



Meeting Details

Meeting Name:	Near Southeast Area Plan Steering Committee
Date/Time:	Wednesday, February 9 th , 2022 6-8 PM
Location:	Zoom Meeting

Attendees

Steering Committee Members

Jared Mackey, Lisa Foreman, Judy Anne Kriss, Erika McCallin, Harvey Cohen, Scott Kilgore, Jenny Neuhalphen, Spenser Stevens, Nancy Barlow, Adrian Kinney, Jim Stone, Christopher Viscardi, Miranda Meadow, Dustin Browne, Guadalupe Cantu

Denver Elected Officials

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

Denver Staff

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

Meeting Summary

- **Welcome** – Scott Robinson welcomed the steering committee members to the meeting and thanked everyone for returning.
- **Phase 2 Activities** – Scott Robinson discussed the upcoming online surveys which will be released during Phase 2 of project engagement. The anticipated release date is the week of February 21st. Other examples of Phase 2 outreach include two community workshops and pop-up community events.
- **Housing Options** – Libbie Adams presented the evening's first activity which consisted of several polling questions about future housing options in the Near Southeast Area. The purpose of this activity was to better understand from the steering committee some of the housing goals and objectives surrounding certain topics like affordability, involuntary displacement, and housing types. After each question was asked, a discussion followed.
 - What types of affordable housing should be prioritized?



i. Steering committee feedback:

- There has been some development recently for assisted living; would like to see more units with 3+ bedrooms for families that are moving to the area.
- Some on the steering committee felt that the “lowest income” and the “3+ bedroom units” should be combined and go together.
- Permanent supportive housing is a need for those at the lowest end of the spectrum and all areas of the city should prioritize this type of housing

o What strategies should be prioritized to help prevent involuntary displacement?



i. Steering committee feedback:

- Property taxes sometimes become too heavy of a burden for households in the area. What is the city or state doing to keep the property taxes lower?
 - o Not aware of any major programs but there is a state exemption; the City of Denver does have a program for seniors



- Denver has low property taxes comparatively, but they are increasing
- It's worth noting that 65% of property taxes go to DPS and urban drainage
- Rent control is prohibited at the State level
- Support for existing housing rehab to help people stay in their homes/neighborhood is also an option that should be considered and should get more traction because financial assistance programs are usually the first-place people look and are very beneficial to get people into homes
- What types of temporary shelter models would best fit within your neighborhood?

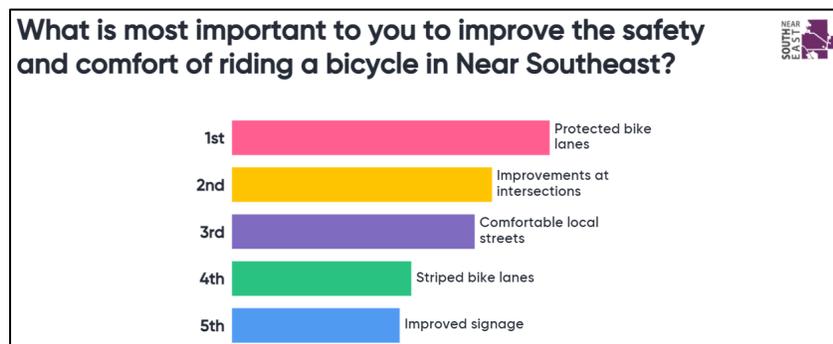


i. Steering committee feedback:

- Tiny home village may complement this suburban type of area
- How are these (tiny homes) funded?
 - Usually public/private partnerships; churches; donated land; excess city land that can be temporarily repurposed
- Finding a way to get thousands of people into housing quickly is very important – “Housing First” model (permanent affordable housing)
- During this process it should be imperative that we survey those that are experiencing homelessness.
 - This is part of Phase 2 engagement and the project team is working with HOST and other third-party organizations
 - Additionally, Denver City Council has a Safety and Housing committee which meets every week so there is a priority at the city to tackle this problem.



- Smaller municipalities may be worth contacting to better understand lessons learned. Many have found that shelters don't work well because you can't guarantee the safety of individuals.
- What are the success rates of people that have moved into permanent supportive housing?
 - Point of these options is to keep people safe until they can get into permanent supportive housing
- **Mobility Options** – Jason Morrison presented the second activity which consisted of several polling questions about future mobility options in the Near Southeast Area. The purpose of this activity was to better understand from the steering committee some of the mobility and transportation goals and objectives surrounding certain topics like bicycles, transit, and future corridor improvements. After each question was asked, a discussion followed.
 - What is most important to you to improve the safety and comfort of riding a bicycle in Near Southeast?



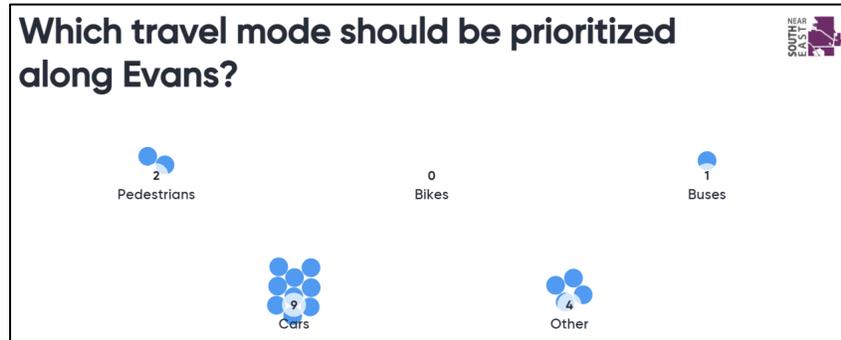
i. Steering committee feedback:

- Occasionally bike lanes are put in places where they don't necessarily fit, and street becomes too crowded
- Protected bike lanes are most valuable to have on a major thoroughfare to get between destinations. For example, along Yale Avenue or Oneida Street (connecting from Bible Park to Cook Park)
- Some people have a hard time ceding certain streets to bikers. Evans Avenue is a good example because Evans will be difficult to accommodate a bike lane because it can hardly accommodate a sidewalk or other pedestrian infrastructure. But bicycle signage could help move people east/west I the area



- Improvements at intersections – many intersections are still very unsafe because drivers don't yield or even see bicyclists. The Holly and Yale intersection is a great (bad) example.
- Accessing Cherry Creek Trail requires travel through many intersections that just aren't safe.

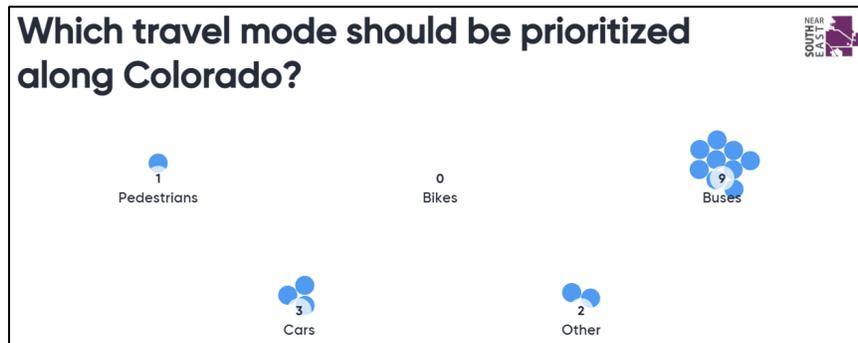
○ Which travel mode should be prioritized along Evans?



i. Steering committee feedback:

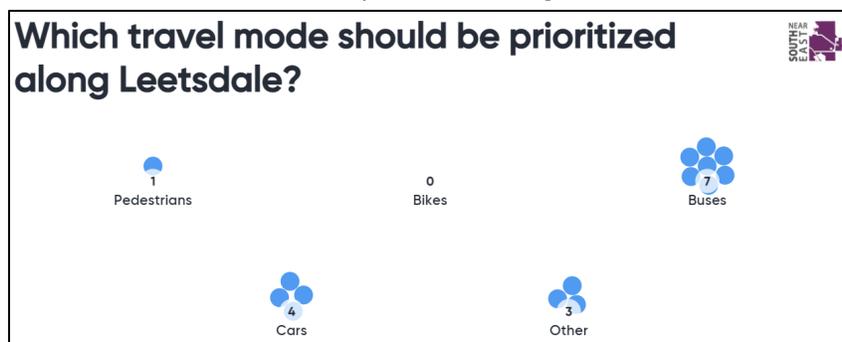
- Evans is a thoroughfare for cars, and we don't necessarily need to take away from cars but need to make it safer for pedestrians and bikes as well. Currently, there aren't a lot of pedestrians visiting the businesses along Evans
- Are new developments required to do traffic/parking studies?
 - Parking study is a part of the site development plan review
 - We currently don't have a mechanism to require properties to contribute to a corridor wide study, but this is something that can be built into a future mobility recommendation.
- Pedestrians – all utilities need to be buried underground to make room for pedestrians and bicycle infrastructure. Blueprint Denver is clear that the pedestrian safety is a priority and when you prioritize the person, the design will also be prioritized. This could happen on a 10–15-year timeline when modes of transportation change

○ Which travel mode should be prioritized along Colorado Blvd?



i. Steering committee feedback:

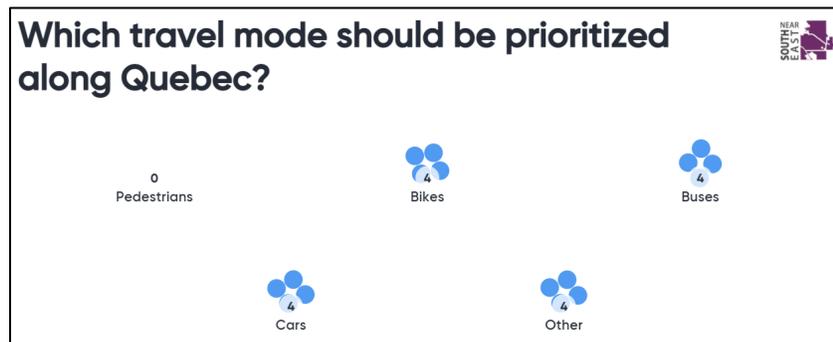
- The traffic lights and overall, constant congestion is very frustrating
 - Colorado Boulevard is already very wide so a dedicated bus lane seems easy and can move very freely. Bus-rapid transit would be appropriate along Colorado Boulevard.
 - Colorado Boulevard would serve as a bus route to get towards downtown instead of I-25
 - The length of the boulevard is more suited for buses as it might be too long for a bike.
 - There would also need to be improvements in frequency and mass transit infrastructure to make buses more functional, allowing people to move quickly
 - The plan should also have recommendations to improve access for pedestrians along Colorado to get to safely get to bus stops
 - Because of the width of Colorado Boulevard, there are more unique opportunities in the ROW and adjacent to various land uses so prioritization of both buses and pedestrians seems fitting.
- Which travel mode should be prioritized along Leetsdale Drive?



i. Steering committee feedback:



- Leetsdale Drive is unique because the way it diagonally crosses through the area. Additionally, there is added complexity because it is also a State Highway.
 - Leetsdale Drive has a high bus ridership already because it provides direct access into downtown Denver
 - The students (pedestrians) should be prioritized because many will walk along Leetsdale Drive during the day.
- Which travel mode should be prioritized along Quebec St?



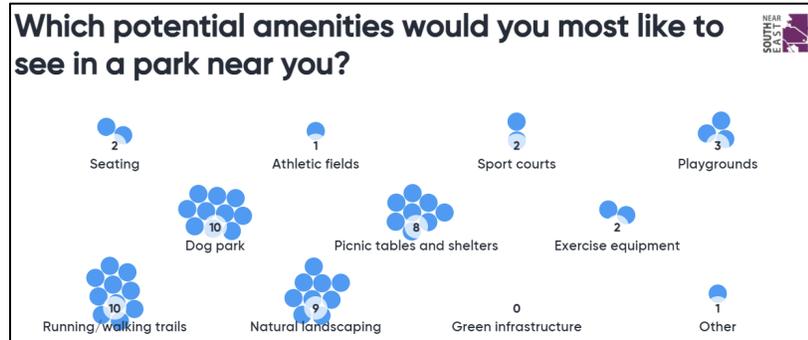
i. Steering committee feedback:

- Quebec Street serves as the main arterial from the Denver Tech Center to Interstate 70 so there is a lot of volume on this roadway
 - Quebec might not be a safe place for bikes because of all of ambulances and firetrucks that frequent some of the assisted living facilities near Quebec Street and Evans Avenue. However, Quebec Street intersects with so many parks and Cherry Creek Trail so it would give bicyclists a better means to get around.
 - Overall Quebec Street should be more pedestrian friendly because many residents use it to get to parks and school.
 - Quebec Street seems adequate for pedestrian, buses but not bicycles
 - There's no bus stop between Leetsdale Drive and Alameda Avenue (northbound) so there would need to be additional investment in mass transit infrastructure.
- **Parks and Landscaping Options** – Scott Robinson presented the final activity which consisted of several polling questions about future parks, recreation, and landscaping options in the Near Southeast Area. The purpose of this activity was to better understand from the steering committee some of the parks and recreation goals and objectives surrounding certain topics like

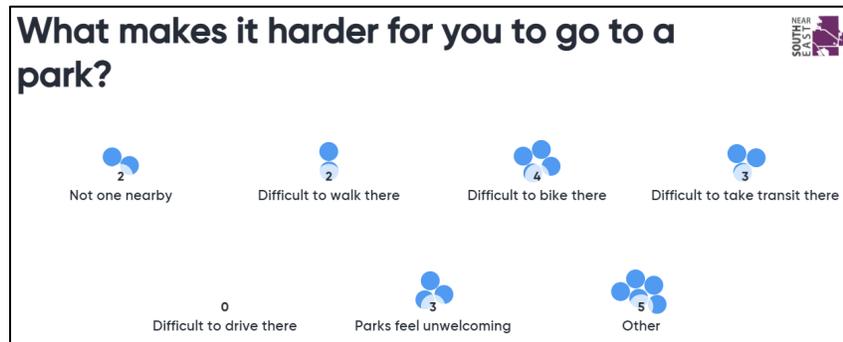


park amenities, park access, and landscaping. After each question was asked, a discussion followed.

- What potential amenities would you most like to see in a park near you?



- What running and walking trails need to be added or expanded
 - It's more about the quality and not the quantity of trails and there needs to be particular attention paid to the safety and well-being of the user.
 - "Art" should be an option in this question
- What makes it harder for you to go to a park?



- i. Steering committee feedback:

- There needs to be more physical buffers between vehicular traffic and the pedestrian, especially along major arterials, and collector streets
- Better traffic management is needed
- The parks in the Near Southeast Area are one of the area's greatest assets and no one should have to use a car to get to one of the parks.

The project team was unable to get through the remaining survey questions. The meeting concluded at 8:05pm.