



Meeting Details

Meeting Name:	Near Southeast Area Plan Steering Committee
Date/Time:	Wednesday, June 8 th , 2022 6-8 PM
Location:	Zoom Meeting

Attendees

Steering Committee Members

Jared Mackey, Judy Anne Kriss, Erika McCallin, Harvey Cohen, Scott Kilgore, Jenny Neuhalphen, Spenser Stevens, Christopher Viscardi, Guadalupe Cantu, Dustin Browne, Jim Stone, Brent Fahrberger

Denver Elected Officials

Councilwoman Black, Councilman Kashmann, Logan Fry (Councilwoman Sawyer)

Denver Staff

Scott Robinson (CPD), Jason Morrison (CPD), Libbie Adams (CPD),

Meeting Summary

- **Welcome** – Scott Robinson welcomed the steering committee members to the meeting
- **Vision Statements** – Scott Robinson went through minor updates the project team made to the vision statements based on community feedback. Overall, the changes were very small and the reaction from the community was positive. The steering committee did not object to the changes made to the vision statements. A summary of the changes:
 - Land Use vision statement: the community had a few disagreements about where to accommodate growth which is not in line with Blueprint Denver
 - Housing and Economy vision statement: added text to include naturally occurring affordable housing
 - Mobility vision statement: no changes
 - Quality of Life vision statement: added year-round exercise and other opportunities in the natural areas
- **Recommendation Development** – Scott Robinson began the evening’s discussion by presenting topics of which the project team was seeking more feedback, including a few topics where there is current disagreement or controversy in the community. The steering committee was asked to provide comment on these topics before the project team sends out draft recommendations for the community in Phase III. A summary of the topic is below:



- **Mixed Use Development Along Corridors:** Evans Avenue; TOD sites; design (parking, building massing, setbacks); local centers (development within neighborhoods/church sites/intersections, etc.):
 - i. **General community/steering committee input**
 - Would like more walkable destinations while maintaining character or residential areas
 - More local, community-serving shops, with good transitions to neighborhoods
 - More density, mixed-use, affordable housing at station areas, as long as it is safe
 - Would like wider sidewalks with deeper setbacks, landscaping
 - More interesting designs, more sustainability
 - Desire for both more parking and other modes to access stations
 - Some not interested in new local centers, others are with good design
 - Look at vacant/underutilized properties
 - ii. **Evans Avenue**
 - Community/steering committee input
 - Improve network connections, transit, walking, biking
 - Enhance the look and feel to make it a place where people want to spend time
 - Exploring possibilities for more detailed mobility study and recommendations
 - Opportunities on underutilized property
 - Development that would entice someone to come down Evans, entertainment options
 - Evans is the key for Near Southeast
 - Something to soften the look of the corridor, bury power lines
 - Adding more people will attract different kinds of businesses
 - Colorado Station is improving, has entertainment options
 - Need to improve safety to save lives
 - Look at Lowry as a successful example
 - Evans is slowing getting better but because it is so car-oriented it will continue to see gas station development
 - iii. **Building Heights – where should additional height go in the community?**
 - Important to note that these are maximums, not a uniform height across the corridor; Expanding Housing Affordability (EHA) contains incentive height allowing developers to get additional height at certain centers and corridors (ex: mixed use 3 story zoning = 4 story development if affordable housing is provided)
 - Evans
 - Currently 3-4 maximum



- Proposed 5-7 maximum
- Feedback:
 - i. The idea of 7 creates a canyon of buildings and bad traffic
 - ii. Need to make sure all the other things happen first (mobility and design improvements)
 - iii. Overall: heights feel appropriate, but transitions are important to neighborhood, especially adjacent to residential districts; idea to look at reduced parking requirement (similar to EHA); concerns about increased traffic and congestion
- Colorado station
 - Currently 20-30 maximum
 - Proposed 20-30 maximum
- Colorado Boulevard
 - Currently 5-7 maximum
 - Proposed 8-12 maximum
- Leetsdale Drive
 - Currently 3-4 maximum
 - Proposed 5-7 maximum
- Yale Station
 - Currently 5-7 maximum
 - Proposed 5-7 maximum
- Florida & Holly
 - Currently 2 maximum
 - Proposed 3-4 maximum
- General Feedback
 - Concern about looking down into back yards
 - Need to understand traffic impacts

iv. Local Centers

- Look at adding new at a few locations along Cherry Creek
- Look at old shopping area south of Kmart
- Concerns about other uses on Place Bridge property
- Concerns about Holly and Vale, would need intersection improvements, better opportunities near Leetsdale Drive
- Look at electric station near GW
- Encourage local, community-serving uses, restaurants

v. Mixed Use Design

- Landscaped setbacks, wider sidewalks, parking on side or rear
- Encourage more unique and interesting designs
- Architecture styles should be consistent with the neighborhood



- Improved transitions
- Greater percentage of street activation
- What does “unique” mean to the area?
- Opportunities for incentives for active plaza space, Evans Avenue and Colorado Good Neighbor Agreement

vi. Residential Input/Missing Middle Housing

- Community input
 - Duplexes and triplexes could be ok, more intense options as transitions to corridors
 - As long as they are well designed, fit in
 - Want to make sure new options are affordable
 - Need to have mobility infrastructure (sidewalks, bike lanes, or parking)
- Steering committee feedback
 - Look into tri-plexes and four-plexes on certain larger and corner lots
 - Potentially changing single family to include duplexes (this could be a city-wide conversation and/or regulatory project coming to address missing middle throughout the city)

vii. Residential design and preservation

- Worth pursuing preservation of 50’s mid-modern pockets of unique homes
- Limit apparent size of new and additions
- Identify character areas, provide preservation tools
- Preservation through directing growth to corridors

viii. Affordable Housing

- Utilize new Expanding Housing Affordability requirements
- Encourage more for-sale and larger units
- Look for additional opportunities near transit

ix. Displacement mitigation

- Connect to existing programs – eviction prevention, down payment assistance
- Prioritization policy to stay in neighborhood
- Reduce impacts from public investments

x. Homelessness

- Create more permanent supportive housing and connect to those in need



- Use expanding city resources to connect to those experiencing homelessness (early intervention, STAR, enforcement)
- Improve connections to shelters and services
- Look for opportunities for safe parking, tiny homes
- Increase awareness in the community on steps to take

xi. Businesses

- Encourage community-serving local businesses like restaurants
- Support business associations, potential BIDs
- Connect to services and funding to support new and existing businesses
- Attract more entertainment options – opportunities on public land

xii. Mobility safety

- Priority locations – Monaco and Yale, Quebec and Yale, protected bike lanes on Florida, Oneida and Evans, Birch and Evans
- Potential improvements: bulb outs, raised crossings, refuges, lane width reductions, new signals, phasing, turn restrictions, leading pedestrian intervals, daylighting, chicanes, barriers, etc.

xiii. Bike routes

- Potential additions on Exposition and Mississippi
- Questions about value of Exposition, working with cemetery for High Line connection is difficult
- Preference for Oneida bike lane over Quebec Street
- Generally speaking, the steering committee liked the idea of a future bike lane along Holly Street, although questions remain about north of Leetsdale Drive. The bike lane would need to be protected
- Prioritize Dahlia Street for bicycle infrastructure
- Consider tradeoffs on Holly Street and Quebec Street– potentially losing parking or travel lanes, impacts on other improvements, availability of parallel connections, etc.

xiv. Sustainability

- Steering committee generally agreed with the concept of “contemporary parkways” could be a natural connection to the abundance of trails in the Near Southeast Area and something the area could be known for setting a new standard in the city
- Climate-appropriate landscaping and trees; encourage reduced water use; rainwater collection
- Support access to solar and renewable energy, community battery
- Equity between neighborhoods for access to green amenities

The meeting concluded at 8:15pm.