

East Area Plan

Responses to Questions from the May 12, 2020 Community Open House

Updated 6/8/20

Note, this document includes responses to questions received through May 12, 2020. Updates to this document will be made as responses to questions received after this date are available. For responses to frequent questions, please visit https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Plan_FAQs.pdf

Question	Planning Team Response
How are you addressing dangerous density now that we are in the midst of what is projected to be the first of many deadly viruses spread to the densest of areas?	See FAQ responses 17-19.
Are we trying to increase density at all costs in this city? Where is the plan for actual affordable housing?	See FAQ response 7. See Section 2.2 (p. 45) of the draft plan to review the housing recommendations.
Any chance of upscaling away from single family housing for all of Denver instead of just East area?	Blueprint Denver recommends thoughtfully integrating additional housing throughout all Denver neighborhoods. See Land Use and Built Form: Housing Policy 2 (p. 82 in Blueprint).
Concerned about any rezoning in west Park Hill	The East Area Plan is a policy document. No properties will be automatically rezoned. See FAQ response 5.
How does this plan preserve the existing neighborhood architecture ? What traffic studies have been performed? This will dump traffic onto 13th 14th and 17th St which is dangerous already.	Answered verbally at May 12 Open House. Also see FAQ response 14, 16, and 31.
Please address parking & dont say everyone will take the bus. Every family has 2 cars & they have friends who visit	Answered verbally at May 12 Open House. Also see FAQ response 16.
VERY CONCERNED about the rezoning of single family housing to mixed use!!!	The East Area Plan is a policy document. No properties will be automatically rezoned. See FAQ response 5. The plan is recommending integrating of additional housing options in residential area, not broad swaths of mixed use zoning.
What has been the decisions with building heights along colfax?	Answered verbally at May 12 Open House. Also see the overview document on the plan website: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf . The draft building height recommendation can be found on p. 31-33 of the draft plan. An image of the map is available here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Building_Heights_Map.jpg
Where does the plan allow for new infill housing and accessory units? Why are accessory units restricted to such small areas?	Answered verbally at May 12 Open House. Accessory dwelling units are recommended in all residential areas, consistent with citywide guidance in Blueprint Denver. See Policy L6 (p. 39-40) to review the draft recommendation for integrating more housing in residential neighborhoods.

Question	Planning Team Response
Why does the city try to stuff all new housing and development along arterials rather than allowing a more natural and livable spreading out?	The draft plan recommends directly growth to centers and corridors, while also recommending that compatible new housing options be integrated into low residential areas. See Policy L6 (p.39-40)
Will gentle density housing options such as row houses, duplexes, triplexes, etc. be possible on streets other than Colfax?	The plan recommends that compatible new housing options be integrated into low residential areas. See Policy L6 (p.39-40)
Single unit only zoning was created along with redlining in the 1920s as a way to keep "undesirables" out of neighborhoods. Neighborhoods with single unit zoning today are more segregated than natural urban neighborhoods. Single unit only zoning fuels sprawl, which is the #1 source of traffic - which is in CO's #1 source of pollution. Given these problems, and the fact that Single unit only zoning seems to be antithetical to every goal in Blueprint Denver, why is it in the plan? "Because people feel like it should be" is not an acceptable answer as it does not address the problems.	The plan recommends that compatible new housing options be integrated into low residential areas, including single-unit areas. See Policy L6 (p.39-40). See also FAQ Response 13.
What requirements for parking will be included for any high rises? What is the committee willing to do to adjust the plan for minimizing density that increases chances of contracting covid like viruses for the good of public health? If building a 5 or 7 story next to a 2.5 story then what compensation with home owners get when their property values drop due to increased density, lack of parking, pack of privacy, and now house shadowed by large building?	Parking requirements are regulated by the Denver Zoning Code. Property values are influenced by a number of factors, including what similar homes in the vicinity have recently sold for. Access to walkable amenities, such as transit, retail, and parks, as recommended in the plan, may improve the desirability of neighborhoods in the future, which is one reason why the plan recommends integrating affordable housing strategies. The plan recommends sensitive transitions to adjacent homes. See FAQ responses 11, 16, and 17.
Why are single family homes not part of the housing discussion? These neighborhoods have significant charm and its important to preserve the character and architecture of the neighborhood. Nobody that I have talked to wants, to nor should they, have to upzone their neighborhood. We want to preserve single family homes.	Answered verbally at May 12 Open House. The plan recommends a variety of housing options, which includes single-unit homes. See also FAQ responses 13 and 14.

Question	Planning Team Response
<p>How and to what extent have you taken into account the impact all the residential and commercial activity of the 9th & Colorado development area will have along the 8th Avenue corridor?</p> <p>Why isn't 8th Avenue included as a Transformative Street Opportunity?</p> <p>Why are there ZERO intersection safety improvements along 8th Ave? How does anyone going north-south on foot or bike cross 8th Ave safely?</p> <p>How will traffic/safety/walkability issues for the 8th Ave (from Colo Blvd to Monaco) be addressed?</p> <p>In the Mobility Street Types section shouldn't the western stretch of 8th Ave from Colo Blvd to Dahlia be considered a Mixed Use Arterial (or at minimum Mixed Use Collector)?</p>	<p>The draft plan recommends traffic calming along 8th Avenue. See p. 114 and 181. We will take your comments into consideration when making updates to the draft plan.</p>
<p>I know this likely beyond the topic of the day, which should focus on the virus, but is there any talk of widening Quebec Street north of 8th and south of Alameda? Traffic is already bad and will only grow as the area between Monaco and Quebec, and Alameda and 1st, grows.</p>	<p>See FAQ response 28. The City is currently working on improvements to Quebec north of 13th Ave.</p>
<p>plans for slowing traffic on 17, 14 and 13 & traffic barriers and lights</p>	<p>Answered verbally at May 12 Open House. Also see FAQ response 16. Recommendations for 13, 14, and 17th can be found on p. 82-84 of the draft plan. Examples of intersection safety improvements are on p. 101-102 of the draft plan. Examples of traffic calming are on p. 112-113.</p>
<p>What is the definition--or perhaps supply an image of--the "future high capacity transit station." Will this be an enhanced amenity at the existing bus stop, or are we being asked to imagine a transit station in the homeowner's front yard at 1700 Colorado Blvd.? Will a lane(s) of traffic be repurposed at these locations (i.e. Colfax/Colo., 17th/Colo., Colfax/Quebec & Colfax/Yosemite)? Will the pedestrian crossings at these intersections be improved with traffic calming devices or other means? What about improvements such as leveling and widening sidewalks to allow ADA access to these stations?</p>	<p>Answered verbally at May 12 Open House. See transit examples on p. 109-110 of the draft plan, and the draft illustrative sketch on p. 86. Also visit www.colfaxbrt.org for more information about bus rapid transit. Future implementation of bus rapid transit on Colorado will require study, design, and community engagement before determining the exact configuration.</p>
<p>excited!</p>	<p>Thank you for your comment.</p>
<p>How can I help you?</p>	<p>Please comment on the draft plan at denvergov.org/eastplan</p>
<p>Can you highlight what has changed since the earlier draft of the plan?</p>	<p>A summary of the changes is included in this document: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf</p>

Question	Planning Team Response
Instead of trying to compare old plan to new plan - can you tell us what has changed?	A summary of the changes is included in this document: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf
Please explain, with some detail, changes in the recommended building heights since the Sept. 2019 draft.	A summary of the changes is included in this document: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf
Why did you selectively omit Crestmoor and Hilltop?	All Denver neighborhoods will be a part of the Neighborhood Planning Initiative. See FAQ responses 24 and 26.
Why is any of this necessary? This is a question that needs to be addressed.	See FAQ response 1 and 7.
How will lead in the water lines and social distancing be addressed?	Denver Water has implemented a program to address lead in water lines. The draft plan also recommends addressing elevated lead exposure. See p. 154. See also FAQ response 17.
Why is the city rushing ahead without regard to neighborhood input? Why does the city want to destroy the peace of our relatively quiet neighborhoods by jamming people into apartments without parking and massively increasing traffic. Denver is the access point to recreation in the mountains. How can you think that bikes and buses will eliminate cars when there is no public transportation access to the mountains. If people can afford to live in Denver they will own and use a car. And how much is our mayor getting paid and by whom (which developers) to destroy our neighborhood?	The draft plan is based on extensive community feedback and discussions over the past three years. The comment period for the first draft has been extended to July 1. See FAQ responses 1 and 16.
No, but I would like to get a link to a video of the event when it becomes available	The video is available at denvergov.org/eastplan
How does the city plan to complete sidewalks on streets where large, established trees and/or residential landscaping may be in the way?	The Department of Transportation and Infrastructure (DOTI) will study these on a case-by-case basis to reduce impacts while closing sidewalk gaps. The City's forestry office focuses on maintaining tree canopy across Denver.
Why are you doing this to us? Leave our neighborhood alone. We don't want densification a la agenda 21. We should be allowed as citizens to vote on changes in our own neighborhoods, not the city deciding top down what is "good" for us. We can tell you what we need.	Thank you for your comment.
could you please provide an easy-to-read summary of the changes that have been made between your early draft plan and the latest draft plan. It would help us understand what you heard and what effect the past questions have had on the plan. It is hard to see this when paging through pages of documents on-line.	A summary of the changes is included in this document: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf

Question	Planning Team Response
Would like a clear understanding of current parking regs the new buildings along Colfax will be required to abide by. Both residential and business parking.	The zoning code regulates parking, but we have added recommendations for advanced parking management and TDM (transportation demand management) to address parking.
Are we being heard that we do not want the changes to Colfax or to Krameria?	Changes were made to the draft plan based on community feedback. See the summary here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf
What decisions exemplify the planning groups ability to listen and change plans based on resident concerns and comments?	Changes were made to the draft plan based on community feedback. See the summary here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf
I am wondering why with all the hi-rise building going on in other areas of the city such as; South Platte River area by RiNo/Ball Park area, South Monaco by Lowry Blvd., old University Hospital area by 8th Avenue and Colorado, further south on Colorado Blvd. by I-25, and the proposed Elitch Gardens area to name a few that I know of, why the city thinks it's important to put a higher density zoning along Colfax in the East area? Further West on Colfax the Capital Hill area doesn't even have a higher building zoning then the already in-place 5 stories from what I see. I feel it would be prudent for the city to slow the flow of building to see if (especially in these times where people are considering moving FROM cities) these buildings will even fill up and be sustainable.	This question was answered verbally at the May 12 open house. See also FAQ response 11.
Why ask questions? They have ignored us for over two years.	Thank you for your comment.
How do you consider climate resiliency in implementing all parts of this plan, not just the quality of life section?	Answered verbally at WebEx May 12 Open House. See also FAQ response 29.
At least one neighborhood is considering a formal request to the city that it suspend any further consideration of the East Area Plan until the fall of 2021 due to the impacts of COVID-19 which include new challenges for community engagement and communication in general. I would appreciate the city providing a rationale for continuing with the formal adoption process for the East Area Plan in spite of these new challenges.	Answered verbally at WebEx May 12 Open House. See also FAQ responses 17 and 18.

Question	Planning Team Response
<p>Should the EAP be put on hold to re-evaluate the post COVID-19 world? Or should we use the plan as a tool to help secure federal, state, or City and County project funds related to the anticipated post COVID-19 recovery efforts? Can we use a neighborhood plan to help secure project funds related to: 1. transportation and infrastructure improvements (Sidewalks, roads, bridges, public transportation). 2. Better food access and equity (SNAP and food banks) 3. Housing (affordable housing as well as help with aid to those struggling to pay rent/mortgage due to recent job loss or reduction. 4. Environmental issues (adding tree canopy, storm water mitigation, lead water supply pipe replacement, adding open space and parks, and flooding). 5. Small business protections and incentives. 6. Public health (hospitals, mental health programs, exercise and nutrition improvement opportunities. Overall, is it best to have a plan in place sooner rather than later to help us navigate through the eventual COVID-19 recovery?</p>	<p>Answered verbally at WebEx May 12 Open House. See also FAQ response 18. Adopted policy guidance can help with making a case for funding sources for implementation.</p>
<p>In view of the present response the the corona virus, just where would all of these people in these large apartment buildings go to get outside? If there are families in these buildings, where will the children play? Is there any provision for playing fields because City Park and Lowery seem to be at capacity. Instead of lower speed limits have you considered increasing enforcement back to the level of 10 years ago as traffic enforcement has decreased dramatically since then.</p>	<p>The plan recommends additional and improved open space (Policies Q3 and Q4, p. 131-132) and family amenities (Strategy E4.E, p. 54). The plan recommends traffic calming measures (See Mobility recommendations beginning on p. 67.</p>
<p>How much housing supply are we adding? I saw a projected increase in housing demand of ~5,000 housing units. Are we increasing supply to keep up with demand?</p>	<p>See FAQ Response 7. The plan recommends a diversity of housing types to ensure that the East continues to be an inclusive place for a range of households.</p>
<p>can this " urban renewal " be put off until we determine how much is going to be needed with all the small business being run out of town by the virus.. Most will never come back. The 1% do need to make their millions but will be have an area that looks like Detroit???</p>	<p>See FAQ Responses 17 and 18.</p>
<p>How do we get funding to purchase land to turn it into permanent community gardens and native plant gardens? We also need to be diligent about protecting any and all open and green spaces that are left so that both people and wildlife have a safe environment and home in our city. How can we protect what is left before it is gone?Can Denver's East Area Plan, like with NYC's High Line, include in the recommendations funds and plans for native plantings and paths along the Parkways (Monaco, 7th, and 17th Parkway) and in our Parks? This would allow for pedestrians to safely walk and experience nature right in our city, cutting down on the need to escape to the mountains and the need for a vehicle.</p>	<p>Answered verbally at WebEx May 12 Open House. The plan includes 14 recommendations for parks and open space, including creating more community gardens, creating new parks including at Mayfair Town Center, enhancing our existing historic parkways, and creating new contemporary parkways that are landscaped and comfortable for walking on streets like 16th, 12th, and 22nd. See the Quality of Life recommendations that begin on page 123.</p>

Question	Planning Team Response
Why is there such a push to move forward in a time when people cannot get together to discuss. I think it is irresponsible to be moving so fast on such an important issue	See FAQ Response 18.
What is the current plan for the area within the boundaries of Monaco/Quebec and 17th/23rd?	There are a variety of plan recommendations that apply throughout the plan area. If you are asking about the recommendation for additional housing options, this has been updated since May 2019 and is no longer map-based. Please see Policy L6 on page 39.
When will you stop propagating the lie that increased density will create "affordable housing".)? There is zero proof of this, and plenty of empirical evidence to the contrary (SF, NYC, Seattle, etc.).	See FAQ Responses 10, 11 and 12.
How does the East Area plan interface with zoning changes that are being proposed elsewhere?	Blueprint Denver recommends integrated additional housing options in all neighborhoods, and the draft East Area Plan recommends that this be occur through a citywide zoning process (see Policy L6, p. 39). See also FAQ Response 5.
How do we get funding to purchase and preserve open space & land to turn it into community gardens and native plant gardens?	The plan is a policy document and is used to inform future budget decisions. Policy Q3 (p. 131) and Q13 (p. 146) recommend new open space and funding and identifying locations for community gardens.
Perhaps, as part of the new neighborhood plan, we could discuss the possibility of making a plan to increase pollinator habitat and lower our city water demands by planting native plants and paths along our parkways that are currently mostly grass?	Strategy Q2.A.1 on page 130 recommends integrating native plantings on parkways where feasible. Strategy Q7.A on page 141 also recommends introducing native plantings in public right-of-way
All, can my Mayfair/Montclair neighbors and I, in single family zone lots, please be assured our lots will be limited to two units (including ADU), not three? East Area Plan draft seems to allow three. Three will destroy the historical character.	Thank you for this comment. The current draft recommends integrating additional units where appropriate (See Policy L6, p. 39). A follow-up process would determine the exact location and criteria. See FAQ response 13.
One more question, is there a version of the map that has no height increase recommendations?	There is only one proposed height available for comment here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Building_Heights_Map.jpg . The areas outlined in black show where height increases about the current allowance are proposed. This was updated based on community feedback. See FAQ Response 13.
One more question, is there a version of the map that has no height increase recommendations?	There is only one proposed height available for comment here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Building_Heights_Map.jpg . The areas outlined in black show where height increases about the current allowance are proposed. This was updated based on community feedback. See FAQ Response 11.
Historically, multi-family homes such as duplexes, triplexes, etc. were allowed in the East Area. Will they be allowed with this plan?	Policy L6 (p. 39) recommends integrating additional housing options in East Area neighborhoods where appropriate.

Question	Planning Team Response
What's the status of proposed rezoning the area between Monaco/Quebec and 17th/23rd?	The East Area Plan is a policy document, and no rezonings will occur without a follow-up process after plan adoption. See FAQ Response 5. Policy L6 (p. 39) applies to all residential areas.
"Equity" is an undefined term in Blueprint and just used to deny a rezoning which would've added 650 new homes downtown. How can we ensure equity isn't used by bad actors to deny development where it's both appropriate and meets plan criteria?	Plans provide policy guidance for future zoning decisions. A neighborhood plan helps to provide more detailed guidance for those decisions. See FAQ Response 7.
i accidentally put outside denver" when i should've put "other denver neighborhood!"	No Response Needed
Respectfully, I wish the city would stop dividing PH by North and South. We are just Park Hill.	South Park Hill refers to the statistical neighborhood. See FAQ responses 23 and 24.
Can you explain how your designations "Area of Historic Interest" and "Area of Historic Significance" came to be added to this plan, and how will each impede potential rezoning recommendations? [Ref pp. 23-24, Section 2.1 of the Plan]. Thanks.	This question was answered verbally at the May 12 Open House. Areas of Historic Significance are those that have already had some surveying done. Areas of Historic Interest were identified based on age of structures and additional surveying is recommended. Policy L8 on p. 43 provides guidance for next steps. Additional housing units are also recommended in these areas (Policy L6, p. 39) and can be integrated while preserving homes.
Thank you!	No Response Needed
Can the Plan show changes as it is changed? what is new, what is deleted?	A summary of major changes in the updated draft can be found here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Public_Review_Draft_Overview.pdf
three years is 15% of the 20yr planning period. how can we get this process moving?	We appreciate the thoughtful input we've received through this process, and we look forward to working towards a draft plan that can be brought forward to City Council for consideration.
how is an "equitable and affordable" area created by putting an entire neighborhood into "historic" status and not recommending any density increase for single family housing throughout the area?	The East Area Plan is a policy document, and no rezonings will occur without a follow-up process after plan adoption. See FAQ Response 5. Policy L6 (p. 39) applies to all residential areas.
I'm a business owner in Hale. I didn't see any free housing. Why do we continue to pay for homeless sweeps, when we should be dealing with this at the systematic level? Having free transitional housing should be a cornerstone of this.	This question was answered verbally at the May 12 open house. Additional supportive housing and services are recommended in Policies E4, E5, E6 and E7 (p. 54-57).
why is all density (affordability) being added along a congested arterial? do the interior neighborhoods not have to give anything?	Additional housing units are also recommended in these areas and can be integrated while preserving homes. See Policy L6, p. 39.
everything must look the same forever is a bad goal.	Thank you for your comment.

Question	Planning Team Response
Are there other properties along Colfax that can be acquired by the City to convert to parks/open space?	The plan will not dictate specific private properties. Policy Q3 (p. 131) and Policy C-Q1 (p. 241) recommend creating new parks, which will provide guidance for future acquisition decisions.
If you reduce Colfax to one lane in both directions, won't that put more burden on 13th, 14th, 17th and Montview?	The Colfax BRT Alternatives Analysis looked into this and found diversion wasn't significant, and you can request to see that study on the City's website at www.colfaxbrt.org . We have prioritized safety improvements to parallel corridors to make sure they remain safe.
How are you mitigating the traffic on Kramiera....north and south given the current recommended density.	We have proposed a high comfort bikeway that would include traffic calming and safety elements along Kramiera.
Are you refactoring updated building recommendations due to economic impact of Covid-19?	See FAQ Responses 17 and 19.
It was stated 13th, 14th and 17th are important streets for pedestrians but how is the safety going to be impacted if Colfax is reduced to one lane? This will dump traffic into these "side" streets making them more dangerous.	We heard that loud and clear during the process and are prioritizing safety improvements along these parallel corridors to Colfax Ave.
I live on Colfax and Pontiac, and because you thought it was such a great idea to put a large apartment building here. I cannot even get on Colfax. This is very dangerous, and I have contacted the city of Denver and they just ignore my problem.	Thank you for your comment. 311 and denvergov.org/pocketgov are the best resources for reporting current issues. See also FAQ response 16.
is there a way to get a map that is readable (legible) so i can actually see which blocks are being affected?	You can see a detailed version of the height map here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Building_Heights_Map.pdf Please reach out to us if need more assistance.
I'm a South Park Hill resident (29 years) and a Colfax business owner, and I really appreciate how all of you have worked so diligently to hear all voices, including those that need affordable housing. Can't WAIT to see this plan move forward.	Thank you for your comment.
what property would the park take over in Mayfair?	This question was answered verbally at the May 12 Open House. The plan recommends a general area, not an exact location, as this will rely on private property owner participation. The parking lots of the grocery stores are large areas that are good candidates due to their size and alignment with flood inundation. The creation of a park would likely include participation by the property owner, the Department of Parks and Recreation, and Department of Transportation and Infrastructure Stormwater staff.
Does the city have funds in place to purchase the park land at the Mayfair town center?	This question was answered verbally at the May 12 Open House. The city does have funding sources for acquiring land for parks. The creation of a park would likely include participation by the property owner, the Department of Parks and Recreation, and Department of Transportation and Infrastructure Stormwater staff.

Question	Planning Team Response
If the current map shows current building heights that are allowed, what is the change? What is the boundary for 5 story buildings? just along Colfax or up to 16th or 17th?	Please review the height map, available here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Building_Heights_Map.jpg The majority of areas north and south of Colfax are recommended at 2.5 stories, which is what the existing zoning allows. The heavy black lines on the map show where additional height (above what is allowed today) is recommended.
What is the height for Cherry Street? How does someone get a copy fo the plan if they don't have a computer or internet.	If you cannot access the plan online, call Associate City Planner Israel Cruz at (720) 865-2801 or israel.cruz@denvergov.org for assistance.
why can't transitions be handled by up zoning areas behind colfax instead of setting back areas along colfax?	Many community members expressed the desire to retain the character of residential neighborhoods. Additional housing options are recommended to be integrated compatibility through Policy L6, p. 39. Transitions are addressed in Policy L7, p. 41.
There is an abundance of building all around Denver, such as in Rino, Highlands, along Monaco (Boulevard 1, Lowry), Colorado & 8th, etc. Why do we need to add more housing here? Denver is already growing too fast for our infrastructure to support.	See FAQ Responses 7 and 9.
completely disagree that single unit should remain single unit. there should be no single unit zoning in the middle of a 3M person metro	Thank you for your comment.
What is the future of BRT given its recent economic hardships and the more recent economic situation?	The next phase of the BRT project is fully funded and moving forward. Part of that scope will be to identify appropriate funding sources such as FTA grants. There are no immediate impacts. See FAQ Response 6.
There are plenty of places in Denver to put affordable housing. Why are you so concerned in bringing our neighborhood down with so much affordable housing. Why don't you put affordable housing on Evans and Monaco. There is a huge empty lot there!	Blueprint Denver recommends that all neighborhoods should be inclusive places for a variety of households. Further, there is a great need for affordable housing for existing East residents. See FAQ response 9.
yes, city-wide fourplexes!	Thank you for your comment.
better, citywide six-plexes!	Thank you for your comment.
and zero parking minimums!	Thank you for your comment.
Is this plan dependent on RTD and mass transist changes? What financial due diligence is being done on RTD as it has sruggled to complete light rail projects and retain drivers?	This question was answered verbally at the May 12 Open House. The plan is not dependent on mass transit changes. The plans recommendations are intended to help meet community goals. See FAQ Responses 6 and 7. RTD has experienced some budget shortfalls in the past, which is one of several reasons why DOTI is taking a larger role in providing transit to Denver's residents.
COMPLETELY ELIMINATE SINGLE UNIT ZONING. DO IT.	Thank you for your comment.
who decides what is 'priarily single-unit'? this is critical and could be very subjective depending on who's deciding	This question was answered at the May 12 open house. The plan is policy guidance and not regulation. This guidance will inform future zoning implementation, which will also involve community input.

Question	Planning Team Response
Current height restrictions limit impacts to adjacent owners & residents. These owners & residents will solely bare the burden of increased adjacent height imposed by the well intentioned not directly impacted that desire more 'affordable' housing.	Thank you for your comment.
How can you preserve the older homes without designating the area as an historic district? A developer could buy my home today and tear it down if they want to.	The plan recommends exploring additional tools to promote preservation. These could include zoning changes or incentive tools. See Policies L4, L5, and L6 (p. 37-39)
It's not fair.	Thank you for your comment.
I believe there should be lower heights for buildings on the north side of Colfax to accomodate residential homeowners behind them so they do not lose sunlight.	Thank you for your comment.
Please put in a BRT stop at Colfax and Cherry because that bus stop is very well used by area residents and it's about midway between Elm and Colorado.	Thank you for your comment. As we move into the next phase of the Colfax BRT there will be a formal outreach effort to solicit specific suggestions. We do have this comment and will consider station location modifications in the next phase.
What is the justification for preserving single family only zoning? People that can't afford a house don't have "charm" and aren't welcome?	The plan recommends integrating additional housing options in all residential areas (See Policy L6, p. 39).
Not everyone thinks your lawn is charming, Karen!	Thank you for your comment.
Just want to confirm that while taking preservation into consideration, that quality ADU's are still in the works!! (integrating new housing)	Blueprint Denver and the draft East Area Plan state that ADUs are appropriate in all residential areas.
What are plans for parking for proposed 5 and 7 story buildings?	The zoning code dictates parking. The plan includes recommendations for advanced parking management and TDM (transportation demand management) to address parking. See FAQ Response 16.
You guys need to improve other Denver neighborhoods, not just our beautiful old neighborhoods.	The Neighborhood Planning Initiative will provide neighborhood plans for all Denver neighborhoods.
Hi panelists. With the recent Covid situation, we've closed a lot of streets to cars, and reclaimed them for cyclists and pedestrians. Is there space within the East Area Plan to make these temporary closures permanent?	DOTI staff are exploring opportunities. We've heard a lot of support for these and are exploring if we can make some of them longer-term. There are currently surveys circulating that will help inform the City's decision. See FAQ Response 20.
Please do not put a BRT stop at Colfax and Cherry. This intersection is a very dangerous part of colfax as is, and you could move a BRT to Bellaire instead.	Thank you for your comment. As we move into the next phase of the Colfax BRT there will be a formal outreach effort to solicit specific suggestions. We do have this comment and will consider station location modifications in the next phase.
How does the City see limiting neighborhoods to single-family only zoning as a means to address affordable housing? If this is going to be the route forward AND not all single-family lots can have an ADU, how are we addressing affordability AND inclusivity	Blueprint Denver states that ADUs are appropriate in all residential areas. The intention of draft Policy L6 (p. 39) is to reinforce the Blueprint Denver policy and provide guidance that additional housing options (in addition to ADUs) should be integrated in appropriate locations. See also the residential low guidance regard ADUs on p. 27.

Question	Planning Team Response
Is there someone from the budget office on this call who can speak to the short/long-term economic realities unfolding? The state is predicting a \$3 billion shortfall just this year. What are predictions for Denver? Should this be considered for planning?	See FAQ responses 21.
how does keeping so much automobile dependent single family zoning mesh with city environmental goals?	The plan recommends integrating additional housing options in close proximity to transit, both in corridors and centers and in neighborhoods (See growth strategy, p. 35; Policy L3, p. 31; Policy L6, p. 39).
If you turn Mayfair town center into a park....where will cars park in order to go to the grocery store	This question was answered verbally at the May 12 Open House. The plan recommends a general area, not an exact location, as this will rely on private property owner participation. The parking lots of the grocery stores are large areas that are good candidates due to their size and alignment with flood inundation. The creation of a park would likely include participation by the property owner, the Department of Parks and Recreation, and DOTI Stormwater staff. The incentive height may allow the property owner to shift development or consolidate parking in a garage elsewhere on the site. Uses on the site would still be required to meet parking requirements.
you should address parking by eliminating parking minimums	Thank you for your comment.
#BanCars	Thank you for your comment.
Street parking is theft.	Thank you for your comment.
I agree with Michaela's observation. We are not suddenly going to become a major transit city. Most people are going to keep their vehicles, no matter the bus system and walkability.	Thank you for your comment.
Why is a neighborhood zoning plan addressing parking at all? Isn't it outside of the scope?	The plan is policy guidance, not regulation. It does not recommend specific parking ratios, but does make recommendations around how parking should be addressed by regulations.
The plan that is available to download from the city's initial email on March 28th is only 37 pages long, is there another plan that is available to review that is longer as mentioned?	You can download and read the full draft plan here: www.denvergov.org/eastplan
Can you make the Colfax BRT alternative analysis link available here please and not direct a request to see the study.	The request to see a copy by emailing ColfaxBRT@denvergov.org . is the best option we have for that file at the moment, and I can verify it works. I hope this helps.
Why has the city decided that free car storage is preferable to green space and pedestrian amenities along city streets?	The best use for curb space is a constant trade off across the city. This plan aims to help with future tradeoff discussions.
iLiz,	No Response Needed
How did you determine that center-running BRT was "locally preferred."? DENF submitted a petition to you all that indicated that at least 900 residents of the East Area do not support center-running BRT.	The Colfax effort has gone through a robust process to determine what we call a "Locally Preferred Alternative". This determination finalized in 2018 with the culmination of the East Colfax Alternatives Analysis. More Information about effort: www.colfaxbrt.org .

Question	Planning Team Response
wouldn't	No Response Needed
There is a future location for a High Capacity Transit Center at the intersection of Monaco Pkwy and Colfax. Can you describe in more detail what this means?	It is too soon to say exactly what that will look like, as this plan is suggesting it should be improved. Better bus stops and walking connections to them can be expected. Great question! More details on BRT can be found at www.colfaxbrt.org .
brt be more accessible from the curb for disabled and older riders?	Accessibility is a major factor in design and implementation of BRT. Based on analysis of Center-Running BRT in other cities, we are finding that center platforms can be as accessible as side-running.
Do you ever think about the people that live in the nice neighborhoods, or just the people that need affordable housing!	The draft plan is based on the input of thousands of East Area residents and stakeholders.
Given that SOVs are *last* on the city priority pyramid for street design why is parking even being discussed?	The best use for curb space is a constant trade off across the city. This plan aims to help with future tradeoff discussions
What is TDM?	Transportation Demand Management - These are strategies that manage the demand side of transportation (ex. ecompass, incentives etc.) vs. the supply side (ex. building new roads, rail lines, or bike lanes)
Why has BRT not been more active in the EAP meetings as it is very relevant to the plan?	The BRT project team and DOTI staff have attended most EAP public meetings. The Colfax BRT and East Area Plan are separate projects, but they are being closely coordinated. See FAQ response 6.
To prioritize pedestrians and cyclists, can we please modify the demand actuated traffic lights crossing Colfax to timed intervals? Currently, the sensors are not triggered by bikes, only by cars or by pushing a beg button.	Thank you for your comment. DOTI is trying to make these improvements in the near term before BRT
with all the failures of RTD recently, why would this be any better managed	Thank you for your comment.
Are you still planning on having reduced number of stops?	Yes, the stops will more closely resemble today's 15L stops, yet BRT design will define the stop locations as some may be added or removed since the alternatives analysis
So where does the traffic forced off Colfax go? 17th Avenue is a freeway already.	The BRT alternatives analysis looked into traffic diversion and you can request a copy on the City's website at www.colfaxbrt.org
All, can my Mayfair/Montclair neighbors and I, in single family zone lots, please be assured our lots will be limited to two units (including ADU), not three? East Area Plan draft seems to allow three. Three will destroy the historical character.	The current draft recommends integrating additional units where appropriate (See Policy L6, p. 39). A follow-up process would determine the exact location and criteria. See FAQ response 13. Thank you for your comment.
How do you foresee the increase in density, etc. impacting our property values?	Property values are influenced by a number of factors, including what similar homes in the vicinity have recently sold for. Access to walkable amenities, such as transit, retail, and parks, as recommended in the plan, may improve the desirability of neighborhoods in the future, which is one reason why the plan recommends integrating affordable housing strategies.

Question	Planning Team Response
What's the current timeframe for the BRT construction project?	Please see the BRT project page on the City's website for project updates. www.colfaxbrt.org .
It would be great if we could receive concrete answers to questions vs. we are prioritizing improvements. Can you expound on what improvements you are planning for 13th, 14th, 17th and Montview.	There are many improvements discussed in the plan. Intersection safety improvements for all users are priorities along this corridor for example. See the mobility recommendations starting on p. 67 of the draft plan.
With regard to BRT we have decreasing bus ridership and with the current budgetary constraints with Fed and State - funding is unlikely for 200MM in extra funding why not just go with signal priority on buses which is more cost effective.	Transit is going to be a critical tool in our efforts to improve mobility, accessibility, and quality of life now and into the future. Funding is always a challenge, but we are working through a strategy. Colfax currently has 15 intersections with Transit Signal Priority.
How much of the "infill" you are proposing is multi-story, high density affordable housing? What percentage?	The plan provides policy guidance, and development decisions will be made by property owners in the future. Blueprint Denver expects that 45% of the Denver's housing growth will occur in community centers and corridors, districts, and high and high-medium residential areas and 20% of the housing growth will occur in other areas of the City (p. 50-51 of Blueprint Denver). The related growth strategy for the East Area Plan is on page 35.
Stephen Rljo...no offense..have you ever been on Krameria between 13th-17th? It is already has a very unsafe bike lane...With added density on all four corners of COLfax and much more density in the Mayfair town center how will add a high comfort bike lane	Thank you for your comment.
What does TDM mean?	Transportation Demand Management - These are strategies that manage the demand side of transportation (ex. ecompass, incentives etc.) vs. the supply side (ex. building new roads, rail lines, or bike lanes)
Could we require that business developers employ a certain percentage of homeless in their building plans? Creating a path to work for those who would like to develop marketable skills or leverage existing skills?	Policy E5 (p. 57) recommends supporting workforce training and education programs that connect workers to employers.
I disagree with the answer on reducing the lane of traffic on Colfax the city's study earlier determined that 4 lanes on Quebec was the best alternative to address traffic congestion for the full 20 yr period.	Thank you for your comment.
There's a lot of concern about massive increase of traffic on 17th. I don't feel like the traffic question was really answered. Slowing down traffic is valid but what about quantity of cars on the side streets because no one wants to drive on Colfax?	The BRT alternatives analysis looked into traffic diversion and you can request a copy on the City's website at www.colfaxbrt.org
How is the city planning to address the increased traffic that will result from adding 5 stories at all four corners of Quebec and Colfax on north-south travel? And please, the answer cannot be that the people at Quebec will not have cars or will use BRT.	Thank you for your comment.
I appreciate your response but my concern is that traffic from Colfax will go to 13th, 14th, and 17th. There is not alternaitve for those vehicles. I also suspect more people will drive as they social distance and avoid mass transit.	Thank you for your comment.

Question	Planning Team Response
is Colfax still planned to be one lane in each direction?	Generally speaking yes, but ongoing design process are looking into that. Updates on the BRT process can be found at www.colfaxbrt.org
who decides what is 'primarily single-unit? This could be very subjective depending on who's deciding	This question was answered at the May 12 open house. The plan is policy guidance and not regulation. This guidance will inform future zoning implementation, which will also involve community input.
In response to 13th and 14th being preferred for walking...there are NO SIDEWALKS GOING EAST AND WEST so hard to say this is walking friendly	The plan recommends completing the sidewalk network.
Could you please offer some specifics about HOW MUCH affordable housing will need to be provided in exchange for increased heights?	The plan provides policy guidance, not the specifics of regulation. Policy L3 (p. 31) and Policy H3 (p. 53) provide additional guidance on affordable housing. See also FAQ response 12.
Increased heights is a taking of adjacent property rights without compensation - how do you answer that? We all want more affordable is your only answer, sad.	No rights are proposed to be taken from adjacent properties. Policy L7 (p. 41) recommends preparing additional rules for sensitive transitions to adjacent to low residential areas.
Can you please explain what "public height priority area" on the height map means?	The map legend identifies a "public park priority area." This is the area of Mayfair Town Center where Policy L3 (p. 31) recommends that a new public park is the priority community benefit for increased height.
what does TDM mean?	Transportation Demand Management - These are strategies that manage the demand side of transportation (ex. ecompass, incentives etc.) vs. the supply side (ex. building new roads, rail lines, or bike lanes)
wrote that wrong: what does "Public Park Priority Area" mean on the height map	This question was answered verbally at the May 12 Open House. The map legend identifies a "public park priority area." This is the area of Mayfair Town Center where Policy L3 (p. 31) where a new public park is the priority community benefit for increased height.
why is single unit zoning sacrosanct?	The plan recommends that compatible new housing options be integrated into low residential areas, including single-unit areas. See Policy L6 (p.39-40). See also FAQ Response 13.
Has cottage house zoning or smaller lot sizes been looked at? Most single family scrape-and-rebuilds result in a much larger and less-affordable single family home? Could smaller lots result in more density while still maintaining SF character?	This question was answered verbally at the May 12 Open House. The plan recommends that compatible new housing options be integrated into low residential areas. See Policy L6 (p.39-40). See also FAQ Response 13.
What are the requirements of steering committee members to listen to the community as I see committee member pushing for recommendations (cherry/colfax BRT) without community input?	The draft plan recommends studying additional stops (See Policy C-M4, p. 239) as increased access to BRT and closer stops was a comment heard from the community throughout this process. As we move into the next phase of the Colfax BRT there will be a formal outreach effort to solicit specific suggestions. We do have this comment and will consider station location modifications in the next phase.

Question	Planning Team Response
Per Andrew Webb, our block has 13 homes 38 people. At 8adults/1600 sqft,& add'1 one/ea 200sqft, our block could swell to 234 unrelated adults and x # kids. Justify this for single family block Cars could go from 24to 234cars on block. Not counting aux unit?	See FAQ Response 30 for more information regarding the Group Living text amendment. Policy L6 (p. 39) states that street parking impacts should be addressed when integrating new housing units.
why are NIMBYs allowed to veto new housing?	The plan recommends that compatible new housing options be integrated into low residential areas. See Policy L6 (p.39-40). See also FAQ Response 13.
Would you clarify that this type of plan will be rolled out to all neighborhoods? Thank you.	Blueprint Denver recommends that all neighborhoods should be inclusive places for a variety of households. All neighborhoods will be getting updated small area plan guidance through the Neighborhood Planning Initiative. See also FAQ Response 26.
Can the next meeting be in-person so that everyone is included?	The planning team is working to provide input opportunities with everyone's safety in mind. Please sign up for updates on denvergov.org/eastplan .
I love the idea of making the Mayfair town center area a park! I'm there three times a week.	Thank you for your comment.
Thank you panelists! I know these virtual mtgs are not easy. Appreciate your time!	Thank you for your comment.
Can you detail the height step down from Colfax towards 11th ave and also north towards 17th will this be 5 stories on Colfax to 3 on 14th to 1.5 to 12th?	Please review the height map, available here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Building_Heights_Map.jpg The majority of areas north and south of Colfax are recommended at 2.5 stories, which is what the existing zoning allows. The heavy black outlines on the map show where additional height (above current zoning) would be appropriate with community benefits.
Can we get ADUs as a use-by-right? :-)	Blueprint Denver and the draft East Area Plan recommend that ADUs are appropriate in all residential areas. A follow-up zoning process will need to occur to allow ADUs by-right.
Ryan, In Mexico City, It was really hard to get to the center running BRT because of the traffic. Lord help you if you are in a chair. And they don't have snow...	Thank you for the comment and the example provided. We will continue to incorporate your experiences and thoughts into work ahead.
I don't understand your responses about traffic on 13th and 14th. Pre COVID, traffic on those streets were often backed up for blocks. I live between these two streets, and regularly (several times a month) see accidents on 14th and Glencoe.	You are correct, we are trying to slow speeds and install improvements (both spot and larger-scale) to reduce the number of crashes and severity of those crashes. Some will be short term to improve safety ASAP, while others will be longer-term and larger.
Does the plan now place minimums that must be met for lot size and parking before and ADU can be considered? Not every property can or should have an ADU allowed upon it.	The Denver Zoning Code includes lot minimums for detached ADUs. Parking is not currently required for single-unit homes or ADUs. The draft plan recommends improving design standards and address street parking with implementation of additional housing options in residential neighborhoods. See Policy L6 (p. 39).

Question	Planning Team Response
The current BRT plan calls for fewer stops--this will negatively affect ridership. Right now I walk two blocks to a bus stop; in the future I will have to walk 6 blocks--which is not feasible in bad weather or at night.	The Colfax BRT is separate project from the East Area Plan. The draft plan recommends studying the addition of two stops to improve access (see p. 239). To learn more about Colfax BRT, visit www.colfaxbrt.org .
how does the city imagine we can adequately address changes in transportation and housing needs when investment and planning requires multiple years, sometime more than a decade, of planning, along with tens of millions of dollars for implementation?	The plan will be a 20-year guide to inform future decision-making in the City. City agencies and departments are constantly working to implement improvements and meet citywide goals, even while planning is underway.
We definitely have the funding to build a park there thanks to the Denver citizens for voting for hte 2A parks tax	Thank you for your comment.
Grocery stores require a certain amount of parking spaces - so it may be difficult for the property owner may have a difficult time giving up space.	The incentive hieght may allow the property owner to shift development or consolidate parking in a garage elsewhere on the site. Uses on the site would still be required to meet parking requirements.
#f**parking	Thank you for your comment.
I worked until 6:30 so this forum was not suffient to adequately get all my questions answered. I hope that you will keep comments open for residents until at least June 1st.	You can provide comments on the website (www.denvergov.org/eastplan) and that will be open until July 1. This presentation, along with the questions we couldn't get to, is also on the website.
Is there an opportunity to more easily secure federal/state/county/city funds from possible post covid-19 economy stimulation recovery efforts?	Adopted policy guidance can help with making a case for funding sources to help with implemenation.
How does the balance between structure and park along Colfax compare with the overall Denver residential geography?	56% of the East Area is impervious, compared to 44% of Denver overall. Much of the impervious area is concentrated on Colfax Avenue (see map on p. 84 of the Briefing Book: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/EAST_Area_briefing_book.pdf)
Can you clarify where a park would go in the Mayfair Town Center area - using one of the parking lots does not seem reasonable considering both tend to be fairly full throughout the day and support several businesses	Answered verbally at May 12 Open House. The exact location of a park cannot be dictated in the plan as this will rely on private property owner particiapaation. The parking lots of the grocery stores are large areas that are good candidates due to their size and alignment with flood inundation. The creation of a park would likely include particiaption by the property owner, the Department of Parks and Recreation, and DOTI Stormwater staff. The incentive hieght may allow the property owner to shift development or consolidate parking in a garage elsewhere on the site. Uses on the site would still be required to meet parking requirements.
Will the questions that were answered verbally, be printed so that others can see the answers?	The FAQs have been updated and are available here: https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan/East_Area_Plan_FAQs.pdf
Will the ADU HOMES be allowed to have kitchens?	Yes, accessory dwelling units have kitchens.
Can you provide the data that BRT was locally preferred??	Data on the BRT project is available at www.colfaxbrt.org .

Question	Planning Team Response
Datasets would be helpful rather than broad statements	More information is available on the plan website at denvergov.org/eastplan . BRT information is available at www.colfaxbrt.org