EAST CENTRAL AREA-WIDE WORKSHOP
BREAKOUT STATION NOTES

FEBRUARY 5, 2019 | SCOTTISH RITE MASONIC CENTER

43 ATTENDEES

PARTICIPANT DEMOGRAPHICS

49 respondents

<table>
<thead>
<tr>
<th>What is your gender?</th>
<th>In what neighborhood do you live?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Man</td>
<td>Capitol Hill</td>
</tr>
<tr>
<td>Woman</td>
<td>Congress Park</td>
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<tr>
<td>Non-Binary or Prefer to Self-Describe</td>
<td>City Park West</td>
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<tr>
<td></td>
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<td></td>
<td>Uptown</td>
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<td></td>
<td>North Capitol Hill</td>
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<td>City Park</td>
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<td></td>
<td>Alamo Placito</td>
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<td></td>
<td>Capitol Hill/Cheesman</td>
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<td>Council District</td>
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<td>North City Park</td>
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<td>Park Hill/City Park</td>
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<td>Sloan Lake</td>
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<td>South City Park</td>
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<td>Swallow Hill</td>
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<td>How old are you?</td>
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<tr>
<td>Under 18</td>
<td>17</td>
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<tr>
<td>18 - 34</td>
<td>7</td>
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<td>35 - 44</td>
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<td>45 - 54</td>
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<td>55 - 64</td>
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<td>65 - 74</td>
<td>11</td>
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<td>75 and over</td>
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<td>What is you race and/or ethnicity?</td>
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<tr>
<td>American Indian or Alaska Native</td>
<td>0</td>
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<tr>
<td>Asian</td>
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<td>Black or African American</td>
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<td>Hispanic, Latino or Spanish</td>
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<td>White</td>
<td>47</td>
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<tr>
<td>Some other race or ethnicity</td>
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</tr>
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</table>

SUMMARY OF KEY INSIGHTS

ECONOMY

- Participants agreed with the Vision Statements (Economy: 8 votes; Housing: 9 votes).
- Top priorities for advancing housing affordability include:
  - encouraging more apartment buildings with affordable housing near transit (23 votes),
  - providing housing for a variety of household types (such as shared living, family-sized units, or multi-generational housing) (19 votes), and
- Creating more supportive housing with integrated services to help individuals and families transition from homelessness (16 votes).

- Top needs for a complete food environment include:
  - Healthier corner or convenience stores (16 votes),
  - Food grown in public spaces (14 votes), and
  - Improving bike, ped, and transit access to food (14 votes).

- Safety and comfort for pedestrians was a theme amongst ideas for strengthening retail on Colfax. It was noted that Colfax needs more people on the street, safer crossings, increased enforcement of loitering, and better feelings of safety at night, amongst others.

- Participants were generally supportive of healthcare and wellness serving as a foundation for economic growth.

**LAND USE**

- All participants agreed with the Vision Statement (24 votes).
- The majority of participants think additional density/height is appropriate on Colfax (15 votes).
- Concerns for higher/denser development on Colfax included: sensitive transitions to neighborhoods, incentivizing preservation of historic structures, parking, and making the north side of Colfax lower than the south (sun access to neighbors).
- The majority of participants agreed that adaptive reuse strategy is important (10 votes).
- Top priorities for new development on Colfax include:
  - Saving an existing building (14 votes),
  - Providing publicly accessible open space (12 votes), and
  - Design review (12 votes).
- Other themes include:
  - Providing more housing options/affordable housing (11 + 9 dots)
  - Saving existing businesses (2 + 11 dots)
  - Instituting design review for new projects (3 + 12 dots)
  - Incentivizing transit ridership/de-incentivizing private automobile use + no parking minimums (7)
  - Promoting small development (6)
  - Prioritizing redevelopment along Colfax on underutilized (parking lots, etc.) first (3)
  - Do something with the Storage Castle (2)

**QUALITY OF LIFE**

- Participants agreed with the Vision Statements (Environment: 15 votes; Healthy: 14 votes).
- The top resilient priorities were:
  - Native vegetation (23 votes),
  - Shared green spaces (20 votes), and
  - Tree canopy/tree lawn (20 votes).
- The top priorities to make the area safer and more comfortable were:
  - More activity on the streets (25 votes),
  - Public restrooms (22 votes), and
  - Public art (21 votes).
- Many attendees commented on the need for traffic calming improvements on one-way streets (13th, 14th, 17th, 18th, York, Josephine, Downing, Corona, and 9th). Green infrastructure bulb-outs were
suggested as a traffic calming and green improvement that could prioritize pedestrians and bicycles (11 comments).

- Many attendees suggested exploring making 16th Ave into a multimodal-woonerf-greenway connection (7 comments).
- Attendees suggested prioritizing and incentivizing high-flood areas (near Sprouts) for stormwater management and Heat Island areas for energy efficiency.
- Attendees suggested reimagining and activating underused park spaces and parking lots (Park Ave parks, Governors Park, Quality Hill Park) as community gathering and resource spaces (plazas, working outdoor areas, parks, community gardens). In addition, many would like to see more safe routes for cyclists and pedestrians to the parks.
- There is a divided opinion from attendees regarding closing Park Avenue from Humboldt to Colfax and converting it into park/public space. Some attendees think it should not be closed (7 votes). Others think it is a good idea to explore, and maybe have a temporary closure trial period first (4 votes).
- Participants think it is either a good idea (6 votes), or we should absolutely (6 votes) re-think our parkways to provide better pedestrian/bike connections to existing parks.
- The majority of participants think it is either a good idea (3 votes), or that we should absolutely (3 votes), re-think public rights-of-way for our parks and open space. Other attendees are Hesitant, but would like to see options explored (4 votes).
- The majority of participants absolutely supported (9 votes) exploring the possibility of converting existing vacant/parking lots into future park space.
- The majority of participants think the park framework map reflects what they would like to see in their neighborhood, but with a few changes (5 votes).

**MOBILITY**

- Almost all participants agreed with the Vision Statement (16 votes). One participant (1) was neutral.

- Priorities from exercise results/comments include:
  - Traffic calming through improved street design (9)
  - Prioritize pedestrians (improving sidewalks and make safer crossings) (8)
  - Better bike lanes/connections (8)
  - Enforcement of traffic laws, speed, property owner sidewalk maintenance after snow (6)
  - Increase visibility at intersections (5)
  - One –way streets should be reduced/eliminated (4)
  - BRT will bring increased traffic to neighborhoods (3)

- Top priorities for bike/pedestrian routes from the handout:
  - Priorities for route improvements included parks (26 points), improved safety (24.5 points) and employment/jobs (23.5 points)
  - Improvements that avoid reducing on street parking were a moderate priority (19 points) while avoiding reducing vehicular traffic flow was a low priority (9.5 points)
**Q: WHAT ARE YOUR SOLUTIONS FOR HOUSING AFFORDABILITY?**

**Voting Exercise [3 dots each]:**

<table>
<thead>
<tr>
<th>Menu of Options to Advance Housing Affordability</th>
<th>East Central Area-Wide Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage more ADUs, such as garage conversions or backyard cottages</td>
<td>13</td>
</tr>
<tr>
<td>Allow single-unit homes to add rentable rooms or to convert to multi-unit</td>
<td>6</td>
</tr>
<tr>
<td>Encourage more duplexes and triplexes</td>
<td>6</td>
</tr>
<tr>
<td><strong>Encourage more apartment buildings with affordable housing near transit</strong></td>
<td><strong>23</strong></td>
</tr>
<tr>
<td>Create more supportive housing with integrated services to help individuals and families transition from homelessness</td>
<td>16</td>
</tr>
<tr>
<td>Preserve existing private and publicly-supported affordable housing</td>
<td>3</td>
</tr>
<tr>
<td>Provide rental assistance (such as programs for qualifying fixed income households)</td>
<td>8</td>
</tr>
<tr>
<td>Provide homeownership assistance (such as property tax abatements or Community Land Trusts)</td>
<td>4</td>
</tr>
<tr>
<td>Provide more on-site services in buildings, such as job training, literacy programs, and childcare</td>
<td>4</td>
</tr>
<tr>
<td>Develop partnerships with major employers (such as hospitals and schools) in creating affordable housing units for their workers</td>
<td>6</td>
</tr>
<tr>
<td><strong>Provide housing for a variety of household types (such as shared living, family-sized units, or multi-generational housing)</strong></td>
<td><strong>19</strong></td>
</tr>
<tr>
<td><strong>TOTAL VOTES</strong></td>
<td><strong>108</strong></td>
</tr>
</tbody>
</table>

**Additional Housing Affordability Comments:**

- Affordable housing should be near public transit to ensure everyone can get to work!
- Partner with churches/faith communities to convert parking lots and space into affordable housing
- Rent control: City policy preventing predatory property management
• Actively require developers to include low-income units & community building features (e.g. childcare)

**Q: WHAT IS NEEDED FOR A COMPLETE FOOD ENVIRONMENT?**

Voting Exercise [3 dots each]:

<table>
<thead>
<tr>
<th><strong>What is Most Needed for a Complete Food Environment in East Central?</strong></th>
<th><strong>East Central Area-Wide Votes</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Buying Food</strong></td>
<td></td>
</tr>
<tr>
<td>Full Service Grocery Store</td>
<td>11</td>
</tr>
<tr>
<td><strong>Healthier Corner or Convenience Store</strong></td>
<td>16</td>
</tr>
<tr>
<td>Specialty Markets</td>
<td>2</td>
</tr>
<tr>
<td>Ethnic Restaurants or Markets</td>
<td>6</td>
</tr>
<tr>
<td>Farmer’s Markets, Stands</td>
<td>5</td>
</tr>
<tr>
<td>Healthy Fast Food or Dining</td>
<td>3</td>
</tr>
<tr>
<td><strong>Producing Food</strong></td>
<td></td>
</tr>
<tr>
<td>Commissary Kitchen or Incubator</td>
<td>3</td>
</tr>
<tr>
<td>Urban Farms (Private Enterprise)</td>
<td>3</td>
</tr>
<tr>
<td><strong>Food Grown in Public Spaces</strong></td>
<td>14</td>
</tr>
<tr>
<td>More Growing in Private Yards</td>
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<tr>
<td>Combined Growing and Retail Facilities</td>
<td>1</td>
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<tr>
<td>Food Hubs (Aggregate, Distribute)</td>
<td>0</td>
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<tr>
<td><strong>Food Related Education &amp; Services</strong></td>
<td></td>
</tr>
<tr>
<td>Healthy Habits &amp; Cooking Skills</td>
<td>2</td>
</tr>
<tr>
<td>Gardening Education</td>
<td>4</td>
</tr>
<tr>
<td>SNAP Enrollment &amp; Resources</td>
<td>9</td>
</tr>
<tr>
<td>Food Donation &amp; Emergency Food</td>
<td>3</td>
</tr>
<tr>
<td>Resources w/in Housing, Clinics, Schools</td>
<td>0</td>
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<tr>
<td><strong>Getting There</strong></td>
<td></td>
</tr>
<tr>
<td>Free or Low-Cost Shuttles to Grocery</td>
<td>5</td>
</tr>
<tr>
<td>Affordable Grocery Delivery Services</td>
<td>3</td>
</tr>
<tr>
<td><strong>Improve Bike, Ped, Transit Access to Food</strong></td>
<td>14</td>
</tr>
<tr>
<td>Mobile Grocery Markets</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL VOTES</strong></td>
<td><strong>106</strong></td>
</tr>
</tbody>
</table>

Additional Food Environment Comments:
- Need food halls
- Improve grocery store at 12th and Madison
- City subsidized rolling grocery carts to increase walkability radius!
- 2nd & Grant community gardens are a good example
- More restaurants like "Same Café", pay what you can
- 11th and Elizabeth community gardens plots partner with Denver Botanic Gardens and donate produce to Same Café

**Q: HEALTHCARE & WELLNESS: A FOUNDATION FOR ECONOMIC GROWTH?**

**ARE ANY OPPORTUNITIES MISSING?**
- Universal HC is one possible solution!
- Colfax between Colorado and Anschutz as biotech corridor?
- Quality of retail must be managed – diversity, responsibility, community-oriented
- Strengthen retail and dining
- Healthcare facilities create opportunities for resilience – use solar/storage to maintain power
- Higher density affordable or "workforce" housing for healthcare employees
- Allow small lot and small-scale developers to improve/make dense their properties

**CONCERNS:**
- I do not want a safe injection site near my house!
- I agree with a harm reduction approach and am okay with locating safe injection sites in my neighborhood
- I feel like Denver is already attracting new residents not sure we need to incentivize & spend tax dollars on attracting talent.

**Q: HOW DO WE STRENGTHEN SMALL BUSINESSES ON COLFAKX?**

**WHAT RETAIL IS MISSING?**
- Those of us in neighborhoods like City Park North have very few services and rely upon Colfax for many needs. Taking off 2 lanes for cars will impact us badly.
- Allow live/work businesses and small-scale developers/home owners to organically grow the neighborhood
- If we had restaurants with protected patios it could increase safety (as more people are outside on the street)
- It doesn’t matter what retail you add – if the area isn’t safe (and there is no parking) – no customers will come! Colfax at Pearl/Penn has the most drug sales in Denver
- Dry goods, clothing, shoes, sporting goods
- Offer eco-transportation subsidies to healthcare employees
- A general store; small department store with basic necessities that is not a Dollar Store
- A full-service grocery store with affordable healthy food. The nearest are KS at 9th and Downing and Safeway at 21st and Clarkson
- Crafts, games, toys store. Build community with craft/game nights (x2)
- A comfortable pedestrian experience
- We need better, safer ped/bike crossings across Colfax. It is a major barrier to cyclists/peds because the crossings are unsafe
- Address safety both personal and pedestrian – on 13th, 14th, and Colfax
- Increase patrols and enforcement of no loitering law
- A feeling of safety when walking, especially at night
- Gaylord to Columbine: perhaps strong branding for this section; similar to Bluebird

WHAT POLICIES OR INCENTIVES SHOULD WE OFFER TO STRENGTHEN LOCAL BUSINESSES?
- Shorten walking distances to opposite sides of Colfax; make it more pedestrian-friendly with always “walk” signs at crossings (and lead times)
- Add more bike parking – 16th provides great access but hardly any bike parking!
- Smaller shop spaces (less sq. ft.) with affordable leases
- Family friendly business practices
- Don’t F*** Existing businesses
- Keep 4 lanes of car and parking on Colfax
- Pathways to building ownership
- Keep bike lanes on small streets; kills businesses on big streets
- Corona to Franklin: concern about property owner selling building that has a lot of small businesses in them
- State bags parking meters from January to May even if they don’t need it; which doesn’t help businesses

Q: ECONOMICALLY DIVERSE AND VIBRANT: DO YOU AGREE WITH THE VISION STATEMENTS?
- Agree: 8
- Disagree: 0
Additional Vision Comments:
- There is a lack of childcare options in central Denver. Incentivize high quality childcare.

Q: EQUITABLE, AFFORDABLE AND INCLUSIVE: DO YOU AGREE WITH THE VISION STATEMENTS?
- Agree: 9
- Disagree: 0

Additional Vision Comments:
- Innovative *and affordable* housing
- Please consider design and neighborhood character. We don’t need any more junk!
- Prioritize affordable housing and social supports

QUESTIONNAIRE ECONOMY COMMENTS
- More affordable central housing along Colfax
- Anything that would enhance ethnic and economic diversity would enhance the East Central area. This is a very white area. This was a very white meeting. We can and should do better and the neighborhood should be more inclusive. The cultural and economic landscape should be incorporated into neighborhood planning.
- Would like to see more ownership opportunities in multi-unit buildings. We had a very hard time finding a condo/townhome to buy in Cap Hill. Most multi-unit buildings are rentals. Home owners help stabilize neighborhoods and would help bring prices down.
- Create guidelines for business using historic buildings regarding signage, outdoors spaces, and sidewalk connection. Get rid of the tacky signage & junked up windows
Q: ARE BUILDING HEIGHTS ON COLFAX APPROPRIATE?

DO YOU WANT TO SEE DIFFERENT HEIGHTS THAN WHAT IS CURRENTLY ALLOWED ON COLFAX? IF SO, WHERE AND WHY?

- Yes, but there should be neighborhood impact meetings
- Keep heights low. Sensitive transition to neighborhoods.
- Yes! Please add density – condos, multi-family, with access to transit, walking, and biking! Need a better mix of housing
- Yes – density is inevitable and it’s better to keep increases along corridors to prevent scrapes in the neighborhoods.
- Expand height only if there is sufficient parking and lighting. Need a door man?
- Do not increase heights on Colfax unless you implement STRONG incentives to preserve historic structures. At a minimum, build stories above the historic facades but ideally preserve them as they area.
- Upzone all of Colfax to 8 stories
- Allow higher density along south side (but problems with ice and shading) will not shade single family homes as much as north side.
- Yes, encourage more height and density along the Fax (+2)
- I am happy with what is currently allowed.
- Expand the step-back zoning – 3-4 stories on Colfax to keep pedestrian scale and then higher further back
- Yes!!! Higher 4-5 stories and walkable
- We could go to 4-5 stories! We need more housing along BRT and make area less exposed and more intimate feeling (+1)
- Colfax is perfect for more density and higher buildings since it is an East-West corridor that “blocks” less views than North-South
- Not everywhere. Keep Esplanade unobstructed through Colfax to City Park.
- Need more density and housing along arterials, especially Colfax.
Q: WHAT BUILDINGS SHOULD WE ENCOURAGE SAVING ON COLFAX?

OPEN COMMENT EXERCISE (although many placed dots on photos):

- Develop one-story buildings into taller structures with retail on ground floor and businesses above (e.g. former thrift store at Colfax/Humboldt and Family Dollar at Colfax/Gilpin) to mimic Alta Court, Colonnade, etc.
- Adaptive reuse is great, but preserving original uses and interiors is better
- Adaptive reuse! The greenest building is one that is already built (older buildings add character)
- Maybe we should focus less on the building and more on the space in front of them
- What about the old run-down storage building? Vine and Colfax? Is it active? Can it be reused?
- Building fronts along sidewalk, not parking (+2)
- Important – useful, provides housing (affordable) and commercial uses the neighborhood wants, good human scale, interaction, activation
- Storage on Vine & Colfax is beautiful and underutilized
- Small businesses with unique character (Pete’s)
- Don’t save it just because it’s old
- Vacant check and cash available – please do something! (Vine and Colfax)
- Save our history and the story that these buildings represent. Historic Preservation is important.
- Important – local owner + long time use + arts/culture function or affordable housing (+1)
- Bad – storage/parking lots/ugly luxury housing

Q: WHAT ARE THE PRIORITIES FOR NEW DEVELOPMENT ON COLFAX?

- East Central Area Plan
Voting Exercise [2 dots each]:

<table>
<thead>
<tr>
<th>What are Your Priorities for New Development on Colfax?</th>
<th>East Central Area-Wide Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserving an existing building</td>
<td>14</td>
</tr>
<tr>
<td>Provides significant amount of affordable housing</td>
<td>9</td>
</tr>
<tr>
<td>Provides shared parking for surrounding uses</td>
<td>9</td>
</tr>
<tr>
<td>Provides publicly accessible open space or contributes to open space fund</td>
<td>12</td>
</tr>
<tr>
<td>Design review to ensure quality design that is in keeping with character</td>
<td>12</td>
</tr>
<tr>
<td>Includes well-designed transitions to low-scale neighborhoods</td>
<td>9</td>
</tr>
<tr>
<td>Preserves small businesses or contributes to assistance fund</td>
<td>11</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>76</td>
</tr>
</tbody>
</table>

Additional New Development Priorities Comments:

- Allow live/work and small businesses back into our neighborhoods.
- Creating a “destination” like the Dairy Block would be cool IF it was safe.
- Limit curtain walls to FFE (furniture, fixtures and equipment?) in MS (Main Street zoning)
- Promote small lot development
- Design Review is a must
- No minimum parking requirements
- Do not add more car (coffin) storage
- Do not incentivize more driving or storage of cars
- East Central does not need to return on storage space for employment or access to downtown
- Affordable housing near public transit (+1)
- Emphasize rapid transit, transit subsidization, bicycling to reduce traffic. That should underlie all efforts to improve Colfax IMHO (in my honest opinion).
- Excessive traffic and resulting forms really degrade authenticity of many neighborhoods. Encouraging and subsidizing public transit should underlie all these efforts.
- Be wary of using some materials – we have too much shoddy stuff already.

Q: WHERE SHOULD GROWTH BE DIRECTED AND HOW?
OPPORTUNITY AREAS MAP
- Unsightly uses on Colfax
- Old, creepy buildings and neglected
- Colfax narrow sidewalks, unsafe, scary motels
- Thrift shop = 3-story mixed use opportunity (also called out on map)
- Park Avenue is only main thoroughfare. Don’t make into park – take the bank building instead.
- Please allow middle development by-right up to 3 stories. Help affordability and promote small-scale economic development!
- Affordable housing
- Pedestrian spaces and more activated storefronts
- More housing along Colfax to support transit. Find a way to disincentivize multiple car households?
- Keep heights of buildings low
- Fill in the “gaps” – develop parking lots first
- The new buildings suck. Too thin, bad.

LAND USE MAP
- DO-9 area – character area (located on map as just north of Colfax and east of Park Ave.)
- Height and density along corridor.
- Look at Vancouver, BC for policy on adding units/density as an incentive to keeping historic buildings. There is strong incentive to save historic buildings this way.
- Allow more duplexes and triplexes please. Single family zoning creates infrastructure debt, car dependency, environmental debt
- More mixed use in Cheesman
- Colfax BRT nodes – ADUs/Carriage houses and mixed use – keep attainable rates
- Affordable housing – encourage ADUs
- Allow quadplexes and ADUs in all neighborhoods
- Abolish minimum parking requirements in Capitol Hill and North Capitol Hill
- Allow 5-story buildings throughout Capitol Hill.
- Map additions = adding retail just east of Cheesman Park (north of Botanic Gardens) and more in Congress Park.

Q: STRONG AND AUTHENTIC NEIGHBORHOODS: DO YOU AGREE WITH THE VISION STATEMENT?
- Agree: 24 (plus, one sticky note)
- Disagree: 0
QUESTIONNAIRE LAND USE COMMENTS

- I was glad to hear that the 5-story maximum height for the property on Fillmore St. across from the Pinnacle will be maintained in the new plan and the zoning code. Tony Vaida, President. Pinnacle RNO
- We need parking badly. All the other ideas take away parking. Please do not take away without creating new parking - a lot of it. Could alleyways & back parking be converted to parking structures? Secure, well lit, shared parking could be worth trading off small individual parking places
Q: WHAT OTHER STRATEGIES COULD MAKE YOUR AREA MORE RESILIENT?

Voting Exercise [5 dots each]:

<table>
<thead>
<tr>
<th>Menu of Options to Make Area more Resilient</th>
<th>East Central Area-Wide Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree Canopy/Tree Lawn</td>
<td>20</td>
</tr>
<tr>
<td>Shared Green Spaces</td>
<td>20</td>
</tr>
<tr>
<td>Native Vegetation</td>
<td>23</td>
</tr>
<tr>
<td>Open Space in Private Land</td>
<td>9</td>
</tr>
<tr>
<td>Water Conservation</td>
<td>13</td>
</tr>
<tr>
<td>Stormwater Programs</td>
<td>10</td>
</tr>
<tr>
<td>Multi-Purpose Areas</td>
<td>14</td>
</tr>
<tr>
<td>Energy-Efficiency</td>
<td>16</td>
</tr>
<tr>
<td>New Technologies</td>
<td>19</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>144</td>
</tr>
</tbody>
</table>

Additional Resiliency Comments:
- Mandatory energy-efficient construction
- Resilience must be CO climate specific. Are trees really the answer in our climate?
- Public vs. Private open space needs to be revisited and more stringent regulations and rules.

Q: WHAT WOULD MAKE YOU FEEL SAFER & MORE COMFORTABLE IN EAST CENTRAL?

Voting Exercise [3 dots each]:

Additional comments:

[No additional comments provided]
Menu of Options for Safer and Comfortable Area | East Central Area-Wide Votes
---|---
More services for vulnerable populations | 18
Safety Ambassadors | 5
**More activity on the street** | **25**
Neighborhood walking patrols | 4
**Public Restrooms** | **21**
Better Lighting | 13
Emergency Call Boxes | 2
**Public Art** | **22**
TOTAL VOTES | 110

Additional Safety and Comfort Comments:
- Denver Arts & Venues has 5 funding programs for citizens/neighborhoods to bring public art to every neighborhood
- Supervised injection facilities would be an important component of services. Yes!
- Neighborhood sidewalks should be required to have a minimum width and include an area between sidewalk and street particularly in busy thoroughfares.
- Why isn’t a supervised use site listed as a strategy?
- Traffic calming is good to increase walkability and reduce crime and promote comfort. 20 mph speed.
  (two additional dots)

Q: HOW DO YOU USE YOUR NEIGHBORHOOD PARKS?

DO YOUR NEIGHBORHOOD PARKS HAVE AMENITIES THAT YOU WANT?
- Yes!
- Need connected bike access to parks
- Ped-bike trails connecting parks. Please! (additional comment: Yes!)
- Also, more small parks

WHAT AMENITIES WOULD YOU LIKE THAT ARE MISSING?
- Safer, more pedestrian friendly intersections around City Park. Have to cross 4-6 lanes of heavy traffic
- None. We need not to lose any more open space
- City park paths and trails could be better connected to the neighborhood.
- Governors Park is not super welcoming. Darks spots, unsafe, homeless persons. Wish it could actually be a place to hang out.
- Make Park Ave. parks, more park like more trees along avenue.
- Need more dog parks that are appealing to both humans and dogs (benches, shade, greenery)
  Cheesman? (additional comment: Yes!)

**WOULD YOU LIKE MORE SMALL PARKS IN YOUR NEIGHBORHOOD?**
- Yes!
- Re-think R.O.W for park space
- Congress Park could use more playgrounds (young families)
- The Park Avenue parks could be improved to be something more than just leftover space
- Yes! Plus, streetscape and intersection landscaping

**Q: WHAT SHOULD BE PART OF A GREEN INFRASTRUCTURE NETWORK?**

**Green Infrastructure – mobility comments:**
- Consider road diets on the (highways) of 13th, 14th, 17th, 18th. Green space would be great!
- Maybe 16th Ave can be Denver’s first bike-only street (cars as guests) woonerf? Between Broadway to East High School? (Additional comment: I agree!)
- Add and fix sidewalks at 11th and Sherman
- Large Curb Extensions and Traffic Calming near Dora Moore Elementary (9th / Corona) please! It has 3 high speed one-ways
- Green bulb-out on the one-ways 13/14/15th, York and Josephine
- Keep the 7th Ave bike lane / bikeway going all the way to 7th and Sherman or to Gov’s Park from
- Where sandstone sidewalks need to be replaced, replace with new sandstone and not bland concrete walks
- The 7th Avenue neighbors need help – traffic and safety!
- Bulb-outs on Sherman
- Add a bike/ped route thru East High School campus, and connect to 16th Ave
- 16th Avenue greenway
- Bulb-outs on Colfax to slow traffic/make crossing distance shorter
- Connecting Parkways together!

**Green infrastructure – stormwater and resiliency comments:**
- More greenway in the ROW – trees, bushes – along 13th / Marion / Lafayette
- South Federal near Alameda Street is a good example of proposed green infrastructure
- Bulb-outs and green infrastructure (global)
- This area (area near the Sprouts on Colfax) should be used to catch water from Montclair
- Congress Park association area meetings about Tree Lawn
- Incentivize more than the required water management for high priority areas, such as the parking lot at Sprouts.
- Permeable pavers + green alleys should be standard everywhere
- Heat Island – more Energy Efficiency!
- Prioritize energy efficiency outreach in areas of urban heat island and participation in City rental utilities assistance

Parks, open space and amenities comments:
- Denver water site access for walking dogs etc. status of reservoir?
- Work on converting the parking lots near Sherman Street and 8th into green space/plaza/gathering spaces (Additional comment: Yes to this too)
- Consider re-imagining Governors Park and including green infrastructure. Space to work outside, tables, shades, etc.
- Consider changing Quality Hill Park to community resources such as urban garden community (Additional comment: I agree!)
- Make a shade area! (@Colfax & Broadway/Linear – CC Station)
- Make Park Ave more “park-like” – more greenery, gathering places.
- Parks at Park Ave!
- Cheesman Park – please!
- What is the status of the $8.4MM for Congress Park Pool Replacement?
- Dog park in Congress Park

Land use/development comments:
- Add/Address requirement to have green space / plaza for bldgs. (@ the York apartments, York / 18th)

PUBLIC OPEN SPACE OPPORTUNITY MAP

Mobility comments:
- How much of the ROW is dedicated to cars vs others?
- Repurpose ROW
- Prioritize bikes + peds along old streetcar route 11th and 9th
- Like the idea of using 9th Avenue as a connection to Cheesman Park. Currently use this route and support this idea
• 13th, 14th, 17th, and 18th are high speed one ways that divide and our neighborhood uncomfortable. Please prioritize 2 ways, peds, and bikes.
• No great existing north/south bike lane
• Dora Moore Elementary at 9th and Corona is surrounded by three high speed one-ways (Downing, Corona, and 8th) please make safer and more comfortable for residents.
• Keep connection along 7th going all the way to Governors Park
• Can we make 16th Avenue into a bike street? (Cars are guests) Woonerf?
• Traffic calming on 16th to deter traffic
• 16th peds and bikes
• Why create a dead end?
• Connect N/S of Colfax neighborhoods
• Think about grade for bikes.
• Hierarchy of transportation. Vehicles, bikes, peds (by speeds)
• Dumps more traffic on 16th Ave bike lane.
• Reduce number of high speed one-ways for cars (6th, 8th, 13th, 14th, 17th, 18th) 20 mph speeds
• Forbid bikes on high-speed one ways streets (13th, 14th, 17th, and 18th)
• Cut down speeding on one-way streets
• There is no way to bike safely
• Make Colorado more walkable. It’s lacking sidewalks in many spots.
• Increase Curb extensions and trees

Parks and open space comments:
• Homelessness is an issue at parks
• Why is congress park pool closed? Fix existing spaces
• Consider this parking lots (parking lots near Governors Park) for green space or community space/parks
• Variable conditions at Governors Park
• Playground of Morey Middle School near 13th Avenue is concrete. Make into usable park?
• What is up with the parcel north of Congress Park? (parcel where the soccer fields are)

Park Ave. closure to vehicular access comments:
• Don’t close park @ Colfax (7 votes)
• Make a park at Colfax and Humboldt (3 votes)
• Temporary trial of Park and Colfax Closure. (1 vote)

Land use/development comments:
• 13th Avenue is a great commercial district. Please make more safe and comfortable
PARKS FRAMEWORK KEY QUESTIONS

Voting Exercise [1 dot per question]:

SHOULD WE RE-THINK PARKWAYS TO PROVIDE BETTER PEDESTRIAN/BIKE CONNECTIONS TO EXISTING PARKS?

<table>
<thead>
<tr>
<th>East Central Area-Wide Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>No way</td>
</tr>
<tr>
<td>Hesitant, but explore options</td>
</tr>
<tr>
<td><strong>Good idea</strong></td>
</tr>
<tr>
<td><strong>Absolutely</strong></td>
</tr>
<tr>
<td><strong>TOTAL VOTES</strong></td>
</tr>
</tbody>
</table>

SHOULD WE RE-THINK PUBLIC RIGHTS-OF-WAY FOR OUR PARKS AND OPEN SPACE?

<table>
<thead>
<tr>
<th>East Central Area-Wide Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>No way</td>
</tr>
<tr>
<td><strong>Hesitant, but explore options</strong></td>
</tr>
<tr>
<td>Good idea</td>
</tr>
<tr>
<td>Absolutely</td>
</tr>
<tr>
<td><strong>TOTAL VOTES</strong></td>
</tr>
</tbody>
</table>
SHOULD WE EXPLORE THE POSSIBILITY OF CONVERTING EXISTING VACANT/PARKING LOTS INTO FUTURE PARK SPACE?

<table>
<thead>
<tr>
<th>East Central Area-Wide Votes</th>
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<tbody>
<tr>
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<tr>
<td>Hesitant, but explore options</td>
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<tr>
<td>Good idea</td>
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<tr>
<td>Absolutely</td>
<td>9</td>
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</tbody>
</table>

Additional Comments:
- Land value taxation to get rid of vacant lots
- Vacant lots converted to housing

DOES THE PARK FRAMEWORK MAP REFLECT WHAT YOU WOULD LIKE TO SEE IN YOUR NEIGHBORHOOD?

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<thead>
<tr>
<th>East Central Area- Wide Votes</th>
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<td>Maybe</td>
<td>1</td>
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<tr>
<td>Yes, but with few changes</td>
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<tr>
<td>Yes, It looks great!</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>8</td>
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</table>

Additional Comments:
- Need more parks. We dropped the ball on abbo < park space
- Pocket parks (quality of life) along Colorado?
- Can the City purchase some of the private parking lots and create some larger parking structure closer to the high density of workplaces and convert some of the further lots into greens space?
- Small parks in Cap Hill. (additional comment: agree! don’t agree
- Funny... Park Ave has the fewest trees. 6 lanes of traffic. More trees on Park

Q: ENVIRONMENTALLY RESILIENT: DO YOU AGREE WITH THE VISION STATEMENTS?
- Agree: 15
- Disagree: 0

Additional Comments:
- ER/RE goal should be 80x50! 6H6 reduction
Q: HEALTHY AND ACTIVE: DO YOU AGREE WITH THE VISION STATEMENTS?

- Agree: 14
- Disagree: 0

QUESTIONNAIRE QUALITY OF LIFE COMMENTS

- I really enjoyed this meeting and am excited to allow my neighborhood focuses on. I do wish there was more strategies to vote on for health such as supervised use facility and trauma informed policing.
- By criminalizing such innocent behavior as playing ball or frisbee with your dog in the park, you undermine confidence in city government. Closing the Congress Park pool for 2 years is unconscionable. Fit it NOW OR build a new pool NOW, if that makes more sense. Maybe you can design one with the same width at the ends as in the middle. Neither city, Cheesman nor Congress Park has a dog park. Why discriminate against dog owners? We pay taxes too. All three of those parks have playgrounds.
Open Comment Exercise:

- Bikes and cars run red lights and stop signs
- Curb extensions and traffic calming on the 3 high speed one ways surrounding the Dora Moore Elementary School
- Curb extensions and traffic calming on all one ways please
- Post speed limits. Where are the signs?
- Must address speeding issues on 13th Ave just past Humboldt towards downtown. Excessive speeds
- Multiple rollover accidents over last 3 years
- Difficult to see coming out of local streets because cars park so close to the intersections
- Connection to City Park and future BRT means more traffic
- All (especially N-S) streets in City Park are a great place to get killed
- 8th – 9th and Colorado development means more cut through traffic on 9th and Jackson
- High speed one ways divide and make our neighborhood less safe and comfortable. 6th, 8th, 13th, 14th, 17th and 18th are all qualified for cars and are very unsafe
- Do not take 2 lanes of traffic off Colfax and push it into the neighborhoods
- 16th and Cook intersection lacks visibility for crossing 16th on foot, bike, or car
- Concerned about street parking in Cap Hill and Cheesman Park
- Increased visibility at stop signs. Cars shouldn’t park so close to corners. Drivers have to pull into intersection to see traffic.
- Forbid bikes on 13th, 14th, 17th, 18th
- Intersection visibility is an issue. Cars park too close to corners and it’s difficult to view weather intersection is safe for crossing
- DPD traffic division – Nail these guys running red lights and stop signs. Revenue!
- NYC Neighborhood Slow Zone: Yes! Kudos!
- Reduce the number of one way streets
- Try traffic circles along 16th
- Wider ROW on Madison = more and faster traffic
- Do not take two lanes of traffic off Colfax and push it into the neighborhood
ADDRESSING MULTIMODAL CONNECTIONS BOARD

Open Comment Exercise:
- Build outs to shorten pedestrian distance across streets and slow traffic
- After snow events, sidewalk cleaning needs to be a higher priority. Residents along 17th are bad at it. Also alleys freeze, thaw, and make glaciers and impact connectivity. How to fix?
- Safer sidewalk alternatives when sidewalk is closed for construction
- It would be nice if planned bike routes connect to other routes north and south of neighborhood (especially through City Park into neighborhood and connect to trail
- Use alleys as preferred routes for bikes
- Allow peds to walk on green lights (limit vehicles to prioritize peds). Add more walk buttons.
- Create bikes lanes next to curb, then add parking lane so bikes are protected
- It is dangerous to bike in Cap Hill because of blind intersections. Any new bike lane route / bike lights
- BRT is a bad idea. Pushes cars into neighborhood
- 12th Ave crossings have high conflict with cars/bikes. Add stop signs and other traffic calming
- 13th and 14th have very narrow sidewalks in parts that feel unsafe for peds

NEIGHBORHOOD MOBILITY HUBS BOARD

HOW CAN WE BETTER CONNECT YOUR NEIGHBORHOOD?
- Please connect us to local businesses by making crossing these 1-way intersections safer. RRFB’s bulb outs with green, slow down traffic
- High speed one-ways divide and make our neighborhood less comfortable. 8th, 13th, 14th, 17th, 18th. Slow down and two-way traffic please.
- Easier and safer access to City Park
- Post speed limit signs
- Who owns / controls Congress Park parcel?
• You missed the 9th street commercial district? King Soopers, Dora Moore, Ace Hardware, Taylor, etc.
• Make Colfax easier for pedestrians to cross (+1 vote)
• Make Park Ave easier to cross. All those angled intersections are confusing and dangerous
• Like bulb outs at intersections. Can we use extra space for scooter parking or way finding?
• Make crossing Colfax safer and easier!
• How are other agencies (i.e. RTD) staying involved?
• More defined places to park and ride scooters. Potential public/private partnership to place scooters
• Ticket Uber and Lyft drivers who idle at bus stops
• More B-cycle stations and bike racks
• 16th Ave could be Denver’s first bike street? Broadway to Carla Madison (+2 votes)

IMPROVING PARK AND PARKWAY ACCESS BOARD

WOULD YOU LIKE MORE PARK CONNECTIONS AND IMPROVED PARKWAYS?
• 16th Avenue could be Denver’s first bike street?
• High speed 13th, 14th, 8th, 17th, and 18th make it hard to access parks
• City Park isolated – 3 sides surrounded by high density/high speed traffic. What about under passes or pedestrian bridges?
• Beautiful parkway at Colorado Blvd.
• Raised protected bike lane: Make these bikes lanes a different color like green so people don’t get confused
• Wash Park enhanced bike and pedestrian treatments: They work!
• Protected bicycle lane for 12th especially west of Cheesman Park (+1 vote)
• Reimagine our use of alleys in the area

Q: HOW CAN WE BETTER CONNECT YOUR NEIGHBORHOOD?

Open Comment Exercise on an aerial map:
• All traffic lights have pedestrian crossing lights too
• Need N-S bike connections
• Automatic pedestrian signals at all intersections, especially Colfax – No Buttons! And Downing (1 agrees)
• I would like safety for pedestrians on 17th and Park. E.G. Red arrow for turning vehicles to allow pedestrians to cross
• Construction sites: Provide pedestrian access!
• High speed one ways like 13th, 14th, 17th, 18th divide our neighborhoods and prioritize cars over residents and peds and bikes

HANDOUT EXERCISE: WHAT’S IMPORTANT TO YOU?
Total handouts filled out: 16

Voting Exercise [“How would you prioritize streets for pedestrian and bicycle improvements? Pick four”]:

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<thead>
<tr>
<th>East Central Area-Wide Ranking</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Top 4*</th>
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<td>0</td>
<td>3</td>
<td>9.5</td>
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</tbody>
</table>

Total points calculated as follows: Rank 1=4 pts, 2=3 pts, 3=2 pts, 4=1 pt, and a checkmark for a top 4 rank=2.5 pts. Note: *Many respondents did not rank, but rather checked off items. A checkmark was considered 2.5 pts.

Additional Comments:
• Reduce traffic to incentivize other modes.
• If you designate certain residential streets (vs commercial or arterial streets) as bike streets they don’t have to squeeze between parked cars and moving traffic. They are main traffic on street but can pull over if necessary to allow a car to pass.
• Lowest priority is on-street parking or traffic flow.
• Priority 4 is grocery stores/farmers markets (tallied under retail).
• Colfax and other streets are already busy – how can we improve traffic flow? Make room for cars – we still drive.
• If you take a parking lane, give residents chance to park unlimited on other streets. Expand the zone you can apply for, the zones are small.
• Big concern about loss of parking.
Q: WELL CONNECTED, SAFE AND ACCESSIBLE PLACES: DO YOU AGREE WITH THE VISION STATEMENTS?

- Agree: 16
- Neutral: 1
- Disagree: 0

Additional Comments:

- Make pedestrian signals activate always. I should not have to hit a button to cross. Give peds lead times.
- If we are prioritizing multimodal transit, we should de-incentivize driving by keeping parking limited (+3 agreed)

GENERAL COMMENTS RECEIVED AT STATION

- Mayor is missing the point! No one will give up their car unless he creates an affordable way to get to the mountains which is why people are moving here. Don’t manage if you want people to give up their car, lead the way!

QUESTIONNAIRE MOBILITY COMMENTS

- Safety is the #1 issue - for parks, bike lanes, public transit, development. None of this works without safety. I feel more safe walking around LoDo than Colfax. Until that is fixed the area will stagnate! How do you make it safe to walk/ride across Colfax?
- Some maps/diagrams were unclear. “Improving parking & parkway access” Green arrow/line indicate multimodal improvements but since it’s the same color as the park on the map it looks more like location for installations.
- We need parking badly. All the other ideas take away parking. Please do not take away without creating new parking - a lot of it. Could alleyways & back parking be converted to parking structures? Secure, well lit, shared parking could be worth trading off small individual parking places
- High speed one-ways divide our neighborhood and make them feel unsafe. Does every other street really need to be a high speed one-way? More bike and ped access on 6th, 7th, 13th, 14th 17th and 18th.