*
> > *Agree: 0, Disagree: 0*
> > I LOVE the new crossing at Colfax and Steele. That the street is painted beautiful and when I'm walking AND biking I get the benefit of a signal. We need A LOT more of this all down Colfax. I feel much safer there and see a lot more foot traffic there now too. I don't want to hear any hooey about traffic lights too close together because there is one at Adams and one at Steele and both are used frequently. We should have more 4 way stops throughout all of these neighborhoods and reduced speed limits too. It is time to

take this Vision Zero thing up a notch. I feel like there is a bicycle lobby but not a pedestrian lobby. I've had the bicycle folks tell me they don't want more 4 way stops. I bike and walk and think that walking should take full priority.

#1424

Posted by **Paula Machlin** on **02/05/2020** at **12:14pm** - Link
Agree: 0, Disagree: 0
Really need to mitigate negative impacts in whatever creative ways are possible. Denver is not known for being responsive to small businesses so change that culture NOW

#1425

Posted by **John Riecke** on **12/31/2019** at **1:27am** - Link
Type: Suggestion
Agree: 6, Disagree: -2
Remove parking, paint bus lanes, add trees. Easy-peasy.

> Reply by **KLV** on **02/03/2020** at **4:18pm** - Link
> *Type: Suggestion*
> *Agree: 2, Disagree: 0*
> And we in the community need to be sure to remind our fellow neighbors to be sure to not forget about those businesses during BRT construction.
>
> Reply by **Jackie** on **02/05/2020** at **9:48pm** - Link
> *Type: Suggestion*
> *Agree: 1, Disagree: -2*
> Removing parking is just going to push parking and cut through traffic into the neighborhoods. I'm not sure it's that simple. We want people to frequent our local businesses so we shouldn't make it hard for customers to get there if traveling from somewhere that is not easy on the busline.

#1426

Posted by **Frank Locantore** on **01/26/2020** at **9:51pm** - Link
Agree: 1, Disagree: 0

"Thumbs up/support for this."

#1427

Posted by **Frank Locantore** on **01/26/2020** at **9:51pm** - Link

Agree: 1, Disagree: 0

"Thumbs up/support for this."

COLFAX CORRIDOR RECOMMENDATIONS

ECONOMY

C-E4

POLICY

Help businesses prepare for a future BRT multi-modal retail environment that is more neighborhood oriented and pedestrian friendly.

BACKGROUND

With the introduction of BRT, the Colfax corridor will evolve from an auto-oriented thoroughfare into a neighborhood-serving, multimodal main street. Businesses prepared for this improvement will reap the benefits of a more appealing retail environment and an expanded customer base.

STRATEGIES

A. Evaluate the best option for the Colfax corridor to join an existing regional Transportation Management Association (TMA) to encourage a variety of transportation modes in the East Central Area. The TMA will help implement strategies B-F below (see Policy M12).

B. Work with BIDs and TMAs to offer Transportation Demand Management (TDM) services and training that help businesses and could include:

1. Online ordering and delivery services
2. Online sales via business websites
3. Large-item delivery services, for goods such as home décor and gardening supplies

C. Work with BIDs and TMAs to find solutions for parking and loading challenges.

1. Encourage shared parking arrangements for neighboring businesses. Greatest opportunities may exist for businesses with different hours and ones with large existing lots such as grocery stores.
2. Ensure residential parking permit programs consider the impacts to neighborhood businesses.
3. Formally allow use of alleys for business loading/unloading.
4. Work with businesses to schedule merchandise deliveries during off-peak hours.

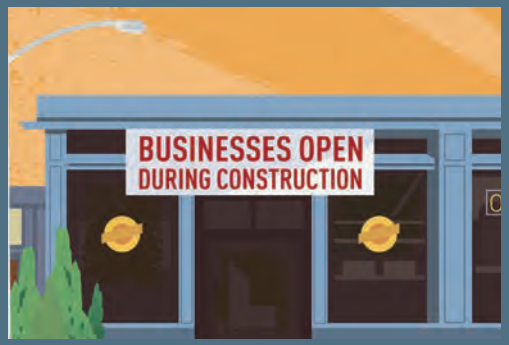
D. Ensure pedestrian safety enhancements are incorporated into BRT implementation. Priority improvements should include:

1. Enhanced crosswalks at lighted intersections
2. Pedestrian crossings at median gaps
3. Pedestrian-scale lighting
4. Improved sidewalks, landscaping, and street furniture
5. Street trees and stormwater planters

E. Conduct outreach to large employers to promote employee carpool, rideshare, and teleworking programs.

F. Offer transit passes for corridor employees (Eco-Passes) to help kickstart BRT, support citywide TDM goals, and free up parking spaces for customers.

G. Provide technical assistance for small independent businesses to attract more customers from the surrounding neighborhoods through marketing and other tools.



Case Study:
Los Angeles Metro's Business Interruption Fund

Since 2014, LA Metro – the region's transportation authority – has operated a Business Interruption Fund (BIF) that provides financial assistance to small "mom and pop" businesses located along transit rail corridors that are impacted by major construction. Grants are offered to cover certain fixed operating expenses. Metro has designated $10 million annually to be used for implementation of the BIF. Qualifying small businesses are eligible to receive a grant of up to $50,000 annually based on demonstrated revenue loss. The BIF grant can be used to cover fixed operating expenses such as rent/mortgage, utilities, insurance, and payroll. LA Metro operates the BIF in collaboration with a local Small Business Development Center (SBDC). In total, the BIF has awarded more than $19 million to 340 businesses.

Photo Source: LA Metro

#1428

Posted by **Frank Locantore** on **01/26/2020** at **10:00pm** - Link
Type: Question
Agree: 0, Disagree: 0
Ensure, how?

> Reply by **KLV** on **02/03/2020** at **4:28pm** - Link
> *Type: Suggestion*
> *Agree: 0, Disagree: 0*
> Perhaps dedicated parking enforcement just for the BRT and Colfax Corridor construction?

#1429

Posted by **Frank Locantore** on **01/26/2020** at **10:01pm** - Link
Agree: 4, Disagree: 0
"Thumbs up/support for this."

> Reply by **Anne** on **01/27/2020** at **3:18pm** - Link
> *Agree: 2, Disagree: 0*
> and roll this out prior to BRT
>
> > Reply by **KLV** on **02/03/2020** at **4:25pm** - Link
> > *Agree: 1, Disagree: 0*
> > A roll-out prior to BRT sounds like a logical step.

#1430

Posted by **Susan Miller** on **02/04/2020** at **11:50pm** - Link
Type: Suggestion
Agree: 0, Disagree: -1
I don't think residential parking permit programs are appropriate. Open street parking should be available for all taxpayers to use. Furthermore, I think it hurts the small businesses when there is such restrictive parking, plus it sends a message to customers that they aren't welcome in that neighborhood.

Reply by **RRR** on **03/10/2020** at **1:30pm** - Link

Agree: 0, Disagree: 0

I think residential parking programs can be appropriate - perhaps with an analysis based on the percentage of residences and proximity to retail et al. We have half a dozen new restaurants (or more) near Colfax (along 17th) with no additional parking, forcing increased parking towards Colfax. Having said that, it does feel unwelcoming when attempting to park near the botanic gardens for concerts.

#1431

Posted by **Anne** on **01/27/2020** at **3:17pm** - Link

Type: Suggestion

Agree: 2, Disagree: 0

All of these seem like great ideas that stand independent of BRT - I would love to see these implemented in the near term, and long -term BRT construction starts.

#1432

Posted by **Galia H.** on **01/21/2020** at **1:00pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

I feel good about shared parking if the businesses want it.

COLFAX CORRIDOR RECOMMENDATIONS

ECONOMY

C-E5

POLICY

Create new affordable housing along Colfax Avenue, providing residents access to transit and amenities.

1434

BACKGROUND

With access to great transit service and the planned BRT improvements, Colfax Avenue provides a significant opportunity for new affordable housing development. Locating housing along the corridor will give residents convenient access to jobs, education, services, and amenities.

See complete list of strategies in Section 2.2 Economy and Housing.

STRATEGIES

A. Ensure that the value of increased development potential is shared with the community through the provision of affordable housing or other community benefits (See Policy E10 and C-L2).

B. Support acquisition of land by the City and/or its partners, such as Denver Housing Authority and community land trust entities, for future affordable housing.

1435

C. Promote the use and expansion of tools, such as Low Income Housing Tax Credits, Tax Increment Financing, and the Affordable Housing Fund, to fund development of affordable housing development.

D. Ensure new affordable housing is

1. Affordable to households earning very low, low, and moderate incomes, consistent with adopted city policy.
2. Sized to accommodate a range of households, including families.
3. Dedicated as affordable for a period of time consistent with or greater than adopted city policy.
4. Of similar types to market-rate housing built within the plan area.

E. Work with affordable housing developers and managers on transportation demand strategies that help ensure residents have access to multimodal transportation options (Also see Policy C-M9).

#1433

Posted by **Will McClain** on **01/21/2020** at **5:06pm** - Link

Type: Suggestion

Agree: 3, Disagree: 0

Spread affordable housing throughout the city, instead of clustering it in one area/along a few streets.

#1434

Posted by **John Riecke** on **12/31/2019** at **1:28am** - Link

Type: Suggestion

Agree: 6, Disagree: -3

Allow more housing and less parking to be built. Middle density zoning two blocks in either direction and zero parking minimums.

COLFAX CORRIDOR RECOMMENDATIONS

1435

MOBILITY

C-M1

POLICY

See 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. 1439

BACKGROUND

Transformative streets identified in the East Central Plan represent the best opportunities to dramatically increase safety and transportation options within Denver. Colfax Ave has the highest number of pedestrian and bicycle related crashes in East Central and currently runs RTD's highest ridership bus route (15, 15L). Public Works' 2017 Pedestrian Crash Analysis found that 14% of all crashes between pedestrians and motorists occurred on Colfax Avenue. The BRT project presents an opportunity to provide a wholesale safety improvement along the Colfax Ave corridor and help meet the City's Vision Zero goals of no traffic deaths or serious injuries.

$55 million in funding for Colfax BRT is included in the Elevate Denver Bond Program approved by voters in 2017. Given that preliminary cost estimates for the full vision for East Colfax BRT are greater than $55M, the City's path forward is to leverage the bond funding – and additional dollars from other sources – as match dollars for upcoming grant opportunities. Denver is currently developing a detailed project description to determine what local, regional, state and federal grant opportunities would be the best fit for the project.

1441

1438

1437

STRATEGIES

A. Colfax Avenue - Transit and Pedestrian Priority

1436

1. Interim
   a. Improve intersections and crossings at high crash and high community priority intersections along Colfax through the Vision Zero Program to improve pedestrian safety and comfort.
2. Short-Term
   a. Conduct next phase of study and design to advance the vision of center-running bus rapid transit (BRT) and a high-quality pedestrian environment from Colfax Corridor Connections 10% design project.
   b. Identify funding opportunities to build full center-running BRT vision for corridor.
   c. Implement locally preferred alternative for Colfax corridor, including center-running bus rapid transit (BRT), improved pedestrian, cyclist, and driver safety at intersections and transit stations, and a beautified corridor featuring a high-quality pedestrian space and placemaking opportunities.

1440

#1435

Posted by **Temple** on **01/07/2020** at **2:15am** - Link
Type: Suggestion
Agree: 4, Disagree: 0
Consider allowing Colfax businesses to use street and parking spaces for cafe tables and temporary patios.

#1436

Posted by **CPN MT** on **04/12/2020** at **11:15pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q133 - Please explain how the BRT will change traffic patterns and expected traffic on 13th and 14th Ave.?

#1437

Posted by **CPN MT** on **04/12/2020** at **11:21pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q134 - With proposed additional building heights, additional first story retail, small office space, buildings with parking exemptions and center running BRT removal of street parking how will adjacent streets currently 100% parked be impacted?

#1438

Posted by **CPN MT** on **04/12/2020** at **11:13pm** - Link
Type: Question
Agree: 0, Disagree: 0
Q132 – Why has the ECAP not explored the alternate BRT stops at Filmore and Madison?

#1439

Posted by **Philip** on **02/04/2020** at **9:33pm** - Link
Agree: 2, Disagree: 0

I strongly support prioritizing safe walking, biking, rolling and transit along Colfax.

#1440

Posted by **Lou and Kate Kintz** on **01/08/2020** at **4:24pm** - Link

Agree: 0, Disagree: 0

How will a pedestrian safely cross Colfax if a rapid transit lane is in the center? I am assuming rapid transit means buses don't have to stop at lights. This could lead to a lot of pedestrian deaths, if so.

> Reply by **Jaxson** on **01/13/2020** at **9:46am** - Link
>
> *Type: Answer*
>
> *Agree: 1, Disagree: 0*
>
> rapid transit buses stop at all traffic lights.
>
> Reply by **Frank Locantore** on **01/26/2020** at **11:31pm** - Link
>
> *Type: Answer*
>
> *Agree: 2, Disagree: 0*
>
> In addition to what Jaxson said (buses still stop at traffic lights), there are several features that make the bus a "rapid transit." While it obeys all traffic laws (speed, stopping at lights, etc.), it has a dedicated lane preventing buses from being stuck in traffic; the station platforms will be at the same level as the floor to the bus so that strollers, walkers, and wheelchairs can board without lowering a ramp; people will pay to get in the station (like a subway) so that boarding can happen at all bus doors. Combined, this is what makes the bus "rapid-transit."

#1441

Posted by **Elizabeta** on **03/30/2020** at **7:59pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

These recommendations don't seem to really take pedestrians and transit to heart. Let's reimagine a Colfax that truly serves pedestrians, transit users and bikers FIRST. Perhaps cars should be excluded altogether from Colfax. Transit in the center consumes a lot of ROW space and yields stingy sidewalks, reference MLK jr. Way in Seattle, very unpleasant, no green infrastructure to speak of. Plus you're putting people in danger by requiring them to cross the street to get to and from each station.

COLFAX CORRIDOR RECOMMENDATIONS

MOBILITY

C-M2

POLICY

See POLICY M4: Install new sidewalks.

BACKGROUND

Colfax Avenue has the highest number of crashes involving pedestrians and bicyclists in the city. Bus rapid transit improvements to more efficiently accommodate more people traveling in the corridor furthers City goals of decreasing single occupancy vehicle trips to 50% of all trips by 2030 and creates a safer environment for all, especially through providing safe crossings for people walking, rolling, or biking.

STRATEGIES

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Bring sidewalks up to standard along the Colfax corridor.

C-M3

POLICY

See POLICY M5: Install safety and accessibility improvements at existing pedestrian and bicycle crossings

STRATEGIES

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Colfax Avenue at Broadway, Lincoln, Pennsylvania, Downing, York, Steele, and Garfield Streets and Colorado Boulevard

C-M4

POLICY

See POLICY M6: Install new safe, comfortable, and accessible pedestrian and bicycle crossings

BACKGROUND

Colfax Avenue has the highest number of crashes involving pedestrians and bicyclists in the city. New crossings are prioritized in areas with high volumes of pedestrians and cyclists.

STRATEGIES

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Colfax Avenue at Detroit Street

C-M5

POLICY

See POLICY M7: Prioritize implementing transit along corridors in East Central

BACKGROUND

Colfax Avenue currently supports the region's highest bus ridership routes (15, 15L) with over 22,000 average daily riders. Providing transit infrastructure improvements that increase transit reliability and frequency can help to improve the transit experience.

STRATEGIES

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Implement high capacity transit (full BRT to rail).

1. Colfax Avenue

NPI_EC_IndesignBook - part 4.pdf
Page 830
Printed 04/13/2020

#1442

Posted by **Paula Machlin** on **02/05/2020** at **12:19pm** - Link

Agree: 1, Disagree: -1

I realize that the idea of few stops and limiting left turns causes some concern to many people, but I'm concerned too many concessions to these concerns would result in BRT that isn't really capable of working as BRT is supposed to. So I urge the planners and politicians to take into account people's concerns, but to stay true to the technical requirements of BRT and other transit needs.

#1443

Posted by **CPN MT** on **04/12/2020** at **11:25pm** - Link

Type: Suggestion

Agree: 0, Disagree: 0

Q135 – Rail has not been discussed at any public meetings. Please remove this reference. This can be discussed in the next future round of ECAP.

#1444

Posted by **Elizabeta** on **03/30/2020** at **7:41pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

I think this needs to be a lot more aggressive than just bringing the sidewalks to standard...?? Colfax needs to be transformed into a pedestrian and transit oriented environment, too much of our public urban lands is dedicated to cars, and the "standard" simply takes this reality into account. Let's reimagine the standard, one that serves pedestrians, transit users and bikers first. Perhaps cars should be excluded altogether from Colfax.

#1445

Posted by **Elizabeta** on **03/30/2020** at **8:14pm** - Link

Type: Suggestion

Agree: 1, Disagree: 0

Remove cars from Colefax. Dedicate the ROW to pedestrians, bikers, transit and for green infrastructure. Perhaps even allocate part of the ROW back to the private lots to increase their feasibility. Today colfax is dominated by business,

auto-dependent business, but if the residential population reaches even half of what it's zoned for, Colefax is going to become home for thousands of residents. These residents are going to need more greenery, lower noise levels and less intensity of car use on Colfax.

COLFAX CORRIDOR RECOMMENDATIONS

MOBILITY

C-M6

POLICY

See POLICY M8: Install rider amenities at transit stops and better connect transportation modes via mobility hubs

BACKGROUND

Colfax Avenue is the highest ridership corridor in the region and has high ridership stops. Creating hubs of access to key mobility connections and alternate modes along the corridor can help to improve mode shift and the overall transit experience.

STRATEGIES

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Install customer amenities are priority locations.

1. Colfax Avenue at Broadway, Downing Street, Park Ave, York Street, Josephine Street, and Colorado Boulevard.

C-M7

See POLICY M9: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial nodes, and recreation centers

Most transit trips begin with walking, and the high ridership transit corridor on Colfax generates significant pedestrian trips. Calming traffic around commercial nodes and destinations on Colfax can help to create a safe, comfortable, and accessible street for everyone.

Priority locations for Colfax are listed below. For all strategies, see Section 2.3 Mobility.

A. Commercial Nodes

1. Colfax Avenue from Broadway to Colorado
2. Washington Street from Colfax to 14th Ave
3. Clarkson Street from Colfax to 16th Ave
4. Ogden Street from Colfax to 14th Ave
5. Humboldt Street from Colfax to 16th
6. Park Avenue from Humboldt to Colfax
7. York Street from 17th Ave to Colfax
8. Josephine Street from Colfax to 17th Ave
9. Colorado Boulevard from 14th to 17th Ave

B. Recreation Centers

1. Carla Madison Recreation Center

C. Schools

1. East High School

D. Grocery Stores

1. Sprouts

E. Health Facilities

1. National Jewish Health

C-M8

POLICY

Improve curbside management on Colfax Ave.

BACKGROUND

Colfax Avenue has a wide variety of demands on curbside space, ranging from parking to passenger and freight loading to placemaking opportunities.

STRATEGIES

A. *See Policy M10:* Manage and more efficiently use curbside resources

B. *See Policy M11:* Strengthen parking management tools that reflect the city's strategic parking goals.

C-M9

See POLICY M12: Adopt TDM strategies and policies to shift people's travel behavior and meet City goals.

Because there is easy access to transit, bike routes, sidewalks, and businesses along the Colfax corridor, transportation demand management strategies are likely to succeed in increasing the number of people using transit, biking, or walking as their primary mode of travel.

See a complete list of strategies in Section 2.3 Mobility.

#1446

Posted by **Nora Smith** on **03/28/2020** at **5:03pm** - Link
Type: Suggestion
Agree: 0, Disagree: 0
Big Yes to all of this, especially around high use pedestrian and biking areas like schools!

#1447

Posted by **Frank Locantore** on **01/26/2020** at **11:37pm** - Link
Agree: 2, Disagree: 0
"Thumbs up/support for this."

#1448

Posted by **Paula Machlin** on **02/05/2020** at **12:16pm** - Link
Agree: 1, Disagree: 0
Crossing Colfax is not for the faint of heart in Congress Park. At the lights the walk times are very short for anyone who isn't fairly mobil....

#1449

Posted by **Elizabeta** on **03/31/2020** at **10:25am** - Link
Type: Suggestion
Agree: 0, Disagree: 0
This is all good- thank you!

#1450

Posted by **CPN MT** on **04/12/2020** at **11:31pm** - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q136 – A current parking study needs to be done for a current baseline, as promised by CPD for this area so we can understand existing conditions and project future needs as they change over time. A more detailed analysis and graphics

of specific arterials and adjacent side streets needs to be presented.

#1451

Posted by **Frank Locantore** on **01/26/2020** at **11:41pm** - Link
Type: Suggestion
Agree: 5, Disagree: 0
Charge market-value for parking. With residential parking permits, charge market-value. If residents have a driveway, garage, or other off street parking options, charge double.

#1452

Posted by **Temple** on **01/07/2020** at **2:17am** - Link
Type: Suggestion
Agree: 7, Disagree: -2
Also remove free storage of private vehicles and enact a paid/demand driven/resident parking program. Businesses will see more customers.

> Reply by **KLV** on **02/03/2020** at **4:33pm** - Link
> *Agree: 2, Disagree: -1*
> This will not be popular for many, but in time even those folks will see the logic.

#1453

Posted by **John Riecke** on **12/31/2019** at **1:29am** - Link
Type: Suggestion
Agree: 8, Disagree: -2
Institute parking maximums for new development.

> Reply by **KLV** on **02/03/2020** at **4:33pm** - Link
> *Agree: 0, Disagree: 0*
> Yes.

COLFAX CORRIDOR RECOMMENDATIONS

QUALITY OF LIFE

C-Q1

POLICY

See POLICY Q1: Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.

BACKGROUND

Members of the community suggested that the parkway, which intersects with Colfax Avenue, could play a key role in connecting people to open space, parks, and recreational assets.

1454

STRATEGIES

See Section 2.4 Quality of Life

C-Q2

See POLICY Q4: Create new community open space, parks, and recreation facilities.

New development along Colfax Avenue provides an opportunity to add open space to the corridor.

See Section 2.4 Quality of Life

C-Q3

POLICY

See POLICY Q17: Incorporate design elements that activate public spaces and improve safety, particularly in areas that have historically seen higher rates of crime.

1455

BACKGROUND

Members of the community cited crime and feeling unsafe as barriers to enjoying Colfax Avenue. Additionally, there is a higher concentration of violent crime along the corridor compared to the rest of East Central.

1456

STRATEGIES

See Section 2.4 Quality of Life

#1454

Posted by **Frank Locantore** on **01/26/2020** at **11:42pm** - Link
Agree: 5, Disagree: 0
"Thumbs up/support for this."

#1455

Posted by **Phillip B Danielson** on **11/19/2019** at **7:52pm** - Link
Type: Suggestion
Agree: 4, Disagree: -3
People don't want to shop in an area if they are being pan handled and have to avoid drunks, drug users and vagrants on the city streets. Note how clean and welcoming Cherry Creek is and how clean and welcoming Union station is. Colfax could be as welcoming if a bigger effort were made to control those who don't respect private property or the people who come to shop.

> Reply by **John Riecke** on **12/31/2019** at **1:31am** - Link
> *Type: Suggestion*
> *Agree: 6, Disagree: -1*
> We can't change Colfax by arresting/sweeping all the homeless people, we can only do it by adding shoppers, workers, and neighbors. Make Colfax a place where people want to be, like Union Station & Cherry Creek.
>
> Reply by **Alison Torvik** on **01/31/2020** at **5:02pm** - Link
> *Type: Suggestion*
> *Agree: 4, Disagree: 0*
> Union Station and Cherry Creek have MUCH more density than the Colfax Corridor. We need to increase the housing stock and lower the number of cars, like they've done.
>
> > Reply by **Jackie** on **02/05/2020** at **9:57pm** - Link
> > *Agree: 0, Disagree: 0*
> > Cherry Creek does not have more density.

#1456

Posted by **Frank Locantore** on **01/26/2020** at **11:45pm** - Link

Type: Suggestion

Agree: 5, Disagree: 0

Add Crime Prevention Through Environmental Design (CPTED) design principles into new & change-of-use development on Colfax and incentivize with greater ease through the permitting process.

> Reply by **KLV** on **02/03/2020** at **4:39pm** - Link
>
> *Type: Question*
>
> *Agree: 0, Disagree: 0*
>
> Frank - what does the "new & change-of-use development" part mean? Does that just mean changing development from one type to another? Thanks.

COLFAX CORRIDOR RECOMMENDATIONS

QUALITY OF LIFE

C-Q4

POLICY

Strengthen the existing tree canopy and increase tree canopy coverage within the public right-of-way.

BACKGROUND

Tree canopy coverage is notably missing along Colfax Avenue where the development pattern includes larger building footprints and more surface parking lots. The community values a robust tree canopy along Colfax Avenue and, as improvements along Colfax Avenue begin to take place, tree canopy coverage will continue to be a critical green asset.

STRATEGIES

A. Coordinate with the City and County of Denver Office of the City Forester to continue to support removal and replacement of deficient existing trees within the public right-of-way to ensure a healthy and sustainable tree canopy and unique community asset.

B. Increase coverage of the tree canopy through a city-sponsored community replacement program utilizing Denver-appropriate trees.

C. Prioritize preservation of tree canopy in right-of-way design and other city projects.

D. Develop educational programming and partnerships within the community to increase understanding around maintenance and care of the tree canopy.

E. Support the development of an Urban Forest Plan to meet citywide canopy goals for preservation, maintenance, implementation and funding.

C-Q5

Increase the pervious surface coverage through the design and implementation of green infrastructure systems to increase environmental performance (infiltration, evaporation, evapotranspiration, carbon sequestration, shade, and urban heat).

High impervious surface coverage along Colfax Avenue results from historical development patterns in which permeable surfaces were replaced with parking lots, sidewalks, and rooftops.

A. Explore opportunities to convert existing impervious surface within public right-of-way to pervious surface through the addition of street trees, tree lawn or bulb-outs, trails, parkland or native vegetation.

1. Coordinate with the design of future contemporary parkways (see Policy Q2).
2. Integrate with BRT design along Colfax Avenue and the redesign of public right-of way streetscape and remnant parcels to improve infiltration and reduce runoff.

B. Develop design guidelines for a contemporary tree lawn.

1. Remove and replace impervious areas between the sidewalk and street with 4"-6" depressed lawn or streetscape that improves infiltration and reduces runoff.
2. Coordinate implementation through city roadway, stormwater and sanitary projects within the right-of-way.
3. Increase the requirements for pervious acreage, water conservation in landscaping and inclusion of natural vegetation for redevelopment and new development.
4. Work with private property owners, Business Improvement Districts and other neighborhood organizations to transition underutilized paved lots to pervious surfaces.

#1457

Posted by **John Riecke** on **12/31/2019** at **1:32am** - Link
Type: Suggestion
Agree: 7, Disagree: -2
Fewer parking spaces, more parklets.

> Reply by **KLV** on **02/03/2020** at **4:36pm** - Link
> *Agree: 2, Disagree: 0*
> Just lookup up "parklet" and glad I did: looooooove this.

#1458

Posted by **Elizabeta** on **03/31/2020** at **12:02pm** - Link
Type: Suggestion
Agree: 0, Disagree: 0
I suggest that there be a minimum green area and tree canopy cover requirement for right-of-ways. For example, the ROWs in residential areas would be required to have a minimum 80% tree cover, while commercial ROWs may have 60%. The point is that we need to be more granular about getting to our tree cover goal- or we'll never get there. The ROWs represent a significant area under city control and we should aim to maximize their utility. Colfax, if it gets redeveloped as envisioned, will have thousands of residents calling the street home, I believe we should offer them a bit more than just a "mobility corridor". The vision should include generous sidewalks with generous green amenity zones and aggressive planting with large-scale shade trees along the entire corridor. Reference Magnificent Mile in Chicago.

#1459

Posted by **Elizabeta** on **03/31/2020** at **11:38am** - Link
Type: Suggestion
Agree: 0, Disagree: 0
I would like to see more coordination between the goals and recommendations for the street design in the mobility and Colfax sections, and the recommendations for open space and tree canopy goals. They are necessarily connected, but it seems (because this is often the case) that the mobility elements are going to supersede open space and climate resilience needs. This mind-set needs to change - green infrastructure is more critical than ever, particularly if we want people to live in high density environments. The most successful cities are "green cities", cities with more green, but

getting there takes resolve and bold strategies. That these recommendations are on the last page of this section is an indication of peripheral these issues are the new vision of Colefax. That's unfortunate.