

# East Area Plan Steering Committee Meeting #20



Date and Time: Thursday, May 23, 2019, 6 – 8 p.m.  
Location: Montclair Civic Center (The Molkery), 6829 E. 12<sup>th</sup> Avenue

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## Attendees

### STEERING COMMITTEE MEMBERS

Laurie Bogue; Mina Goldstein; Monica Martinez; Tom Meyer; Hilarie Portell; Merritt Pullam; Wende Reoch

### CITY AND COUNTY OF DENVER STAFF

Liz Weigle; Curt Upton

### ELECTED OFFICIALS

Councilman Herndon

### CONSULTANT TEAM

JJ Folsom; Beth Vogelsang; Yvette Freeman; Fernando Abbud

## Meeting Summary

### 1. WELCOME

Merritt Pullam welcomed the steering committee members and walked the committee through the meeting agenda.

### 2. APPROVAL OF APRIL MEETING MINUTES

The committee had no comments on the April meeting summary and voted to approve it for posting on the website.

### 3. REVIEW REMAINING COMMUNITY ENGAGEMENT

JJ Folsom described upcoming community engagement activities, including RNO meetings and the remaining steering committee meetings.

### 4. PRELIMINARY RECOMMENDATIONS & DISCUSSION

JJ Folsom provided a summary of the feedback from the May 14 community workshop. Additional feedback will be gathered at upcoming RNO and targeted engagement meetings and through the online survey which will be open through June 16 (the survey subsequently extended through June 30). The committee then had a discussion regarding the recommendations and feedback.

## Land Use and Built Form Recommendations

Committee members agreed with the strategy of allowing more heights along Colfax in exchange for community benefits. Some comments included:

- Be sure to include housing for seniors in the types of affordable housing that are incentivized.
- Need strong guidelines around “publicly accessible open space.” Concerned that it will result in spaces that are not truly accessible, like a roof deck.
- Some members felt Mayfair Town Center could have more areas up to 8 stories, particularly the grocery store sites that are major opportunities.
- Consider up to 8 stories at Colfax and Uinta. This is a key intersection in East Colfax.
- Mixed reaction regarding having up to 5 stories in more areas along Colfax. Some members felt this would provide more opportunity for affordable housing and other community benefits, while others felt that higher heights only at the future BRT stations provided more predictability for neighborhoods.
- Adding density will support small businesses along the corridor. This provides the businesses with more customers.
- Consider including public parking as a community benefit.
- Transportation strategies (transportation demand management, shared parking, etc.) need to be included with recommendations for additional density to encourage a multi-modal lifestyle and reduce demand for single-occupancy vehicles. Colfax presents the opportunity for a car-free lifestyle for those who want that option.
- Story-telling for the vision around the stations needs to be comprehensive – building forms, mobility improvements, transitions to neighborhoods, open space, etc. Visuals are critical. These could include sketches and photos of Denver examples.

The committee generally agreed with the recommendation for design standards and guidelines. Some members expressed concern that it would add cost and unpredictability to the permitting process, which could be burdensome for small property and business owners.

### **Housing Recommendations**

In addition to the discussion related to building heights above, members were also generally in agreement about recommendations that support accessory dwelling units and missing middle housing. Some members emphasized that we will need to have a strong implementation plan to ensure we can track smaller affordability commitments long-term.

### **Mobility and Quality of Life Recommendations**

Committee members agreed that the mobility and quality of life recommendations are headed in the right direction. Some comments included:

- Agree with recommendation to improve pedestrian access and safety on parkways. Improvements should maximize pervious surface coverage.
- Agree with making pedestrian improvements and slowing traffic on 13th and 14th. Members weren’t sure that converting the streets to two ways was the right solution but are comfortable with a recommendation that states the city should study two-waying and other potential pedestrian-safety improvements further.