1. Comments and questions during presentation background presentation
   - Right-of-way (ROW) versus public realm? Usually ROW refers to the public space, usually curb-to-curb space. Public realm refers to the space between building faces, usually includes public and private spaces.

2. Maintain and “modernize” our tree canopy and tree lawn
   - We should protect our existing trees from the public and private realms from redevelopment and during construction. Can the city partner with companies to incentivize the preservation of trees during construction? What about a tree protection program? We need a packet of tools to incentivize/disincentivize scrape offs that remove all trees.
   - When using “native” trees it is important to remember that most of the trees are not native to Denver, only some cottonwoods along the river. Maybe “sustainable” trees can be a better word.
   - It is important to remember that most of the trees that are here don’t belong here – “when they die, let them die a noble death and replace them with more sustainable and drought tolerant trees”. It is important to develop a future tree canopy that is more sustainable.
   - Also remember that buildings and pavement were not here either and one could say “buildings and pavement don’t belong here”
   - When talking about tree canopy it is a conversation of trade-offs, water use and heat island effect. Maybe we need to go back to what does the tree provide? It provides shade, calming psychological effects. Can we provide similar effects with different strategies such as trellis’ with vines?
   - Another challenge with the trees is the space required for their roots to grow. A tree needs a lot of space which is a constrained element within our study areas.
   - The City is looking into species that are more adapted to our climate now and over the next 30 years as climate changes.
   - What about plants in building walls? That strategy might not be as applicable in our climate. Vines on walls, even though they are irrigated, do not grow well in our climate. Those strategies work better in climates with high precipitation.
   - Free tree programs are great for the preserving and enhancing of the tree canopy. A challenge with those programs is the lack of education about maintenance and care, which results in a good number of those trees dying. The plan should include an education section for tree planting and irrigation.
   - It will be great to see less pipe and more green areas in public works projects, similar to the stormwater planter outside the Carla Madison Rec Center.
3. **Rethink Park Avenue**

Everybody agrees that safety is a major concern at the intersection of Park Avenue and Colfax Avenue. In addition, everybody agrees to “put the park back in Park Ave.” especially by including the leftover parks along Park Ave.

- Park Avenue is part of a bigger system, can we say in the plan it warrants further study? Can we have more traffic studies done that include the whole regional system?
- However we think about this idea, it should be flexible and incremental. This location is a linchpin. Transportation is changing, Colfax is changing. This location needs to be flexible to evolve with transportation, flexible to drive and respond to change. When Colfax becomes 2 lanes, Park Ave will lose its importance as a “route to I-25”.
- If we look at the big picture idea and at the issue of reduced park space in Denver, this is the perfect spot for a new park.
- If recommending further study, this neighborhood plan should document the transportation and non-transportation related challenges (intersection safety, low life expectancy, high injury network) and opportunities (high frequency transit route, pervious vision) of this intersection.
- Currently the BRT stops are at Williams and Ogden. Conversations about moving the stop to Park Ave could result out of this process.
- The idea of including a green area in this location should continue to be in the picture
- What about testing the ideas? Demonstration/pilot projects
- Is the corner at Colfax a separate issue than Park Avenue as a whole?

4. **Rethink our ROW – streets (12th, 16th, and 22nd) and alleys.**

- Further study should also be considered for these streets taking into account the BRT.
- The plan should use language that aligns with the City goals and communicate how it aligns with those goals. Green streets, is a good example. The plan should use this language and communicate how it aligns with the City’s goal of increasing 25 miles of green streets.
- It is important to clearly define “big picture green infrastructure” (parks, trees, green spaces) from stormwater green infrastructure (stormwater and water quality facilities). It is important to understand that all green streets are not “parks”
- Abandoning ROW and conveying it to parks it’s a big move. Maybe these streets are more of a transportation element with certain characteristics?
- Using the ROW in these streets is a big opportunity to create the much-needed green space to accommodate pedestrians and future growth.
- Some of these streets are though as a system between parks. What should be the condition of this system:
  - 16th Ave: it could include a woonerf concept that allows cars but prioritizes bikes/peds and creates green space.
- If we look at the big picture, how much percentage of open space can we add?
- It is important to look at all the needs when thinking about new green space (green space, flooding event, and mobility)

5. **Create additional park space and encourage transition of underutilized public and private spaces to green space**

**Mayfair Town Center**
There is opportunity to recommend low (green streets, planters) to high interventions (creation of a park if a grocery store closes)

- Grocery store within a park
- Can the plan recommend vision for parks and open space both in public and private property?
- Regional drainage problems could be challenging for a parking structure
- Is it possible for the city to buy the land at such a rate that allows the grocery store to stay?
- We need to be audacious about our recommendations. It is a 20-year vision plan. Including recommendations for private property is important.
- What is the percentage of open space that we need to increase?

**Community Center in East Colfax**

- Community center in East Colfax should be surrounded by community gardens.

**Parkways as linear parks**

- Mobility issues with ADA important to consider.
- Historic element important aspect to take into account. If the community wants something different, this plan can serve as the place to document that vision and provide the City with tools regarding updates to the historic designation.
- Create bike/ped trails on parkways
- Maybe in some of the parkways the turf is removed and replaced with low-water plants. This concept of crusher fine trails and native/upland/naturalized plantings should also be reflected in the imagery used in presentations.
- Parkways are used a lot, and should be accessible for bikes and people with disabilities.

6. **Encourage the use of green infrastructure and natural vegetation to reduce runoff and increase infiltration**

Redesign tree lawn and “green infrastructure” facilities with the goal of for water quality: infiltration and runoff reduction. In addition, increase the use of green infrastructure. The City is working on a balance of pipes and above grade/surface infiltration.

- Bulb-outs should be part of major street construction projects.
- The city should incentivize to not paved over the left-over space in bulb-outs and ADA compliance work projects.
- New projects should require pervious surface percentage.
- A priority should be to de-emphasize pavement. The reduction of impervious cover or “de-paved” should be a main strategy.
- There should be incentives/rebates for reduction of the percent of impervious cover in your property or improvements to the tree lawns, something similar to rebates with energy efficient appliances.
- The City and Denver Water should provide education about stormwater runoff, impervious coverage in your property, and water use. It could be something similar to what Xcel Energy does with your electricity bill, it tells you your usage compared with your neighbors. It could even be kind of a competition between neighborhoods. The city could also give rebates or incentives for xeriscape and de-pavement improvements.
- It is important to frame water quality in terms of reduction of runoff and infiltration.
• Hale Parkway will move into final design and then into City CIP process. This is a good example for the community for park space, GI, mobility, (is not a historic parkway, but it is a good example of how can we approach changes to historic designations)

• This plan should be audacious and bold, just like the historic parkway plans 100 years ago. It is important to understand the visions change. We need to rethink the ROW. We should think of it more in terms of public realm rather than just ROW.

7. Closing comments.

• The City would like to have endorsements from the organizations of the Focus Group members since they have been part of the whole process. They will be needed in June for Planning Board and City Council.
  o Jesse asked if the city could send out something to endorse – a summary, chapter of recommendations, green infrastructure piece. Jesse can work with SCPNA
  o Members of the group can talk to Parks and Rec and the Parks People

• It is important to put all the big ideas in this plan

• Each Area Plan is different, we are making a distinction between each neighborhood

• Cleaning up Westerly Creek should be in the recommendations.