Capitol Hill/Cheesman Park Workshop
February 12, 2019
Meeting Notes
CAPITOL HILL/ CHeESMAN PARK WORKSHOP BREAKOUT STATION NOTES

FEBRUARY 12, 2019 | ALTHEA CENTER

48 ATTENDEES

PARTICIPANT DEMOGRAPHICS

33 respondents

<table>
<thead>
<tr>
<th>What is your gender?</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Man</td>
<td>17</td>
</tr>
<tr>
<td>Woman</td>
<td>16</td>
</tr>
<tr>
<td>Non-Binary or Prefer to Self-Describe</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How old are you?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
</tr>
<tr>
<td>18 - 34</td>
</tr>
<tr>
<td>35 - 44</td>
</tr>
<tr>
<td>45 - 54</td>
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<tr>
<td>55 - 64</td>
</tr>
<tr>
<td>65 - 74</td>
</tr>
<tr>
<td>75 and over</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What is you race and/or ethnicity?</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian or Alaska Native</td>
</tr>
<tr>
<td>Asian</td>
</tr>
<tr>
<td>Black or African American</td>
</tr>
<tr>
<td>Hispanic, Latino or Spanish</td>
</tr>
<tr>
<td>Middle Eastern or North African</td>
</tr>
<tr>
<td>Native Hawaiian or other Pacific Islander</td>
</tr>
<tr>
<td>White</td>
</tr>
<tr>
<td>Some other race or ethnicity</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>In what neighborhood do you live?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cheesman Park</td>
</tr>
<tr>
<td>Capitol Hill</td>
</tr>
<tr>
<td>Cherry Creek</td>
</tr>
<tr>
<td>East Cheesman Park</td>
</tr>
<tr>
<td>Hale</td>
</tr>
<tr>
<td>North Capitol Hill</td>
</tr>
<tr>
<td>West Cheesman/Capitol Hill</td>
</tr>
<tr>
<td>Wymann</td>
</tr>
</tbody>
</table>

SUMMARY OF KEY INSIGHTS

ECONOMY

- Participants agreed with the Vision Statements (Economy: 6 votes; Housing: 6 votes).
- The top priorities for advancing housing affordability include:
  - encouraging more apartment buildings with affordable housing near transit (11 votes),
  - encouraging more ADUs, such as garage conversions or backyard cottages (8 votes), and
  - providing partnerships with major employers (such as hospitals and schools) in creating affordable housing units for their workers (8 votes).
Participants gravitated towards the highest density "missing middle" housing types. Of equal importance to participants was the need for new units, no matter the type, to fit in with the historic character of the neighborhood. Most desired missing middle types include:
  o live + work (15 votes),
  o townhouses/rowhouses (14 votes), and
  o walk-up apartments (12 votes).

Top needs for a complete food environment include:
  o food grown in public spaces (10 votes),
  o full-service grocery stores (8 votes),
  o healthier corner or convenience stores (8 votes), and
  o farmer’s markets/stands (8 votes).

When asked about healthcare and wellness, participants were supportive of the hospitals in the East Central Area and want to ensure they remain and don’t relocate elsewhere in the metro as others have. Of the opportunities listed on the board, affordable workforce housing easily drew the most attention from participants, with many people noting a desire for increased housing density and workforce units on and adjacent to the hospital campuses.

Participants noted a variety of desired types of retail, including (healthy) convenience stores, hardware stores, corner stores, coffee shops. Several participants focused on the importance of improving the pedestrian experience on Colfax, with requests for wider sidewalks, traffic calming and safer crossings, and public restrooms.

LAND USE

Participants agreed with the Vision Statement (3 votes).

NEIGHBORHOOD CHARACTER:

Top concerns for SU and TU district redevelopment include: articulation (8 votes), mass and scale (7 votes), and materials (7 votes).

Top concerns for MU district redevelopment include: materials (14 votes), ground floor design (13 votes), variation in massing (11 votes), and variation in details (11 votes).

Parking is a big problem. New construction and density apparently exacerbate the problem.

One-way streets make it harder to live in the neighborhood.

Historic preservation also preserves the single-family housing stock. Changes in use in the Historic Districts aren’t controlled by the Districts. Use changes in the Historic Districts from single family shouldn’t be allowed.

Alleys are an overlooked resource.

Other concerns for new development included: parking (2) and design review (2)

COMMERCIAL NODES:

For the two nodes analyzed, common top responses include: filling in parking lots with buildings, saving existing businesses, slowing down traffic, wider sidewalks and more shade. Other priorities varied based on the node.

COLFAEX:

There were mixed views on appropriate heights/density along Colfax. (3) want lower-scale, 3-stories or under, (1) said 3-5 stories, and (3) were in favor of 8 or more stories.
• Adaptive reuse strategy is supported – need to reference 2005 study for suggestions, including historic district recommendation.
• Top priorities for new development on Colfax included: preserving existing building (9 votes), shared parking (7 votes), design review (6 votes), and preserve small business (6 votes)
• Other concerns for new development include: commercial rent control (1), dealing with parking/parking structures (2)

OTHER:
• No cars in Cheesman (3)

QUALITY OF LIFE
• Participants agreed with the Vision Statements (Environment: 12 votes; Healthy: 12 votes).
• The top resilient priorities include:
  o tree canopy/tree lawn (21 votes),
  o shared green spaces (15 votes),
  o native vegetation (14 votes), and
  o multi-purpose areas (14 votes).
• The top priorities to make the area safer and more comfortable include:
  o more activity on the streets (21 votes),
  o better lighting (16 votes),
  o public art (15 votes), and
  o public restrooms (15 votes).
• Participants suggested ideas such as making 16th Ave and 12th Ave bike/ped only greenway streets. Others suggested using the alleys as bike/ped connections. Others suggested traffic calming and green connections on one-way streets (17th, 18th, Corona, and Downing).
• Attendees liked the idea of green infrastructure along flood prone areas such as Colfax and Lafayette. Low maintenance facilities, tree lawns bioswales, native plantings, and trees were mentioned as potential systems.
• Many attendees mentioned maintenance of Cheesman Park facilities. Some attendees suggested to look at the possibility of closing Cheesman Park to cars. Potential locations for additional parks/plaza/community space were suggested at 11th and Grant, 14th and Colorado, and at the old Whole Foods location. In addition, many participants mentioned safety and more facilities such as bathrooms as important elements of their parks.
• The majority of participants think we should absolutely (9 votes) re-think our parkways to provide better pedestrian/bike connections to existing parks.
• The majority of participants feel we should absolutely (7 votes) re-think public rights-of-way for our parks and open space.
• The majority of participants think we should absolutely (11 votes) explore the possibility of converting existing vacant/parking lots into future park space.
• There is a divided opinion between the participants about the idea of closing Park Avenue from Humboldt to Colfax. The majority of the participants think we should absolutely explore the idea (10 votes). However, some think there is no way we should explore the idea (7 votes), and some are hesitant, but will like to explore options (3 votes). Attendees expressed their interest in the idea by suggesting to explore the possibility of closing Park Avenue entirely including Franklin Street to Cheesman Park. Other
expressed interest in fixing the 5-way intersection without closing Park Avenue referencing concerns for safety and unwanted activity at the park (if closed), and the importance of Park Avenue as a connection to the highway.

- There was general support towards the park framework map. Participants agreed, but with a few changes (3 votes) would reflect what they would like to see in their neighborhood.

**MOBILITY**

- All participants agreed with the Vision Statement (10 votes).
- Priorities from exercise results/comments include:
  - Better bike lanes/connections (20)
  - Prioritize pedestrians (improving sidewalks and make safer crossings (13)
  - Traffic calming through improved street design (8)
  - Better transit, more coverage, free/reduced fares (7)
  - Increase stop signs and traffic signals at intersections (7)
  - Increase enforcement (traffic laws, speed, signage, property owner sidewalk maintenance after snow) (7)
  - Close parks/certain streets to automobiles (6)
- Top priorities for bike/pedestrian routes from the questionnaire:
  - Priorities for route improvements included safety (38.5 points), parks (30.5 points), and major transit stops (26.5 points)
  - Improvements that avoid reducing on-street parking was considered less of a priority (18 points), while avoiding reducing vehicular traffic flow was the lowest priority (9 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>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage more ADUs, such as garage conversions or backyard cottages</td>
<td>8</td>
</tr>
<tr>
<td>Allow single-unit homes to add rentable rooms or to convert to multi-unit</td>
<td>5</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>11</td>
</tr>
<tr>
<td>Create more supportive housing with integrated services to help individuals and families transition from homelessness</td>
<td>7</td>
</tr>
<tr>
<td>Preserve existing private and publicly-supported affordable housing</td>
<td>2</td>
</tr>
<tr>
<td>Provide rental assistance (such as programs for qualifying fixed income households)</td>
<td>2</td>
</tr>
<tr>
<td>Provide homeownership assistance (such as property tax abatements or Community Land Trusts)</td>
<td>3</td>
</tr>
<tr>
<td>Provide more on-site services in buildings, such as job training, literacy programs, and childcare</td>
<td>1</td>
</tr>
<tr>
<td><strong>Develop partnerships with major employers (such as hospitals and schools) in creating affordable housing units for their workers</strong></td>
<td>8</td>
</tr>
<tr>
<td>Provide housing for a variety of household types (such as shared living, family-sized units, or multi-generational housing)</td>
<td>6</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>59</td>
</tr>
</tbody>
</table>

**Additional Housing Affordability Comments:**

- More senior, disabled, and Section 8 housing options
- If more ADU’s are encouraged then they should be committed to long term rentals, **not** short-term rentals restricted by City laws
- Develop an ADU program
  - Pre-designed & pre-engineered
  - Water tap discount
- Affordability component
- Long-term housing
- Construction loan program
- Keep profits local, not going to a REIT

- The solution is to force new apartments to be under market rent when they began renting units
- More projects like the apt. built on top of historic storefront (Ex. E. side of Corona 800 block)

**Q: WHAT “OTHER” TYPES OF HOUSING WOULD YOU LIKE TO SEE?**

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

<table>
<thead>
<tr>
<th>Missing Middle Housing Types</th>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached accessory dwelling unit</td>
<td>8</td>
</tr>
<tr>
<td>Duplex</td>
<td>3</td>
</tr>
<tr>
<td>Secondary detached single-family home</td>
<td>3</td>
</tr>
<tr>
<td>Corner lot cottage court</td>
<td>6</td>
</tr>
<tr>
<td>Double lot cottage court</td>
<td>1</td>
</tr>
<tr>
<td><strong>Townhouse/rowhouse</strong></td>
<td>14</td>
</tr>
<tr>
<td><strong>Walk-up apartment</strong></td>
<td>12</td>
</tr>
<tr>
<td><strong>Live + Work</strong></td>
<td>15</td>
</tr>
<tr>
<td><strong>TOTAL VOTES</strong></td>
<td>62</td>
</tr>
</tbody>
</table>

**Additional Missing Middle Comments:**
- Why no fourplexes? (+1 vote)
- No more high rises!
- Much stricter design standards to make new development fit the neighborhood
- Would love to see East Colfax as pilot for Missing Middle by right – a la Minneapolis. BRT investment makes a great candidate for bold intervention
- Double Lot Cottage Court would encourage more demolition of older, charming buildings
- Historic theme and style for all new buildings; match the existing buildings
- New structure can’t be taller than old structure
- More apartments with support services
• We stopped “slot homes” so why are you trying to show another version of this. “Cottage” homes do not add to the cohesiveness of the neighborhood. Bad design like grouping the “wagons” around the fire. You isolate then from the neighborhood without a street facing entrance. “Common Human Nature” sociology.
• Abolish single family zoning. Use Minneapolis 2040 as a guide. Density is the only way to stabilize rents in a rapidly growing DEN.
• Wheelchair accessibility in all multi-family buildings
• No increase in density
• Require one parking space per unit
• We need density, make sure new development respects existing character and enhances pedestrian experience
• Trauma informed housing
• Rent control
• Section 8
• What are housing vacancy rates?

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

ARE ANY OPPORTUNITIES MISSING?
• Opportunities for more housing density around hospital campuses? They’re big scale already, so easier to put multi-family around
• Nurses can’t afford to live here 😞
• Partner with unions like SEIV on workforce development and training
• Private network of room for people
• Increase access options for Medicaid users
• Trauma counseling center
• Affordable housing for healthcare trainees (residents, medical students, etc.) & health care ancillary staff (RNs, SWs. etc.)
• Supervised use site for injection drug users!
• Encourage the overbuilt hospitals to add affordable units
• Connect hospital zone to west side of City Park Health walk path
• Overlay map with transit to address connectivity questions
• Keep hospitals; increase workforce housing

CONCERNS:
• What can hospitals do to release destitute into a safe space instead of neighborhood?
- Persuade state legislature to pass bill stopping hospital and acute care unless need is proven!
- Hospital retention. We've lost 2-3 already. Keep an eye on National Jewish for signs of leaving.
- More north/south transit options needed to support workers coming from the south. Would also be nice for seniors in the neighborhood to have better access to facilities
- How can people who work in the health care industry afford to live nearby when new buildings are expecting $2100/mo.?

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

**WHAT RETAIL IS MISSING?**
- A locally owned 5 and Dime type store so Target runs would not be needed
- Unique ethnic restaurants - International food choices
- Convenience store or corner store
- Hardware store, home goods, coffee shops near Cheesman Park
- Healthy convenience store between Franklin and York
- Colfax and Pearl - frequent stabbings. Need more patrol/better lighting?
- Colfax needs help to be transformed into a pedestrian friendly retail environment: wider sidewalks, planning, traffic calming, safe pedestrian crossings
- Coffee shop, hardware stores, thrift store, corner stores, CVSs
- Hardware store & furniture store
- Small diverse businesses. We can find vice businesses easily (pot, liquor etc.) but no shoe stores for example
- I feel like I would go to the Sie more if there were more diverse retail right around it. Tattered cover closes kind of early and I think the restaurants in that development are fast casual or chains?

**WHAT POLICIES OR INCENTIVES SHOULD WE OFFER TO STRENGTHEN LOCAL BUSINESSES?**
- Address public marijuana & open containers outside of businesses. It is currently awful.
- If you build too much fancy stuff...no Bueno. “money drives out funk“
- Be careful to limit high-rise developments. They create dark canyons on their north side
- Social enterprises! Tax credits or incentives for marrying workforce training or non-profit streams and business
- Limit large retail space to favor smaller businesses
- A supervised use facility will allow businesses to stop playing bathroom monitor. Public restrooms as well.
- Don't build high-rises (might harm small biz - affordability)
- We strengthen small businesses by not allowing fortune 500 companies!
- Discourage strip malls – bring new development up to sidewalk with engaging storefronts
Q: WHAT IS NEEDED FOR A COMPLETE FOOD ENVIRONMENT?

Voting Exercise [3 dots each]:

<table>
<thead>
<tr>
<th>What is Most Needed in East Central?</th>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Buying Food</strong></td>
<td></td>
</tr>
<tr>
<td>Full Service Grocery Store</td>
<td>8</td>
</tr>
<tr>
<td>Healthier Corner or Convenience Store</td>
<td>8</td>
</tr>
<tr>
<td>Specialty Markets</td>
<td>2</td>
</tr>
<tr>
<td>Ethnic Restaurants or Markets</td>
<td>7</td>
</tr>
<tr>
<td><strong>Farmer’s Markets, Stands</strong></td>
<td>8</td>
</tr>
<tr>
<td>Healthy Fast Food or Dining</td>
<td>5</td>
</tr>
<tr>
<td><strong>Producing Food</strong></td>
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</tr>
<tr>
<td>Commissary Kitchen or Incubator</td>
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<tr>
<td>Urban Farms (Private Enterprise)</td>
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<tr>
<td><strong>Food Grown in Public Spaces</strong></td>
<td>10</td>
</tr>
<tr>
<td>More Growing in Private Yards</td>
<td>5</td>
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<tr>
<td>Combined Growing and Retail Facilities</td>
<td>0</td>
</tr>
<tr>
<td>Food Hubs (Aggregate, Distribute)</td>
<td>0</td>
</tr>
<tr>
<td><strong>Food Related Education &amp; Services</strong></td>
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<tr>
<td>Healthy Habits &amp; Cooking Skills</td>
<td>0</td>
</tr>
<tr>
<td>Gardening Education</td>
<td>2</td>
</tr>
<tr>
<td>SNAP Enrollment &amp; Resources</td>
<td>3</td>
</tr>
<tr>
<td>Food Donation &amp; Emergency Food</td>
<td>2</td>
</tr>
<tr>
<td>Resources w/in Housing, Clinics, Schools</td>
<td>3</td>
</tr>
<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>1</td>
</tr>
<tr>
<td><strong>Improve Bike, Ped, Transit Access to Food</strong></td>
<td>10</td>
</tr>
<tr>
<td>Mobile Grocery Markets</td>
<td>2</td>
</tr>
<tr>
<td><strong>TOTAL VOTES</strong></td>
<td>83</td>
</tr>
</tbody>
</table>

Additional Food Environment Comments:
- I really wish there was a farmer’s market.
• Trauma Informed Center for most vulnerable populations
• Community gardening geared toward refugee communities
• Incentivize food growing in yards instead of hardscape

Q: ECONOMICALLY DIVERSE AND VIBRANT: DO YOU AGREE WITH THE VISION STATEMENTS?
• Agree: 6
• Disagree: 0

Q: EQUITABLE, AFFORDABLE AND INCLUSIVE: DO YOU AGREE WITH THE VISION STATEMENTS?
• Agree: 6
• Disagree: 0

QUESTIONNAIRE ECONOMY COMMENTS
• (Ethnic and) economic diversity need to be a high priority.
• A blend of housing for all demographics, including families, is needed.
• Co-ops would help with healthy food needs.
• More co-ops/grocery stores.
NEIGHBORHOOD CHARACTER ANALYSIS

OPEN COMMENT EXERCISE:

- Eliminate or study one-way streets; one-way streets noisy only at certain times; one-way streets pulse - noisier and faster
- Two-way streets slower, safer, and less noisy. More neighborly.
- Slow down traffic on busy streets by traffic lights that sense cars going too fast, and change red.
- Cycling on 12th safer than 11th. 12th is a narrower street, slows traffic. Drivers more cautious.
- Parking is a huge problem. New buildings are built with lower parking standards - 0.50 to 0.75 spaces per unit. Puts more pressure on parking on the street. Even if off-street parking is provided in new construction, it costs the resident. If they can't afford it, they park on the street.
- On-street parking harder to find on one-way streets. Off-street parking for residents is a must.
- If a resident-only parking permit system is put in place, guests can't find a place to park. Service providers - lawn care, plumbers, electricians etc. - can't find a place to park, so they won't come to the neighborhood.
- Capitol Hill is the City's easiest neighborhood to live in without a car.
- Limit new commercial spreading off of Colfax such as bigger development parcels extending into the neighborhood.
- People who attend shows at the Ogden and Fillmore has no place good to eat after the show.
- Development pressure from Colfax south to 14th Ave squeezes existing residential in those blocks because 14th Ave. is a one-way and not attractive to live on.
- High buildings / intensities on Grant St are appropriate, but keep high buildings / intensities out of low intensity parts of the neighborhood.
- Greater density along 13th and 14th one-ways is appropriate.
- 13th and 14th hard to cross. They are semi-barriers.
- Not much ADA access in the neighborhood.
- What is plan going to say about changes of uses? Historic Preservation keeps the buildings as they are, but they can change in use. Keep the uses as they are - don’t change uses of existing houses in historic districts to office or multifamily.
- Don’t kill family residential in Capitol Hill.
- Bungalows and baby Victorians are now housing young families, which is good for the neighborhood.
- Don’t mess with historic districts!
• Alleys are underutilized. Better lighting and amenities could make them more attractive to walk and bike and use for activities.
• Drug use in alleys can be reduced by creating SUSs (Supervised Use Space). Such places are found in Canada and Europe and a few US cities. Harmon Action Center at Colfax and Grant is going to be Denver’s first SUS.
• Subarea 14 along 7th Ave. is 2 to 3 stories, not 2 to 6 stories.
• Wider sidewalks are needed. People with dogs, scooters, etc need more room.
• It’s too bad that sandstone sidewalks are going away. They fit the character of the older brick and sandstone houses. If replaced, the sidewalk should be tinted to better match the old sandstone. Not just gray concrete.
• Replacement of the sidewalk shouldn’t be a cost entirely on the shoulders of the property owner. Should be split 50/50 with the City.
• The character of Capitol Hill is still good, even with the occasional badly designed buildings.
• Really likes living in Cheesman Park. Good accessibility, particularly to grocery store.
• Maintain the Cheesman Park Mountain View plane. Other view planes have been eroded or eliminated (e.g. the Bell Park view plane).

Q: HOW IS NEW DEVELOPMENT AFFECTING NEIGHBORHOOD CHARACTER (SU/TU DISTRICTS)?

<table>
<thead>
<tr>
<th>How is New Development Affecting Neighborhood Character (SU/TU Districts)?</th>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>5</td>
</tr>
<tr>
<td>Mass and scale</td>
<td>7</td>
</tr>
<tr>
<td>Materials</td>
<td>7</td>
</tr>
<tr>
<td>Side setbacks</td>
<td>6</td>
</tr>
<tr>
<td>Long side walls</td>
<td>6</td>
</tr>
<tr>
<td>Ground floor level design</td>
<td>5</td>
</tr>
<tr>
<td>Roof forms</td>
<td>3</td>
</tr>
<tr>
<td>Articulation</td>
<td>8</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>47</td>
</tr>
</tbody>
</table>

Votes for “Somewhat Important”:
• Height (4)
• Long Side Walls (1)
- Materials (2)
- Side Setbacks (1)
- Mass and Scale (2)
- Roof Forms (1)
- Ground Floor Level (3)

**Votes for “Not Important”:**
- Height (2)
- Long Side Walls (1)
- Side Setbacks (4)
- Mass and Scale (1)
- Roof Forms (1)

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**Q: HOW IS NEW DEVELOPMENT AFFECTING NEIGHBORHOOD CHARACTER (MU DISTRICTS)?**

**Voting Exercise [1 dot per topic - chart showing votes for “Very Important to Address”]:**

<table>
<thead>
<tr>
<th>How is New Development Affecting Neighborhood Character (MU Districts)?</th>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>10</td>
</tr>
<tr>
<td>Variation in massing</td>
<td>11</td>
</tr>
<tr>
<td>Materials</td>
<td>14</td>
</tr>
<tr>
<td>Variation in details</td>
<td>11</td>
</tr>
<tr>
<td>Quality</td>
<td>7</td>
</tr>
<tr>
<td><strong>Ground floor level design</strong></td>
<td>13</td>
</tr>
<tr>
<td><strong>TOTAL VOTES</strong></td>
<td>66</td>
</tr>
</tbody>
</table>

**Votes for “Somewhat Important”:**
- Height (3)
- Materials (1)
- Variation in massing (1)
- Quality (2)

**Votes for “Not Important”:**
- Height (2)
- Variation in Details (1)
Additional Neighborhood Character (MU District) Comments:
- 8th & Emerson not in keeping with character even though in historic district – address DGs and Landmark Preservation Commission process.
- Including underground parking is important!
- Include parking!
- Generally, in favor of a bit higher density as it supports other quality of life improvements but design and materials are very important to fitting in neighborhood.
- Design review should be done in neighborhoods adjacent to historic districts. “Context” should matter.
- Not enough parking required (on-site) and street parking is non-existent.

NEW DEVELOPMENT IN NEIGHBORHOODS ANALYSIS BOARD

OPEN COMMENT EXERCISE:
- Do not allow modern style housing in historic neighborhoods (+1)
- Encourage allowing single family homes to convert to multi-family.

Q: WHAT ARE THE PRIORITY IMPROVEMENTS FOR NODE #13 (13th AVE - CORONA TO MARION), #14 (13TH AVE - PENN TO CLARKSON), and #16 (11TH AVE - CORONA TO EMERSON)?
## Voting Exercise [Choose Top 3]:

<table>
<thead>
<tr>
<th>What are the priority improvements?</th>
<th>Node #13 (13th Ave - Corona to Marion)</th>
<th>Node #14 (13th Ave - Penn to Clarkson)</th>
<th>Node #16 (11th Ave - Corona to Emerson)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safer crossings</td>
<td>4</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Redevelop parking lots</td>
<td>1</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Keep/support existing businesses</td>
<td>10</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Encourage variety of uses</td>
<td>1</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Slow down vehicular traffic</td>
<td>10</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>More trees/shade</td>
<td>4</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Benches/greenery</td>
<td>2</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Windows/visibility ground floor</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Wider sidewalks</td>
<td>9</td>
<td>12</td>
<td>4</td>
</tr>
<tr>
<td>Add/keep iconic elements</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Building edges/memorable buildings</td>
<td>3</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Places to sit/eat outside</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>47</td>
<td>53</td>
<td>30</td>
</tr>
</tbody>
</table>

### Additional Comments for Node #13:
- (2) dots/agree with “This area does not have enough local businesses that draw visitors, so it feels empty and uninviting.” And “The restaurants in the area do not have outdoor seating, which contributes to a lack of activity and excitement on the sidewalk.”
- (9) dots/agree with “There is a busy one-way street that makes the sidewalk feel uncomfortable, discouraging pedestrians from spending time there.”
- Widen sidewalks only if they will be shoveled in winter.
- If 13th is going to stay a fast, one-way, why not just encourage development in other areas? Don’t try to mix cars with enjoyable retail/walking experiences either have to slow cars or no cars.
- I don’t know why anyone would want to walk down 13th. It’s a lost cause for pedestrians. Go to 12th or 14th which has decent sidewalks.

### Additional Comments for Node #14:
- (5) dots/agree with “There is a busy one-way street that makes the sidewalk feel uncomfortable, discouraging pedestrians from spending time there.” And “The sidewalks in the area are narrow and do not have trees or other plantings, which makes them unpleasant and uninviting.”
- Sidewalks in every part of the city.
- Slow traffic on 13th? No! Traffic is already slow and good.

### Additional Comments for Node #16:
- (4) dots/agree with “There are several parking lots in front of buildings in this area, reducing the amount of activity and excitement on the sidewalk.” And “This area does not have shared public space, like a plaza, leading to fewer visitors and less activity.
- (1) dot/agree with “The sidewalks in the area are narrow and do not have trees or other plantings, which makes them unpleasant and uninviting.”
- Incentivize dense mixed-use redevelopment of the vacant Whole Foods site – 5+ story
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?

- 3-5 stories more walkable, traffic calming
- Limit to 3 stories (+2 votes)
- No more than 3 stories on side streets
- Too many high rises make for perpetual darkness in neighboring buildings
- Higher - up to 8 stories, but with stepped base to respond to existing scale
- Support 8-story zoning on Colfax
- 8-story minimum; 20+ at nodes

Q: WHAT BUILDINGS SHOULD WE ENCOURAGE SAVING ON COLFAX?

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

- Refer back to 2005 study which cites existing examples already.
- Keep Colfax small business only
- Protect all of them!
- Historic 3+ stories, pedestrian friendly, no setbacks
- Small ground floor businesses with apartments above. More walkable
- Architectural character and diversity
- Smiley’s, Alta Court Colonnade, Fillmore
- Unique architecture, historic locations (including cultural), general feel/charm.
Q: WHAT ARE THE PRIORITIES FOR NEW DEVELOPMENT ON COLFAIX?

Voting Exercise [2 dots each]:

<table>
<thead>
<tr>
<th>What are the Priorities for New Development on Colfax?</th>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserving an existing building</td>
<td>9</td>
</tr>
<tr>
<td>Provides significant amount of affordable housing</td>
<td>2</td>
</tr>
<tr>
<td><strong>Provides shared parking for surrounding uses</strong></td>
<td><strong>7</strong></td>
</tr>
<tr>
<td>Provides publicly accessible open space or contributes to open space fund</td>
<td>2</td>
</tr>
<tr>
<td>Design review to ensure quality design that is in keeping with character</td>
<td>6</td>
</tr>
<tr>
<td>Includes well-designed transitions to low-scale neighborhoods</td>
<td>5</td>
</tr>
<tr>
<td>Preserves small businesses or contributes to assistance fund</td>
<td>6</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>37</td>
</tr>
</tbody>
</table>

Additional New Development on Colfax Comments:
- Need parking structures (replace parking lots) and provide “green”/open space on top.
- Public parking needs bigger, clearer signage. People won’t use it if they don’t know it’s there.
- Control commercial rents in new buildings is very important!
- Sun access is important – step back upper floors.
- Eliminate crimes of open containers and public marijuana consumption.
- Keep Colfax Weird.
- Mix of uses and additional density.
Q: WHERE SHOULD GROWTH BE DIRECTED AND HOW?

**LAND USE MAP:**
- Don’t increase density. Don’t make life worse for current residents.
- People’s backyards ADU pattern book for homeowners. Spread the density around.
- Contain existing commercial on Colfax, don’t spread into neighborhood.

**OPPORTUNITY AREAS MAP:**
- Direct growth around BRT. Open to rezoning within walk circles
- Fill in parking lots
- Redevelop low rise auto-oriented buildings into higher density mixed use (on Colfax)
- Colfax! Thousands of vacant spots used for car storage that could be used for dynamic growth.
- In general: improve ped safety on 13th, 14th and other one-ways...traffic calming and complete streets!
- No minimum parking – concern of what it does to built form
- No cars in Cheesman! (+3 votes)

Q: WHERE IS DESIGN GUIDANCE NEEDED?

**MAPPING AND OPEN COMMENT EXERCISE:**
- Preserve buildings – allow existing to be converted into multi-unit.
- Maybe expand 13th to 14th as later phase.
- 8th to 10th Ave Downing to Washington – early 20th century, single and two unit, 2-story apartments
- Add West Cheesman (9th to 12th Ave and Downing to Humboldt) for historic designation and make sure view plane is preserved (+1 vote)
- 13th to Colfax Colorado to Milwaukee is significant because of Denver Square.
- Good infill in Alamo Placita
- Density with design review
• All of Colfax
• The 2005 Colfax Area Plan suggests exploring a Colfax Historic District. This has not been initiated in the 14 years that have passed. Consider mimicking the Downtown Denver Historic District that calls out specific buildings. The individual buildings that the community identified as noteworthy are laid out in that document.
• Preserve historic homes near Cheesman.

Q: STRONG AND AUTHENTIC NEIGHBORHOODS: DO YOU AGREE WITH THE VISION STATEMENT?
• Agree: 3
• Disagree: 0

QUESTIONNAIRE LAND USE COMMENTS
• Building heights along Colfax are appropriate.
• Closing Park Ave at Colfax for park space is a terrible idea. Unless homeless camping and open drug use is addressed in the neighborhood. How would you deal with the homeless population?
• Older, smaller buildings should be saved to keep character.
• Building heights need to be limited due to potential shadows.
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>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree Canopy/Tree Lawn</td>
<td>21</td>
</tr>
<tr>
<td>Shared Green Spaces</td>
<td>15</td>
</tr>
<tr>
<td>Native Vegetation</td>
<td>14</td>
</tr>
<tr>
<td>Open Space in Private Land</td>
<td>7</td>
</tr>
<tr>
<td>Water Conservation</td>
<td>11</td>
</tr>
<tr>
<td>Stormwater Programs</td>
<td>5</td>
</tr>
<tr>
<td>Multi-Purpose Areas</td>
<td>14</td>
</tr>
<tr>
<td>Energy-Efficiency</td>
<td>10</td>
</tr>
<tr>
<td>New Technologies</td>
<td>7</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>104</td>
</tr>
</tbody>
</table>

Additional Resiliency Comments:

- Turn small parks into community gardens (like Quality Hill Park)
- Additional recycling compost drop off areas for residents that live in buildings that do not have City pick up
- Eliminate homeless camping/parking in parks! (+2 votes)
- Through a housing first model and ensuring affordable housing! (pointing to previous note)
- Bring back the green initiative
- City need to work on adding more park space, especially in new development areas. Otherwise there may be too much demand for existing park space
- Develop more community gardens. Maybe come on Park Avenue?
- Cap amount of rock and hardscape buildings can have, especially in “tree lawn”
Q: WHAT WOULD MAKE YOU FEEL SAFER & MORE COMFORTABLE IN EAST CENTRAL?

Voting Exercise [3 dots each]:

<table>
<thead>
<tr>
<th>Menu of Options for Safer and Comfortable Area</th>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>More services for vulnerable populations</td>
<td>12</td>
</tr>
<tr>
<td>Safety Ambassadors</td>
<td>4</td>
</tr>
<tr>
<td><strong>More activity on the street</strong></td>
<td><strong>21</strong></td>
</tr>
<tr>
<td>Neighborhood walking patrols</td>
<td>5</td>
</tr>
<tr>
<td><strong>Public Restrooms</strong></td>
<td><strong>15</strong></td>
</tr>
<tr>
<td>Better Lighting</td>
<td><strong>16</strong></td>
</tr>
<tr>
<td>Emergency Call Boxes</td>
<td>0</td>
</tr>
<tr>
<td><strong>Public Art</strong></td>
<td><strong>15</strong></td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>88</td>
</tr>
</tbody>
</table>

Additional Comments:
- Slower traffic, less one way's, more comfortable safer for peds/bikes: 8 dots
- Supervised use clinics to reduce public encounters with overdose
- Rapid police response to crime
- Faster speeds on certain streets and areas
- Stricter policing to discourage homeless camping etc.
- Send appropriate responders to address situation, police in addition to paramedics with open air drug use
- Alternatives for homeless already not allowed to sleep outside
- No more surveillance, I don’t want to be watched
- Lighting should be better controlled (down aiming only) to mitigate light pollution
- Supervised use facilities for injection drug users
- Better sidewalks
- Better lighting around transit stops and routes to transit (especially between 6th and 9th on Lafayette)
- Re-evaluate designated bike routes (13th & 14th) to safer streets
- Team inform policing. Mental health response teams pairing police with mental health professionals.
Q: HOW DO YOU USE YOUR NEIGHBORHOOD PARKS?

DO YOUR NEIGHBORHOOD PARKS HAVE AMENITIES THAT YOU WANT?
- I avoid parks due to hostile homeless/drug addicts.
- Parks have too many “homeless” that are thoroughly scary!
- Yes, I want large green open spaces that are proven to reduce stress.
- Pocket parks in London are great. Busy city but nice spots of respite.
- Better police response to open air drug use (pot and heroin mostly)
- I love our parks. Please close Cheesman to cars! It would be safer and calmer.
- More bathrooms.
- No cars allowed in Cheesman Park!
- Don’t close Cheesman to cars – users dramatically go down when the park is closed in summer on Sundays!!
- Can the City lease the empty space on the southeast corner of Grant and 11th for temporary use as park and/or plaza? Food carts at lunch in summer? Farmer’s market? Community garden?

WHAT AMENITIES WOULD YOU LIKE THAT ARE MISSING?
- Please connect parks with bike lanes
- Better rest room would be nice
- Save our coniferous trees in Cheesman from high-salt reclaimed water
- Designate bike lanes in Cheesman Park please!
- Restrooms Cheesman
- Close Cheesman to cars
- Need more dog poop bag dispensers along blocks with grass and parkway green.

WOULD YOU LIKE MORE SMALL PARKS IN YOUR NEIGHBORHOOD?
- Yes, but the small parks like Governor’s turn into homeless camps – maybe couple them with nearby shelters?
- Quality Hill park and Governor’s Park – How to make them more inviting with homeless occupants and carts there daily?
- Yes, Capitol Hill lacks small parks
- We need to open the bathroom and add more drinking fountains and electricity at the park at Cheesman
- Yes, particularly between 13th and Colfax
Q: WHAT SHOULD BE PART OF A GREEN INFRASTRUCTURE NETWORK?

Green infrastructure - mobility comments:
- 16th Ave Bikeway/Greenway
- Less space for cars/traffic, more space for people and bikes please!
- Bike lanes on Downing/Corona, traffic calming, provide a North/South bike lane, curb extensions please
- Use alleyways for biking instead of adding lanes on Downing and Corona

Green infrastructure - stormwater and resiliency comments:
- Bioswales with native plantings in flood prone areas
- More green along Colfax River along Colfax (water accumulates – parking lot Colfax Lafayette)
- Native/ornamental grass (xeriscaping)!
- Edible gardens, in R.O.W. distributive community gardens, education kids (note on Cheesman Park)
- I’d prioritize trees in right-of-way’s over smaller greenery or planters. Plants need to be low maintenance or they risk dying off.
- I like this idea I just need more information

Parks open space and amenities comments:
- Redo fountains and water fountains, bathrooms, electricity at pavilion (note on Cheesman Park)
- Permanent plaza with permanent structure
- Amazon plan 5 stories (grocery-residential) 4 levels (rezoning), increase 3 levels

Land use/development comments:
- More green space near 11th & Ogden Commercial District please, more walkability and ground floor retail

PUBLIC OPEN SPACE OPPORTUNITY MAP
Mobility comments:
- The 5280 Loop would be great!
- Prioritize local or intra-city transit through 17th and 18th. Consider converting a travel lane to a transit lane.
- 16th Ave. as a bikeway or greenway would be great. Good complement to 13th and 14th, and 17th and 18th auto and Colfax transit. (1 vote)
- Bring back street cars (1 vote)
- Bike paths should connect to Cheesman Park. Some of them especially on 11th stop on Ogden St.
- Open alleys to bikers or encourage alley ways to be used as a safer solution.
- Improve pedestrian safety and comfort on 17th and 18th.
- 12th Ave. could be a bus, bike and ped only route. Bike and ped freeway.
- Bike lanes on Downing and Corona would be great! Traffic calming. Connect parks. Currently there aren't very good N/S bike lane connections. (1 vote)
- Residential streets don't make good connections.
- Close or slow down traffic through Cheesman park. Bus only or bus and bike. Send traffic to roads like Downing that bikes and peds can avoid.
- Use alley as option for bikers.
- Safety! on Colfax! near Cheesman!
- Address #15 bus ridership problems

Parks open space and amenities comments:
- More trees maybe a path or trail. No sidewalk but some type of path along 7th Ave parkway
- Non-hardscape path along the 7th Ave. parkway for running and doggies
- Potential park at Colorado Blvd and 14th Ave.

Park Ave. closure to vehicular access comments:
- Put Park Ave. back to its original park space with double row of trees (remove lanes)
- Park Ave. near Colfax is needed accessible, attractive, and walkable etc.! (3 votes)
- Dog park at Colfax and Park Ave. if it is closed for park.
- Close Park Ave. at Colfax for park, and community garden could be in park.
- Convert Park Ave. to pedestrian only greenway
- Close park Ave further to create more usable park space along 16th Ave bikeway.
- Don’t close Park Ave.!!! Change the street for better pedestrian, but don't close.
- Fix the intersection at Colfax and Park Ave, no 5 way, but don't close Park Ave.
- Closing Park Ave. will not result in a safe park.
- Maybe extend the plaza down to Franklin St. connect to Cheesman bike lane? Protected.
- Close Park Ave. to cars! Walking only.
**Pro**
- Need to explore closing option along entire Park Ave.
- Love it but make sure alternative flow pattern is sufficient and police presence is strong
- Great idea!
- Love this idea
- Do it!
- Historically, Park Ave. from Colfax to Humboldt was closed.

**Con**
- It can become a homeless camp
- Would become a homeless, drug-use park if crime is not addressed by the city.
- Terrible idea! Magnet for drug sales and camping
- We need Park Ave. for vehicle access, especially to I-25
- Park Ave. is a route to I-25, Ball park and Five Points neighborhood

**Land use / development related comments:**
- Great opportunity for high rise development at 17th Ave. and Madison St.
Voting Exercise [1 dot per question]:

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

<table>
<thead>
<tr>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No way</td>
<td>0</td>
</tr>
<tr>
<td>Hesitant, but explore options</td>
<td>1</td>
</tr>
<tr>
<td>Good idea</td>
<td>3</td>
</tr>
<tr>
<td>Absolutely</td>
<td>9</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>13</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No way</td>
<td>1</td>
</tr>
<tr>
<td>Hesitant, but explore options</td>
<td>1</td>
</tr>
<tr>
<td>Good idea</td>
<td>5</td>
</tr>
<tr>
<td>Absolutely</td>
<td>7</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>14</td>
</tr>
</tbody>
</table>

SHOULD WE EXPLORE THE POSSIBILITY OF CONVERTING EXISTING VACANT/PARKING LOTS INTO FUTURE PARK SPACE?

<table>
<thead>
<tr>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No way</td>
<td>0</td>
</tr>
<tr>
<td>Hesitant, but explore options</td>
<td>2</td>
</tr>
<tr>
<td>Good idea</td>
<td>4</td>
</tr>
<tr>
<td>Absolutely</td>
<td>11</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>17</td>
</tr>
</tbody>
</table>

SHOULD WE EXPLORE THE POSSIBILITY OF CLOSING THE PARK AVE. FROM COLFAX TO HUMBOLDT?

<table>
<thead>
<tr>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No way</td>
<td>7</td>
</tr>
<tr>
<td>Hesitant, but explore options</td>
<td>3</td>
</tr>
<tr>
<td>Good idea</td>
<td>1</td>
</tr>
<tr>
<td>Absolutely</td>
<td>10</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>21</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Capitol Hill &amp; Cheesman Park Votes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No (please explain)</td>
<td>2</td>
</tr>
<tr>
<td>Maybe</td>
<td>0</td>
</tr>
<tr>
<td>Yes, but with few changes</td>
<td>3</td>
</tr>
<tr>
<td>Yes, It looks great!</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL VOTES</td>
<td>7</td>
</tr>
</tbody>
</table>
Q: ENVIRONMENTALLY RESILIENT: DO YOU AGREE WITH THE VISION STATEMENTS?

- Agree: 12 dots
- Disagree: 0 dots

Additional Vision Comments:
- Abolish parking, parking minimums and add parking maximums. (+2 votes)

Q: HEALTHY AND ACTIVE: DO YOU AGREE WITH THE VISION STATEMENTS?

- Agree: 12 dots
- Disagree: 0 dots

Additional Vision Comments:
- I wish there was a farmer’s market. (+1 vote)

QUESTIONNAIRE QUALITY OF LIFE COMMENTS

- Crime is way up on Capitol Hill. It needs to be addressed immediately.
- Another smaller rec center - Carla Madison is always packed.
- Encourage more gardens for houses and businesses.
- Put community garden somewhere on Park Ave. Take away some of road on Park Ave and put back double tree layer. Give incentives to plant veggies & other plants & eliminate a large percentage of the hardscape. No rock lawns! Developers need to add more green and open space and less height. Design of new building should respect neighbors' access to the sun.
MOBILITY STATION NOTES

ADDRESSING SPEED AND SAFETY BOARD

Open Comment Exercise:

- Cars race up the hill on Clarkson between 6th and 8th to beat traffic lights. Many accidents @8th and Clarkson
- Don’t allow bikes and scooters on sidewalks. Dangerous to pedestrians
- Uber and Lyft are real problems, drivers aren’t familiar with neighborhoods and too many cars on the road
- Install signs of grandmotherly couples walking of pedestrian streets like Pearl, Penn, Marion, etc.
- Make it easy and safe for pedestrians to cross 13th and 14th
- The neighborhood must be made safer for pedestrians. There are too many higher speed one-way streets. There need to be more crosswalks, stop signs, signals, it is too car oriented now!
- Make 13th, 14th, and 8th 2-way roads
- Get rid of all alley stop lights! (someone wrote NO!)
- Slow traffic, reduce one-way streets dividing our neighborhoods
- Support tactical urbanism design
- More stop signs and lower speed limits on streets
- Bike lanes on every street
- More spending enforcement on 13th and 14th
- Zone streets: Motor vehicles (20-40mph) Bikes/scooters (10-20 mph) Pedestrian Zones (<10mph) and prohibit mixing these cohorts
- 13th and 14th and other one-ways such as 8th are not safe for pedestrians, crossings are too few. Traffic moves too fast, consider curb bulbs or other traffic calming measures
- Speeding enforcement and for impaired driving – Pot and Alcohol must be enforced
- Increased wheel chair accessibility and street maintenance for safety - clear ice off ramps, etc.
- Not allowing left or right turns on red lights, puts pedestrians at risk when they have a walk signal and the driver is only focusing on vehicular traffic
- Some areas need to be faster speed limits then 35mph. it takes too long to transit across the city
- Higher visibility for pedestrian cross walks, raised cross walks, painted cross walks, corner build outs to increase pedestrian safety
- Improve safety and comfort at crossings along North/South Routes
- Alley stop lights are essential, they allow pedestrians down the street to cross safely and reduce noise and speed of cars
ADDRESSING MULTIMODAL CONNECTIONS BOARD

Open Comment Exercise:

- Develops should be using covered walkways rather that closing sidewalks. The closure of sidewalks for construction make it much harder to get around the neighborhood especially in high traffic areas.
- 12th and Pearl needs to be a 4 way stop, so many crashes!
- Move parking away from intersections
- Turn 17th and 18th in to two-way streets
- Look at Lafayette, the visibility is challenging
- Many bike lanes just end at dangerous locations with no continuity. E.g. 16th and 19th Ave dump out on to Broadway
- Would like to see more frequent busses throughout neighborhoods
- Enforce owner’s fines for broken sidewalks or flagstone. Do not force owner to remove flagstone but repair and level
- More and better marked bike lanes that do not end at Broadway or Colorado or some other place where I’ll get killed, particularly East/West corridors
- As a cyclist I would be more likely to use bike lanes that are more parallel but close to major streets. This keeps me away from traffic but I want access to the amenities on the larger streets.
- 13th, 14th, 8th Aves can be hard to cross on foot or by bike. Auto speeders are a problem and the fact that traffic lights are on the alleys and not intersections makes crossing harder
- Dedicated bike lanes on major streets like Colfax and 13th and 14th
- Traffic calming and more bike lanes please
- Bike infrastructure should be consistent in forms. Areas with unique cycling format is confusing/uncomfortable. For instance, 15th street lane being a left rather than a right
- Protected separate bike lane on Park
- Don’t “bake in” parking in new developments, Parking in Excess + “speedway streets = included auto demand
- Major underground parking lots are needed, above ground parking is ugly
- Prevent walkway blocking by scooters
NEIGHBORHOOD MOBILITY HUBS BOARD

HOW CAN WE BETTER CONNECT YOUR NEIGHBORHOOD?
- Install bus build outs
- Install pedestrian build outs at all intersections
- To other neighborhoods
- Hubs with dock less bikes and scooters
- Maybe partner with B cycle closer to make sure these bike stations feel more integrated with other transit-the B cycle system is really confusing (payment)
- Parking building are needed
- Underground parking required for all new buildings
- Dock less bike and scooter corrals is a great idea
- There is hardly any way to get to RINO on public transit
- Increase the frequency of bus 12 and bus 6 to every 15min
- Mobility hubs are a great idea- helps with modal transfer
- Add dedicated lanes for scooters/slow bikes
- Streets should be about moving people not just cars, prioritize transit, pedestrians, bikes even if it means slowing down cars
- More B cycle stations and nicer bus stops with garbage cans

IMPROVING PARK AND PARKWAY ACCESS BOARD

WOULD YOU LIKE MORE PARK CONNECTIONS AND IMPROVED PARKWAYS?
- Stop through traffic in Cheesman Park. Convert to a couple of parking lots like Washington park
- Use the City park Esplanade to connect City park to Congress Park
- “you can get from here to there” concept – making clear, safe walking and bike connections in all parks
Add a multi modal path or green pavers on parkway medians so people can use them

Q: HOW CAN WE BETTER CONNECT YOUR NEIGHBORHOOD?

Open Comment Exercise on an aerial map:

- Events booked by the city in Cheesman Park create parking and traffic nightmare. Coordinators should provide mass transit alternatives or no event booking of larger events.
- Bike path on Clarkson doesn’t work: steep uphill between 6th and 8th means that bikes don’t use it now and it is impossible in winter conditions.
- Alternatives to bike lanes on Washington and Clarkson:
  - Bike lanes on Humboldt
  - Connect to 7th Ave bike lane
  - Access to Cheesman Park
  - Coordinate with reconfiguration of Park Ave/ Colfax intersection
  - Fewer existing parking issues
  - Bike lanes on Logan and Grant
  - Already proposed for part of Grant
  - Logan ID’d as neighborhood bike way
  - More commercial area = more off-street parking
- Bike lanes on Washington and Clarkson would result in loss of 300+ parking spaces
  - Has parking study been done?
  - Major parking issues already here
- From Lincoln to Colorado, every intersection on Colfax should prioritize pedestrians, i.e. stop signs/lights and marked crosswalks at every intersection. If they can do it in Cherry Creek, they can do it here!
- Historic trail linking sites
- Rebuild walk ways at 11th and 12th and alleyway between Logan and Penn
- Is there new bike infrastructure planned for 12th Ave?
- Bike lanes on Downing and Corona please, Traffic calming on Dora Moore, and North/South Bike lane
- One more light/Stop sign at 13th and Lafayette
- Make places like 16th and Lafayette easier to cross on foot. Where park Ave crosses various streets there are a lot of areas that can use landscape improvements in the triangle areas
- Put bag speed bumps in Cheesman or one-way loops
- Would like adequate sidewalks everywhere especially busy streets
- Slow down cars at Cheesman Park. Consider eliminating through traffic, Like Washington and City Park did close off the roads and add parking lots
- Make faster bus route from Cap Hill to Downtown/Union Station. Incentivize using public transportation by making it the cheapest fastest route.
- Speed bumps on all park roads to control speed
- #10 Bus need to run more frequently late at night. Also Downing Bus
- North/South Bike infrastructure
- Automatic pedestrian signs to cross Colfax
- Connect Bike lane on 16th with bike lane on 12th headed east
- Close park to cars
**HANDOUT EXERCISE: WHAT’S IMPORTANT TO YOU?**

Total Handouts filled out: 20

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

<table>
<thead>
<tr>
<th>Capitol Hill &amp; Cheesman Park Ranking</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Top 4*</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>Routes to…</td>
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<td><strong>38.5</strong></td>
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<tr>
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<td>1</td>
<td>4</td>
<td>18</td>
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<tr>
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<td>0</td>
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<td>9</td>
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</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:**
- The South Broadway experiment failed the test. Bike pathway could have been 2 blocks over on Sherman.
- Taking care of people with needs i.e. people with no homes
- Bike lanes on every road!
- The problem with parking in Denver is the storage of cars. With the types of historic properties and new buildings and minimal parking, there is no street parking.
- Scooters, bikes dropped willy-nilly are dangerous and unsightly. Corral them, or outlaw them. Sidewalks for walkers, not bikes and scooters.
- Address vehicular speeding and traffic scofflaws i.e. cars running stop lights and stop signs
- Safe/secure bike parking locations
- I will be purchasing a trike soon. Sits low to the ground. Need to think about safety for these vehicles which will increase in popularity.

**Q: WELL CONNECTED, SAFE AND ACCESSIBLE PLACES: DO YOU AGREE WITH THE VISION STATEMENTS?**
- Agree: 10
- Disagree: 0
GENERAL COMMENTS RECEIVED AT STATION

- Make Cheesman Park car parking free on Sundays
- Cheesman Park needs better signs for no bikes on sidewalks- especially on 9th and Humboldt “stay on road”
- Connect with protected bike lanes please
- Bike lanes
- Keep cars in Cheesman park
- 16th Ave Greenway/ Bikeway/ Parkway - Awesome Idea – Plenty of auto connection on 13th/14th and 17th/18th and great transit on Colfax. 16th for bikes and storm water would be terrific
- No cars in Cheesman Park
- No cars in Cheesman Park

QUESTIONNAIRE MOBILITY COMMENTS

- Enforce parking laws on Sundays.
- Separate infrastructure is needed for pedestrians and bicyclists. Close some streets to cars.
- Fewer roads for cars and more 4-way stops.
- Faster bus route to downtown.
- Growth should be directed towards major transportation hubs.
- Bike lanes on lower traffic, safer roadways. More stop signs instead of traffic lights.
- Bike lanes on Clarkson/Washington: there are better options. Loss of significant parking, in an area where parking is already a problem. Removing those spaces will burden those who can't afford to pay for off-street parking, but need their car for their work.
- Your own survey says parking & traffic are the top concern for East Central - but every related suggestion takes away parking spaces or traffic. Bus lanes on Colfax, bikeways, parkways, pedestrian access, etc. These are all fun ideas- but they are dessert, while we are starving for parking. I think a measurement of the intensity of feeling about each issue would show parking & traffic as even greater concern than is apparent. And no developer should be allowed to build without plenty of parking.