



TO: City Council
FROM: David Gaspers, CPD Planning Services
DATE: April 18th, 2019
RE: **Blueprint Denver**

Community Planning and Development is pleased to submit *Blueprint Denver* to the Denver City Council for your consideration and adoption as a supplement to *Comprehensive Plan 2040*. The plan was presented to and unanimously approved for filing by the Land Use, Transportation & Infrastructure (LUTI) Committee on April 2, 2019.

The Denver Planning Board unanimously approved the plan after holding a required public hearing on March 20, 2019.

The Final Draft of *Blueprint Denver* is attached to this report and has been edited for clarity and correctness. Also attached to this report is the written comment received for the Planning Board hearing and any written comments received since the time of the Planning Board hearing. Thousands of comments were received on the first and second public review drafts of *Blueprint Denver*. Those comments are available online at the Denverright Blueprint Denver website in the form of public comment logs.

This memorandum documents the plan contents and process based on the three criteria established in the *Comprehensive Plan 2040*:

1. An inclusive community process was used to develop the plan.
2. The plan is consistent with the vision, goals and strategies of *Comprehensive Plan 2040*.
3. The plan demonstrates a long-term view.

The memo concludes with the staff recommendation.

1. Inclusive Community Process

Blueprint Denver is based on a robust three-year public engagement process, as described below:

- **Denverright:** This update to *Blueprint Denver* (2002) was part of the Denverright process that coordinated the development of five citywide plans. Much of the community outreach and engagement was a collaborative effort to reach as many Denverites as possible.
- **Blueprint Denver Task Force:** The Task Force was appointed by the Mayor at the start of the project and met 20 times throughout the planning process in 2016-2019. All meetings were open to the public. Throughout the planning process, a group of dedicated neighborhood and community leaders met regularly to help guide the plan. Task Force members provided constructive feedback, bringing personal, professional, and community expertise to twenty meetings. Members reported back to peer groups at regular intervals and became champions of

the plan and the process. A sub-committee of the Task Force was also formed to analyze the draft plan with a focus of racial equity and institutional racism.

- **Public Meetings:** The three-year public engagement process included multiple community engagement windows:
 - **Denverright Kickoff and Denverright Visioning Workshops and Surveys** – May-October 2016: The Denverright kickoff event in May 2016 brought city visionaries together to talk about Denver’s future. Subsequent visioning workshops and online surveys were designed to listen and learn from the community about our most important collective values.
 - **The Growing a Better Denver Workshop and Survey** – April 2017: The project team developed the “Growing a Better Denver” game and accompanying online survey to engage the community on how and where growth should occur and the tradeoffs of various growth strategies.
 - **Creating Great Places Workshops and Map Surveys** – September 2017: The project team held a series of workshops to introduce the concept of future neighborhood contexts, places and street types and to review the first draft of the future places map. An online survey replicated the workshops, including the opportunity to comment on the future places map.
 - **Complete Neighborhoods and Networks Workshops and Surveys** - February - March of 2018: The project team held a series of workshops to vet key draft plan recommendations, a second draft of the future places map, a draft of the growth map and what evolved into the plan’s key equity concepts.
 - **Denverright Community Event and Draft Plan Release** – August - September 2018: A community event was held in City Park to celebrate the release of all five Denverright plans. Drop-in sessions designed to give people the opportunity to speak directly with staff about the plans were held.
 - **Comprehensive Plan 2040, Blueprint Denver and Game Plan Draft #2 Release** – January – February 2019: A second public review draft of the three Denverright plans that will be adopted by City Council was released in January and concluded with a Planning Board Listening Session on February 27, 2019.

- **Communication and Additional Outreach:**
 - Promotion of the Denverright process and advertisement of these workshops, meetings, surveys and draft plans was conducted through the Denverright public involvement team and included email distribution, media releases, website information, social media, the Community Planning and Development newsletter, Task Force outreach and City Council offices.
 - Project information, agendas, meeting materials, draft content, and announcements were posted to denvergov.org/denverright.
 - Public comments, a summary of changes and annotated versions of the revised plan were posted on the Denverright website after public review draft #1.

- Key plan documents, website content and meeting materials were translated into Spanish.
- Interpretation services and child care were available at public meetings.
- Additional outreach focused on underrepresented communities and groups that typically do not participate in planning processes.
- **Denver Planning Board:**
 - Informational items and work sessions throughout the process.
- **Summary of all Denveright Outreach:**
 - Over 25,000 touch points for all Denveright plans between May 2016 and March 2019
 - 191 in-person events at 101 different venues across all 11 council districts.
 - 65 street team events
 - 43 community meetings
 - 40 Task Force meetings
 - 32 surveys
 - 10 office hours
 - 3 Denveright Community Think Tank meetings

Finding: Blueprint Denver was developed through an inclusive public process.

2. Plan Consistency

Blueprint Denver was developed with the same community values and vision as *Comprehensive Plan 2040*. A full version of the plan is attached for your review to this memo. It includes yellow review notes to highlight changes made since the second public review draft. Please note that the final version of the plan forwarded to City Council for adoption will not include these annotated notes.

Blueprint Denver is consistent with the following goals and strategies found in *Comprehensive Plan 2040*:

Equitable, Affordable and Inclusive

Goal 1: Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities.

- A. Increase development of housing units close to transit and mixed-use developments.
- B. Implement a high-quality, affordable and accessible multi-modal transportation system.
- C. Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts.

Goal 2: Build housing as a continuum to serve residents across a range of incomes, ages and needs.

- A. Create a greater mix of housing options in every neighborhood for all individuals and families.
- B. Ensure city policies and regulations encourage every neighborhood to provide a complete range of housing options.
- C. Foster communities of opportunity by aligning housing strategies and investments to improve economic mobility and access to transit and services.
- D. Increase the development of senior-friendly and family-friendly housing, including units with multiple bedrooms in multifamily developments.

Goal 3: Develop housing that is affordable to residents of all income levels.

- B. Use land use regulations to enable and encourage the private development of affordable, missing middle and mixed-income housing, especially where close to transit.

Goal 4: Preserve existing affordable housing.

- B. Create additional tools, including community land trusts and regulatory incentives, to preserve existing affordable housing.
- C. Incentivize the reuse of existing smaller and affordable homes.

Goal 5: Reduce the involuntary displacement of residents and businesses.

- C. Evaluate city plans, projects and major regulatory changes for the potential to contribute to involuntary displacement; identify and implement strategies to mitigate anticipated impacts to residents and businesses.

Goal 6: Integrate equity considerations into city policies, processes and plans.

- A. Adopt strategies to ensure that city plans and processes, including budget decisions, incorporate equity.
- B. Track the information and measure the data needed to understand disparities and to evaluate the equity impacts of public programs and projects.

Goal 7: Make neighborhoods accessible to people of all ages and abilities.

- A. Encourage the integration of age-friendly community features into public and private development.
- B. Prioritize infrastructure improvements that allow for residents of all abilities to access and live in any neighborhood.

Goal 8: Increase housing options for Denver's most vulnerable populations.

- C. Ensure that city regulations enable a range of flexible housing options to meet the needs of those experiencing or transitioning out of homelessness.
- D. Expand the supply of housing accessible to seniors and people with disabilities, including more housing choices for seniors to age in place.

Strong and Authentic Neighborhoods

Goal 1: Create a city of complete neighborhoods.

- A. Build a network of well-connected, vibrant, mixed-use centers and corridors.
- B. Ensure neighborhoods offer a mix of housing types and services for a diverse population.
- C. Ensure neighborhoods are safe, accessible and well-connected for all modes.
- D. Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities.

Goal 2: Enhance Denver's neighborhoods through high-quality urban design.

- A. Enhance collaboration between city agencies to ensure quality design and innovation across the public and private realm.
- B. Establish a scalable, predictable and adaptable approach to improve design quality across the city.
- C. Create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm.

Goal 3: Preserve the authenticity of Denver's neighborhoods and celebrate our history, architecture and culture.

- A. Create a citywide preservation plan to preserve the diversity of historic places, and complete Discover Denver, the citywide building survey identifying historic resources.
- B. Continue the city's commitment to existing historic districts and landmarks and increase public awareness of the benefits of historic preservation through education and outreach.

- C. Ensure city policies and regulations support historic preservation and eliminate barriers in city processes to help all neighborhoods preserve what matters most.
- D. Expand resources to preserve and enhance neighborhood culture.
- E. Support the stewardship and reuse of existing buildings, including city properties.

Goal 5: Create and preserve parks and public spaces that reflect the identity of Denver's neighborhoods.

- A. Design public spaces to facilitate social connections and enhance cultural identity.

Goal 6: Empower Denverites to be involved and collaborative in city government.

- A. Continue to strengthen trust and communication between the city and all neighborhoods.
- C. Improve the engagement and representation of all Denverites, including communities of color, in neighborhood groups and city processes.

Goal 8: Conduct intentional, equitable and measurable neighborhood planning.

- A. Create diverse and inclusive opportunities for communities to participate in planning.
- B. Ensure all neighborhoods have a future vision that is both community-driven and long-term.
- C. Ensure neighborhood plan recommendations are consistent with the local vision and with this comprehensive plan.

Goal 9: Ensure all neighborhoods are safe.

- A. Encourage design and new development to improve public health and safety.

Connected, Safe and Accessible Places

Goal 1: Deliver a multimodal network that encourages more trips by walking, rolling, biking and transit.

- A. Prioritize transportation projects that will advance Denver's mode share goals.

Goal 2: Provide a safe transportation system that serves all users.

- A. Implement the city's *Vision Zero Action Plan* to achieve zero traffic-related deaths and serious injuries by 2030.
- B. Build streets that are safe for everyone, especially for the most vulnerable, including the elderly, those with disabilities and children.

Goal 3: Maximize the public right-of-way to create great places.

- A. Create streets to foster economic activity, contribute to great urban design and accommodate green infrastructure, including street trees.
- B. Develop tools, such as street design standards, to prioritize how valuable right-of-way is allocated among various demands including mobility, utilities, green infrastructure, trees and design amenities.
- C. Protect, enhance and expand Denver's legacy pathways: its historic parkways, boulevards, greenways and trails.

Goal 4: Create an equitable and connected multimodal network that improves access to opportunity and services.

- B. Use the multimodal network to connect vulnerable populations to employment, education, parks and health services.

Goal 5: Ensure the development of a frequent, high-quality and reliable transit network.

- A. Promote a citywide network of frequent transit service—including buses—that is reliable, safe and accessible to users of all ages and abilities.

Goal 6: Build and maintain safe bicycle and pedestrian networks.

- A. Create a citywide network for bicycling, walking and rolling that is safe and accessible to people of all ages and abilities.

Goal 8: Strengthen multimodal connections in mixed-use centers and focus growth near transit.

- A. Improve multimodal connections within and between mixed-use centers including downtown, Denver International Airport and major urban centers.
- B. Promote transit-oriented development and encourage higher density development, including affordable housing, near transit to support ridership.

Goal 10: Embrace innovations in transportation policy and technologies to improve movement throughout the city.

- B. Proactively plan for the impacts of new technology, including driverless vehicles.

Economically Diverse and Vibrant

Goal 2: Grow a strong, diversified economy.

- B. Facilitate the growth of a diverse business sector that serves as the foundation for a global, innovative economy.
- D. Ensure a broad range of jobs to align with the skills and interests of local residents.

Goal 3: Sustain and grow Denver's local neighborhood businesses.

- B. Target investments and small business support to the most underserved or distressed neighborhoods.

Goal 5: Strengthen Denver as a global city that will be competitive in the economy of today and tomorrow.

- B. Create a business environment that supports new investment and that values cultural diversity.
- C. Promote Denver International Airport as the gateway between Denver and world.

Goal 7: Accelerate Denver's economic vitality through arts, culture and creativity.

- A. Encourage the development of creative districts.
- B. Advance cultural tourism and expand the city's diversity of innovative industries.

Environmentally Resilient

Goal 1: Mitigate climate impact by significantly reducing greenhouse gas emissions

- C. Invest in multimodal transportation and support a clean, carbon-free transportation system.

Goal 3: Conserve water and use it more efficiently.

- A. Encourage requirements for water-conserving landscaping for private development and publicly owned land.

Goal 4: Integrate stormwater into the built environment by using green infrastructure to improve water quality and reduce runoff.

- A. Embrace stormwater as an asset and integrate it into the design of streets, open spaces and neighborhoods.
- D. Encourage low-impact development that reduces impervious surfaces and positively impacts community health by using trees, low-water landscaping and green infrastructure.

Goal 6: Protect and expand Denver's green infrastructure network.

- A. Recognize parks, public space, trees and plants as vital elements of green infrastructure and ensure that the provision of these elements keeps pace with Denver's growth.

Goal 8: Clean our soils, conserve land and grow responsibly.

- A. Promote infill development where infrastructure and services are already in place.
- B. Encourage mixed-use communities where residents can live, work and play in their own neighborhoods.
- C. Focus growth by transit stations and along high- and medium-capacity transit corridors.
- D. Support the redevelopment of brownfields to foster environmental clean-up and advance healthy communities.

Goal 9: Protect and improve air quality.

- B. Improve Denver's air by reducing the use of single-occupancy vehicles, advancing renewable energy sources, expanding the use of transit, promoting innovative and alternative technologies and supporting mixed-use, walkable neighborhoods.

Healthy and Active

Goal 1: Create and enhance environments that support physical activity and healthy living.

- A. Recognize parks, recreation and the urban forest as vital components of a complete community.
- B. Promote walking, rolling and biking through the development of a safe and interconnected multimodal network.
- C. Design safe public spaces and recreational areas to serve people of all ages and backgrounds.

Goal 2: Provide high-quality parks, recreation facilities and programs that serve all Denver residents.

- A. Ensure equitable access to parks and recreation amenities for all residents.
- B. Make Denver's healthy outdoor lifestyle accessible to residents of all ages and backgrounds.

Goal 5: Incorporate health analysis into relevant city policies, processes and planning.

- A. Integrate health impacts and considerations into relevant city programs and projects.
- B. Work across multiple city departments and partners to address health impacts.

Denver and the Region

Goal 1: Be a regional leader in smart growth.

- A. Demonstrate the benefits of compact, mixed-use development for the region.
- B. Monitor increases in population and employment annually to ensure Blueprint Denver has appropriate policies and strategies to manage expected future growth.
- C. Develop a strategic implementation plan and program for regional centers and other key growth areas in Denver.
- D. Protect our natural resources and open space.

Goal 2: Embrace Denver's role as the center of regional growth.

- A. Direct significant growth to regional centers and community centers and corridors with strong transit connections.
- B. Establish growth targets for specific regional centers to help the region achieve its goals for directing growth to designated urban centers.
- C. Add a significant amount of jobs and housing in downtown.

Goal 3: Lead the advancement and promotion of regional collaboration.

- A. Collaborate with neighboring jurisdictions and the Denver Regional Council of Governments (DRCOG) on key topics including growth, equity, transportation, housing, arts, culture, open space preservation, waste management, homelessness and aging.
- B. Coordinate with RTD, DRCOG and local jurisdictions to lead investments in multimodal regional connections, including transit corridors.

Goal 4: Capitalize on Denver's role as a transportation hub and enhance connections to the region and beyond.

- A. Leverage the regional investment in RTD's FasTracks program to develop a network of transit-oriented centers at rail stations.
- B. Utilize Denver Union Station's role as the heart of the RTD system to strengthen downtown's principal role in the regional economy.
- C. Promote Denver International Airport as a vibrant, well-connected economic center and leverage its national and international connections to strengthen the regional economy.

Finding: Blueprint Denver is consistent with the Comprehensive Plan 2040.

3. Long-Term View

Blueprint Denver establishes a vision for an inclusive city of complete neighborhoods and networks in 2040. The plan recommendations are based on that long-term, holistic vision and will take many years to achieve.

Finding: Blueprint Denver has an appropriate long-term perspective.

Staff Recommendation:

Based on the findings that *Blueprint Denver* used an inclusive public process, is consistent with *Comprehensive Plan 2040* and that the plan takes a long-term view, staff recommends **adoption of *Blueprint Denver***.

From: [Evan Derby](#)
To: [BluePrint](#); [dence - City Council](#)
Subject: [EXTERNAL] Blueprint Denver & Comprehensive Plan 2040: Please Adopt
Date: Saturday, April 13, 2019 2:18:37 PM

Members of City Council, Authors of Blueprint Denver:

My name is Evan Derby. I am a student at the University of Denver and a lifetime resident of Boulder and Denver. I write this letter to ask you to show your support for the "Blueprint Denver" and "Comprehensive Plan 2040" plans during the City Council meeting on Monday, April 22nd.

These plans represent a citizen-backed effort to improve the City of Denver and bring Denver's goals in line with the issues urgently facing us today: housing scarcity, increased traffic, homelessness, and global climate change. Blueprint Denver and Comprehensive Plan 2040 represent the efforts of residents to address these issues and prepare the city for the next generation.

These plans are fiercely opposed by those who stand to profit from the continuation of these crises. Preventing growth is impossible, and those who wish to see Denver's growth curbed will profit from ever increasing property values and gentrified neighborhoods. These plans represent a major step by the residents of Denver to create realistic plans in order to make the city more equitable for those same residents.

I urge you to adopt these plans, as is the will of the citizens of Denver.

Thank you for your time,
Evan Derby



CITIVENTURE
ASSOCIATES LLC

April 9, 2019

Dear City staff and Honorable City Council,

I am writing in support of the proposed Blueprint Denver Plan. The first Blueprint Denver plan was an essential first step that led to rezoning of the entire city and many foundational decisions in investment and policy. We have now outgrown that vision, and thus this process and resulting document are essential to inject quality and livability into the next decade.

My work in real estate development has been largely dedicated to tight integration of transit and land use. Indeed, it is the strongest move we can make to make cities more sustainable economically, environmentally, and equitably. I am pleased that these are themes of this plan, and that specific policies and practices are detailed.

I am also concerned that we preserve the jobs base and industrial areas, and I am satisfied that has been addressed.

I believe that if you can't measure it, you can't manage it, and was impressed to see specific goals, and many ambitious ones, to help chart progress and keep focus.

Finally, I commend the readability and accessibility of the document. It almost makes planning documents fun to read. And it certainly makes it understandable to a broad audience of non-professionals.

There has been extensive public process and thought involved in this document. At this point, I urge your acceptance of the fine work it represents and the future it offers us.

Sincerely,

Marilee A. Utter, President

From: [Peter Hadley](#)
To: [BluePrint; dence - City Council](#)
Subject: [EXTERNAL] Blueprint Denver and Comp Plan 2040
Date: Tuesday, April 16, 2019 2:57:58 PM

Just wanted to express my support for the City Council to pass these plans next week. I believe these plans will make Denver more affordable, equitable, and environmentally responsible. I especially support the synthesis between these plans and the Denver Moves planning initiatives.

Thanks!

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Peter
Resident of Capitol Hill, 80218

From: [D.wolta](#)
To: [BluePrint](#)
Subject: [EXTERNAL] Blueprint Denver ADUs NO, not everywhere, in every zoned district.
Date: Thursday, April 4, 2019 12:28:50 PM

People buy suburban zoned homes for a REASONS, for which the city should not be interfering with now.... years and years, in many cases, after folks have bought. Lower population density. and less traffic are chief among the reasons. Allowing ADUs anywhere and everywhere is not the answer for ALL/ the majority of people living in Denver.

And changing zoning after the fact should not be allowed. There are plenty of places for tiny homes, the city needs to use creativity to find them and encourage development in those area.

Thank you... but no, ADUs should not be allowed in every zone district.

Diane Wolta
Denver



To whom it may concern,

On behalf of Northeast Transportation Connections (NETC), I would like to share our full support for the City and County of Denver's Denverright plan and recommendations, including the Comprehensive Plan 2040, Blueprint Denver, Game Plan for a Healthy City, Denver Moves: Transit, and Denver Moves: Pedestrians and Trails plan.

With the forecasted growth of 200,000 more people expected to move to Denver by 2040 and far more throughout the region we believe that it is crucial for Denver to have an updated plan from the 2002 Blueprint Denver in order to get ahead of this projected growth. The Denverright plan and subsequent recommendations are creating that vision to align Denver's multiple planning efforts and address the rapid growth in the region.

Throughout this two year project NETC has been deeply involved in the Denverright planning process. NETC helped represent Northeast Denver as a stakeholder on the Denver Moves: Pedestrians and Trails committee as well as the Denver Moves: Transit committee. Through our work on these committee's we have been able to assist in shaping a vision for Denver's mobility future that begins to create the structure for a comprehensive transportation network that looks at mobility as a whole whether you are walking, biking, taking public transit, or someone who needs to drive. The Denverright vision helps address concerns of growth related to increased congestion and reduced air quality while working to create equitable mobility options for every community.

We ask that you give this plan your highest level of support as it is paramount to improving the quality of life for Denver residents through improved mobility for the region. We truly believe this community-driven planning process has sufficient representation from community and its stakeholders. Denver's Denverright plan and recommendations is a clear step in the right direction for Denver and our constituents.

Sincerely,

Angie Malpiede

Executive Director

[Northeast Transportation Connections](#)

7350 E 29th Ave Suite 300, Denver, CO 80238



April 17, 2019

Denver City Council
1437 Bannock Street
Denver, CO 80202

Dear Members of City Council,

We are writing on behalf of Historic Denver, Inc. regarding the Comprehensive Plan and Blueprint Denver currently under consideration. Historic Denver served as an active participant in the Blueprint Task Force over the last two years, and we very much appreciate that many of our comments were included in the revised drafts, which now offer stronger language regarding historic preservation values and strategies, including both traditional preservation tools as well as new ideas that will support the places that make Denver Denver.

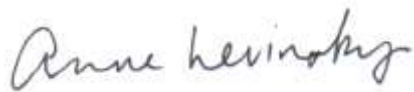
Specific improvements since the first drafts include greater clarity regarding the intent of the Strong and Authentic Neighborhoods vision element, as well as the inclusion of "preservation" in the title and description for the recommendations related to Design Quality and Built Form. We are also pleased to see that a number of the recommendations offer options to add housing options without, or certainly with less, demolition. This not only sustains neighborhood character, but also reduces the waste lost in demolition and can support affordable housing goals by introducing new housing options within existing buildings. We would like to see some of this same thinking applied in centers and corridors as well, including removing barriers to adaptive reuse.

With vision elements and recommendations in place, the implementation matrix is now the key in determining which policies and strategies will move forward earlier, and which later. We do want to point out that nearly all the strategies related to design quality and neighborhood character, such as establishing design standards for projects of a certain magnitude or encouraging the retention of smaller, more affordable homes, are in the more delayed 4-10 year category. Pairing the design quality and preservation strategies with the appropriate growth, land use and housing strategies will lead to much better outcomes with fewer unintended consequences.

Historic Denver, Inc.
1420 Ogden Street, Suite 202 Denver, Colorado 80218
www.historicdenver.org

At the core of Denver's quality of life is the interconnection between people, culture, and the built environment. Blueprint Denver creates opportunities to build-upon these relationships so that our city thrives. There are many elements of both the Comprehensive Plan and Blueprint Denver that we support, and that we believe reflect the value our community places in our historic places and cultural landmarks. We look forward to engaging in neighborhood planning efforts and policy work that can bring these ideas to reality.

Sincerely,



Annie Levinsky
Executive Director



Ellen Ittelson
Chair, Preservation Committee

From: [Eric Miller](#)
To: [BluePrint](#)
Subject: [EXTERNAL] Blueprint Denver comment
Date: Wednesday, April 17, 2019 7:04:11 PM

City Council Members,

I read through a good portion of the Blueprint Denver document. While I appreciate your plans for building a better city, I'm concerned that the use of eminent domain to accomplish those goals will end up hurting small businesses like mine. My family have had several car washes taken via eminent domain through the decades in Denver for city parks and street widening purposes. The eminent domain process becomes personal and very costly to the business owners involved who must hire high priced lawyers for a chance at getting a fair price from the city.

Another issue I have is the plans stated goal to help lower income people by providing lower cost housing and services for those who need them most. My self service car washes serve many of the lower income individuals cited in the plans. When businesses like mine are taken away via eminent domain, the lower income people have less options for services that they desire and must drive further to get them.

Also, when eminent domain is used for redevelopment purposes lower income people get hurt even more. Most of the redevelopment that occurs are mixed use high rises that are too expensive for the lower income people, and they are displaced towards parts of the city that have not been redeveloped yet. There aren't many spots in the city left for them to go. Is it the city's goal to drive more lower income people out of Denver and force them to give up the cars that they take great pride in? I guess they would have to be resigned to using all of the new multi modal transportation projects to get to work every day. Maybe that is your goal.

Eric Miller

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Comments on Denver plans

DenveRight –Both the transportation and employment visions could benefit from some recognition of the important role Denver plays for the region. Denver provides employment for many more people than live in Denver, which should be noted in the plan. Therefore, the transportation system has to provide ways for those people to get to and from work. That should also be noted in the plan. (While this role is acknowledged in the Denver and the Region section, that may be overlooked in the back of the plan.)

Page 52, Goal 5. While the South Platte River is the only “river” in Denver, other streams like Cherry Creek are significant waterways, as is the Highline Canal. It might be better to move Strategy 4C to goal 5 and recognize the importance of all waterways.

Blueprint Denver

Neighborhood Planning Initiative – Arapahoe County enclaves are affected by four NPI planning areas: Four Square Mile is affected by Southeast, Near Southeast, and Far Southeast. Holly Hills is affected by South, Near Southeast and Far Southeast. We should be sure that Denver includes us in the development of those neighborhood plans.

Quality of life – p. 122, policy 07. This would be a good place to note the importance of the Highline Canal to the city’s network of trails (as well as a key green infrastructure element).

Neighborhood Context – p. 138. The Arapahoe County enclaves are primarily surrounded by “suburban” context neighborhoods. Holly Hills has an “urban center” along I25 both north and south of the enclave.

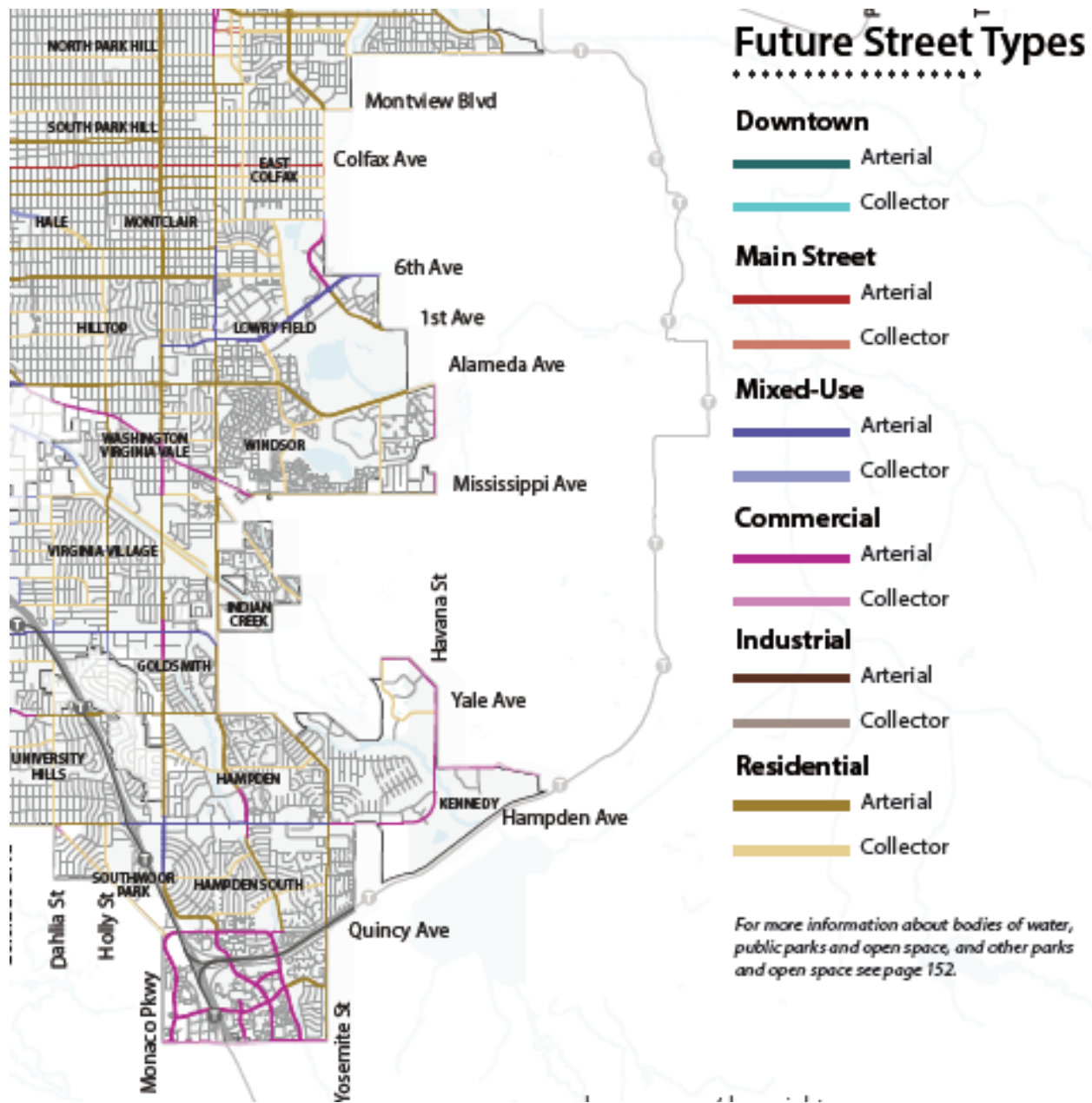
p.142. Both Jewell and Parker are flagged as “community corridors” as they enter the 4 Square Mile enclave. “Corridors are mixed-use places of different scales oriented along a street. They provide spaces for people to engage in social activities and entertainment, such as shopping and dining. Corridors are often embedded in neighborhoods and serve nearby residents.”

p. 146. “Typically a balance of either residential and employment; residential and dining/shopping; or employment and dining/shopping uses. Buildings have a distinctly linear orientation along the street with narrow setbacks. Building scale and footprints along community corridors are typically mid- to large-scale, with the highest intensity at mobility hubs. Scale will be dependent upon context and surrounding character.

“Accessible to a larger area of surrounding neighborhood users by a variety of transportation options. Most community corridors are found along transit priority streets.

“Public spaces often occur between buildings and social spaces may be found in some setbacks along the street. Green infrastructure, street trees and planting areas are frequently integrated into the streetscape.”

Street Types



Transit Priority p.178. Parker Road (Speer-Leetsdale) is a high-capacity corridor; Mississippi and Jewell/Iiff are flagged as medium-capacity transit corridors; and Quebec is a speed and reliability corridor. More information in *Denver Moves: Transit* – page 3-11. That indicates that Denver will work to make transit prioritized over other modes using tools such as signal priority. See page 3-16 for details about medium-capacity corridors.

Speed and reliability corridors are described on page 3-18. “Speed and Reliability Corridors benefit from investments, such as transit-priority signals, that make transit faster and more reliable in mixed traffic lanes. In some instances, Speed and Reliability Corridors can include dedicated transit lanes at key

locations. These corridors also have improved stop amenities and pedestrian and bicycle access improvements.”

The plan should note that these corridors need to be coordinated with Arapahoe County.

p. 182. Future Multinodal Network map shows the bike trails through 4 Square Mile and Holly Hills. It might add the Cherry Creek trail connection through Glendale.

p. 282. Districts Map. The Indian Creek neighborhood (surrounded by 4 Square Mile) contains a “Value Manufacturing” district. This is described as:

Advanced and larger craft manufacturing, research and design labs, robotics, technology and flex spaces are found in these areas. Often located in business parks or on extra large blocks. Residential uses are not compatible. These areas typically consist of single or multi-tenant buildings, that are designed for freight movement with some storage and typically do not provide pedestrian-oriented features such as street level transparency.

The major facilities in this area are the Denver Dumb Friends League office and shelter and the Cherry Creek Recycling center. It also includes a charter elementary school. These don’t seem to fit the definition of value manufacturing.

Since Arapahoe County has residential areas adjoining this area, the plan should discuss “buffering.” On p. 286, the area is described as low value/low threat and the goal is preservation of the activities. It is not indicated as a manufacturing preservation area on the map on p. 288.

From: [k t s](#)
To: [BluePrint](#)
Subject: [EXTERNAL] Comment - BRT on E Colfax
Date: Wednesday, April 17, 2019 9:07:02 AM

Bus rapid transit is probably a "given" although I think it should be TESTED before being fully implemented. The city seems to think it will increase ridership but it will lose me as a rider. I am 67 years old and work full time downtown. I have NO intention of walking half a mile from my house to the nearest BRT stop along E Colfax (which is already famous for its hookers, pimps and drug dealers, not to mention abandoned buildings with unshoveled sidewalks creating ice rinks in the winter, especially on slanted driveways). It's a dangerous walk, even for younger people. PLEASE consider not spacing the stops so far apart. If I no longer have a stop any closer to me than a quarter-mile, I will take to driving instead of taking the bus.

Thank you,
Kelly Taylor
Denver E Colfax neighborhood

From: [Josh Raaff](#)
To: [BluePrint](#)
Cc: [Gilmore, Stacie M. - CC Member Denver City Cncl](#)
Subject: [EXTERNAL] Comment to Stacie Gilmore on March 17th
Date: Sunday, March 31, 2019 6:28:35 PM

Hello,

The following was a letter that I sent to City Councilwoman Stacie Gilmore on March 17th, 2019. She's asked that I send this comment to this blueprint@denvergov.org email as well. After receiving my letter, Stacie was very helpful in pointing me in the right direction and letting me know about new information on the project. She also sent me a copy of the new FNE NPI draft which I will evaluate soon and also a link to a survey to provide feedback. Here is my original letter to her...

Hello Councilwoman Gilmore,

I live in the First Creek neighborhood of Green Valley Ranch and am watching as the area is being heavily developed. It is an exciting time but also a concerning time as we would like to see it done in a smart manner. I have looked at the Denver. Gov Blueprint Denver map and have seen the plans for Pena Station and also for our area just to the east (across Tower Road) which has been designated as "Mixed Use". I understand that this classification includes the creation of walkways and corridors and also public transportation so that there is not a complete reliance on cars for mobility.

In our immediate neighborhood, I do not see the green color on the Blueprint Denver map which indicates open space corridor and parks that I see for Stapleton and Pena Station (area west of Tower Road). I know that this is not necessarily concurrent with sidewalks and bike paths though. Is there more information about how pedestrians and bicycles will be able to move through our neighborhood with the future development?

I also have been looking at at the Denver. Gov "Far Northeast Plan" in which there is a reference p.38 to "incorporate plazas and green spaces wherever possible" at Green Valley Ranch and Chambers Road. Is this also the practice elsewhere in Green Valley Ranch including the 56th and Tower location?

Thank you for your time.

Josh Raaff

From: [Kara Johnson](#)
To: [Blueprint](#); [dencc - City Council](#)
Cc: [Randi Johnson-Hufford](#); [Matt Cirulli](#); [Anthony Naes](#); [Clark, Jolon M. - CC XA1405 President Denver City Council](#); [Kashmann, Paul J. - CC Member Denver City Cncl](#); [Turner, Katherine - DOF CA2841 Marketing and Communications Pro](#)
Subject: [EXTERNAL] Comments for Comprehensive Plan 2040 and Blueprint Denver
Date: Wednesday, April 17, 2019 10:42:21 AM
Attachments: [S. Buchtel Blvd. Corridor Connectivity Project PROPOSAL 3.21.19.pdf](#)

Good morning,

Being that we are likely unable to attend the upcoming Monday, April 22nd public hearing opportunity for the Comprehensive Plan 2040 and Blueprint Denver, we wanted to be sure to submit our comments and S. Buchtel Connectivity Project proposal formally via email. The attached proposal was recently submitted as part of the City of Denver Capital Improvement Planning (CIP) outreach phase as well as for recent 2A park funding opportunities. The proposal includes and impacts several various neighborhoods, all of which are detailed in the attached document. Moreover, this proposal is supported by numerous households and residents throughout these neighborhoods, demonstrated by a 150+ signature petition to this affect, have the support of multiple registered neighborhood associations, and the partnership and buy-in from the University of Denver.

While the attached proposal delineates the specifics of the proposed project, it should be noted that this project would help accomplish several objectives within the DenverRight plan. For example, the project would establish greater connectivity, access, small use parks and bike paths along Buchtel Blvd. between University Blvd. and Logan. Moreover, this would create a direct bike path connection between the Historic Buchtel Trail terminus at University and the S. Platte River Trail. Such a project would promote greater alternative transportation options where currently absent and create opportunities for increased park space, tree canopy options and improved pedestrian safety at intersections along Buchtel.

Certainly let us know what other information we can provide or how else we can assure this project is duly considered and captured within the [Comprehensive 2040](#) and [Blueprint Denver](#) plans.

Land Use and Transportation

City of Denver

Comprehensive Plan

City of Denver

Thank you,

Kara

Kara L. Johnson-Hufford
C: 208.899.9587

South Buchtel Blvd. Corridor Connectivity Project Proposal

Objective: In an effort to formally submit collective multi-neighborhood feedback and input to the City of Denver Capital Improvement Planning (CIP) Outreach phase as well as for recently approved park funding (2A), the following proposal details the scope and desired nature of the South Buchtel Blvd. Corridor Connectivity project.

Involved and Impacted Neighborhoods: Platt Park, Sherman Subdivision, Stebbin Heights, Resers Subdivision, University and surrounding areas.

Background: Beginning in mid-2018, concerned Denver residents began compiling a petition to demonstrate interest in the following project and suggested capital improvements. The petition has been presented and routed to the above named neighborhoods and currently has approximately 150+ signatures. The below proposed project is twofold in nature and addresses missing connectivity opportunities while also mitigating significant sound concerns from I-25.

Project Scope and Suggestions:

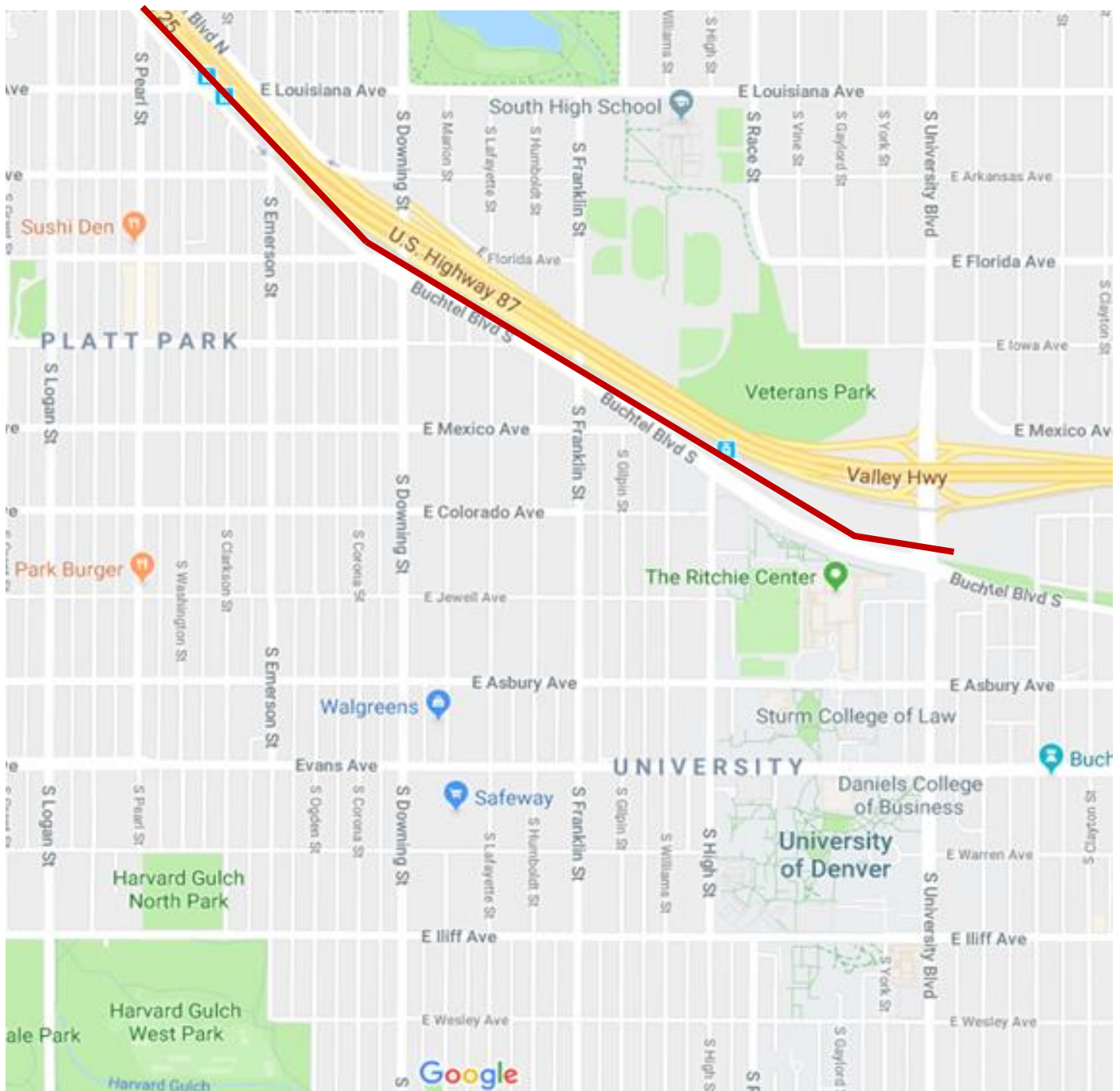
(A) Connect Historic Buchtel Trail from University Blvd. to Platte River Trail consistent with CCD's Mobility Initiatives/Programs.

- Currently the Buchtel Trail west terminus is University Blvd. Extending the trail will improve pedestrian/bicycle access to the Colorado, University, Louisiana/Pearl (Platt Park), and Broadway Light Rail/Bus Stations, business on South Pearl St., South Broadway, and provide safe access to the Platte River Trail.
- Improve Buchtel Blvd. pedestrian crossings across S. Franklin St, S. Downing St, S. Emerson St, S. Louisiana St, and other busy streets out to the Platte River Trail.

(B) Mitigate I-25 noise along Buchtel Blvd from University to Logan to restore quiet enjoyment for the residents of the affected area.

- Presently the south side of I-25 along Buchtel Blvd in this area has no sound wall or any noise mitigation features unlike the north side of I-25. Concrete roadway elements, increased traffic volumes since the completion of TREX as well as constant motorcycle gangs and hot rods rev'ing their engines produce an echo effect at all hours of the day and night have resulted in an intolerable high level of noise pollution for the residents on the south side of I-25.
- Installation of effective noise mitigation features in this area will help to restore the quiet enjoyment to which all area residents are entitled.

Map of Project Area:



Main Contacts:

Matt Cirulli
P: 303.520.2220
E: mcirulli55@gmail.com

Anthony Naes
P: 303.956.7826
E: Anthony.naes@gmail.com

Kara Johnson-Hufford
P: 208.899.9587
E: kara_j15@yahoo.com

Randi Johnson-Hufford
P: 208.899.9587
E: randi.hufford@gmail.com

From: [Conor Goodson](#)
To: [BluePrint](#)
Subject: [EXTERNAL] Comments on 3/28/19 Draft
Date: Sunday, March 31, 2019 12:09:49 PM
Attachments: [image.png](#)
[image.png](#)

Hello,

First of all, I just want to thank you for the time and effort spent on this effort.

Secondly, while reading through the Blueprint draft dated 3/28/19, I noticed on page 171 of the Pedestrian Enhanced map that the area of 9th Avenue and Logan Street was excluded. However, if you compare this map with map 2 Pedestrian Demand Index from DenverMoves, this appears to be a mistake as this area is approximated to have high pedestrian demand. As someone who lives at this intersection, I agree with that assumption. I've included screenshots and circled the intersection at the bottom of this email. The 1st screenshot is the Pedestrian Enhanced map and the 2nd is the Pedestrian Demand index map.

Lastly, before I knew the draft was available to view I sent the email below (in *italics*) to the City to request a traffic study. Hopefully, this helps with context as to why I'm quick to notice the issue outlined above.

I would like to request a traffic study be completed for the intersection of 9th Avenue and Logan Street.

I live in the area and it has become apparent that this intersection is a public safety concern. I see frequently, vehicles attempt to cross Logan Street from the west side of the intersection to the east side of the intersection, or vice versa. The combination of vehicles, pedestrians and cyclists attempting to navigate this intersection while waiting to cross Logan Street, creates a confusing and unsafe environment for those using it.

To make matters worse, the posted speed limit is rarely followed by vehicles traveling North on Logan Street. In addition, there are two lanes available to motorists, creating a highway type feel through the neighborhood.

I would like to see Denver put some more thought into how this intersection can be improved, as the condition will only worsen as Denver continues to grow and more high density real estate is developed. Some suggestions I have are as follows:

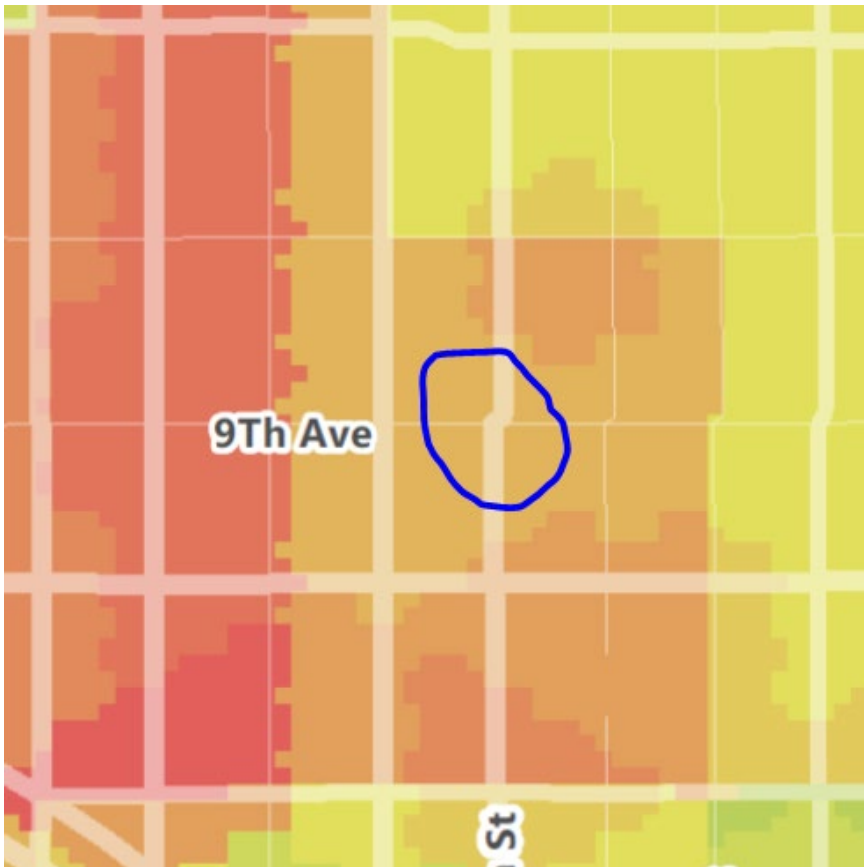
- 1) Install additional signalling at Logan Street*
- 2) Reduce the posted speed limit for those traveling on Logan Street*
- 3) Permanently close the west lane of Logan Street to traffic*

Ideally, I would like to see #'s 1-3 implemented, as this will increase public safety at this intersection and restore traffic patterns to mirror the residential nature of the area. The zoning for this area outlines a character which is a primarily residential area in which "There is a balance of pedestrian, bicycle and vehicle reliance with greater access to the multi-modal transportation system." This intersection and Logan Street reflects neither of those goals.

Thank you for your time and consideration,

Conor

CAPITOL HILL



From: [Emily Nilsen](#)
To: [BluePrint](#); [denc - City Council](#); [New, Wayne C. - CC Member Denver City Cncl](#)
Subject: [EXTERNAL] Comprehensive Plan 2040 and Blueprint Denver
Date: Wednesday, April 17, 2019 11:17:20 AM

Hello,

I am unable to attend the upcoming City Council hearing on 4/22, but I want to express my full support for the Comprehensive Plan 2040 and Blueprint Denver. As a Denver resident, CU Denver graduate student, and full-time housing nonprofit employee working in Denver, I am excited about the plan. Both of these projects will set Denver up for success in the future as we continue to grow economically with new residents and development, while also protecting equity, affordability and the interests of long-time residents.

As a resident of Council District 10, I encourage Councilman Wayne New to vote to approve both plans. As a resident of Denver at large, I encourage all the councilpersons to vote to approve both plans as well.

Thank you,

Emily Nilsen
1935 N Logan St #205, Denver, CO 80203

From: [Barb Hernley](#)
To: [BluePrint](#)
Subject: [EXTERNAL] Fwd: Blueprint Denver
Date: Wednesday, April 17, 2019 9:20:35 PM

PLEASE NOTE: I received a bounce back for the following email due to a typo in the email address. This forwarded email is from me, Barbara H. Hernley.

-----Original Message-----

From: Barb Hernley <barbhernley@cs.com>
To: blueprint <blueprint@denver.org>
Sent: Wed, Apr 17, 2019 9:12 pm
Subject: Blueprint Denver

Hello,

Years ago, I remember attending the early Blueprint Denver neighborhood meetings and commenting on the McMansions littering the Cory-Merrill neighborhood in South Denver. As a result of some of the Blueprint Denver plans, the "bulk plane" was addressed and the houses were not allowed to fill the entire lot with a giant house, i.e. no backyard or open space between the house and the garage (long houses). The McMansions did not go away but some of the designs improved over the last 25 years. THEN I drove to Jefferson Park and witnessed the slot home invasion of North Denver. This development was dense and so ugly! The city council did address it, a little too late, but did change the orientation so doors faced the street with landscaping. I think the rooftop balconies were no longer allowed. The parties, etc. terrorized the remaining homeowners with noise, drinking, smoking dope, using other drugs, sex under the stars, and urinating off the balcony. I actually heard this from some of the remaining neighbors as I walked around the neighborhood. I am describing all my experiences around Denver because I am praying that the Blueprint Denver Plan, Comp 2040 etc. will improve the methods of addressing the rampant and UGLY development all over town. It seems like every bit of open land or aging shopping center is filling with apartments. See the old Criterion Shopping Center on South Colorado Blvd. that housed Country Fair Garden Center for decades.

I know NO ONE who wants to see more ephemeral, ugly apartments, with inadequate parking and ugly "modern" homes and duplexes with multiple angles and weird finishes that do not complement the existing neighborhood architecture (see the giant white stucco box at 1435 South Steele St that we have dubbed the Moby Dick house). Please do something to improve this type of development.

Lastly, this may not be addressed by Blueprint Denver but PLEASE re-evaluate the need for the continued presence of the dockless scooters that endanger pedestrians and cause injuries to the scooter riders; talk to the ER doctors at Denver General and other hospitals. Do these things really need to be a part of the "multi-modal green transportation landscape"?...whatever that is supposed to mean.

I am a lifetime resident of Denver. Thanks for considering my requests.

Respectfully,

(MRS) BARBARA H HERNLEY
3333 EAST FLORIDA AVE UNIT 23
DENVER, CO 80210-2541
303-777-8039
barbhernley@cs.com

From: [Dianne and Dale Thiel](#)
To: [BluePrint](#)
Cc: [Kashmann, Paul J. - CC Member Denver City Cncl](#); [Deborah Ortega - Councilwoman At Large](#); [Kniech, Robin L. - CC Member Denver City Cncl](#)
Subject: [EXTERNAL] Stop Blueprint Denver until the new City Council has been installed and has had time to review it
Date: Wednesday, April 17, 2019 9:59:09 AM

As a citizen of Denver, I ask that the current City Council, most of whom are being challenged in the May 7th election, should cease work on Blueprint Denver. BluePrint Denver should be reviewed by the new City Council and they should determine if it should move forward for approval or be changed. Dianne Thiel
Denver CO

From: [Matthew Nilsen](#)
To: [BluePrint](#)
Subject: [EXTERNAL] Support for Comp Plan 2040 and Blueprint Denver
Date: Wednesday, April 17, 2019 11:06:55 AM

Hello,

I will be unable to attend the upcoming City Council hearing on 4/22, but I want to express my full support for the Comprehensive Plan 2040 and Blueprint Denver. As a resident, graduate student, and full-time employee working in Denver, I am excited about the efforts put forth by the Community Planning & Development Department, the associated consultants on the project, and the other government departments involved in the process. I have had the opportunity to attend many of the public meetings held throughout this process over the last two years and have felt confident that those involved were receptive and responsive to resident feedback in these plans. Both of these projects will set Denver up for success in the future as we continue to grow economically with new residents and development, while also protecting equity, affordability and the interests of long-time residents.

As a resident of Council District 10, I encourage Councilman Wayne New to vote to approve both plans. As a resident of Denver at large, I encourage all the councilpersons to vote to approve both plans as well.

Thank you,

Matthew Nilsen

From: [Conor Goodson](#)
To: [BluePrint](#)
Subject: [EXTERNAL] Comments on 3/28/19 Draft
Date: Sunday, March 31, 2019 12:09:49 PM
Attachments: [image.png](#)
[image.png](#)

Hello,

First of all, I just want to thank you for the time and effort spent on this effort.

Secondly, while reading through the Blueprint draft dated 3/28/19, I noticed on page 171 of the Pedestrian Enhanced map that the area of 9th Avenue and Logan Street was excluded. However, if you compare this map with map 2 Pedestrian Demand Index from DenverMoves, this appears to be a mistake as this area is approximated to have high pedestrian demand. As someone who lives at this intersection, I agree with that assumption. I've included screenshots and circled the intersection at the bottom of this email. The 1st screenshot is the Pedestrian Enhanced map and the 2nd is the Pedestrian Demand index map.

Lastly, before I knew the draft was available to view I sent the email below (in *italics*) to the City to request a traffic study. Hopefully, this helps with context as to why I'm quick to notice the issue outlined above.

I would like to request a traffic study be completed for the intersection of 9th Avenue and Logan Street.

I live in the area and it has become apparent that this intersection is a public safety concern. I see frequently, vehicles attempt to cross Logan Street from the west side of the intersection to the east side of the intersection, or vice versa. The combination of vehicles, pedestrians and cyclists attempting to navigate this intersection while waiting to cross Logan Street, creates a confusing and unsafe environment for those using it.

To make matters worse, the posted speed limit is rarely followed by vehicles traveling North on Logan Street. In addition, there are two lanes available to motorists, creating a highway type feel through the neighborhood.

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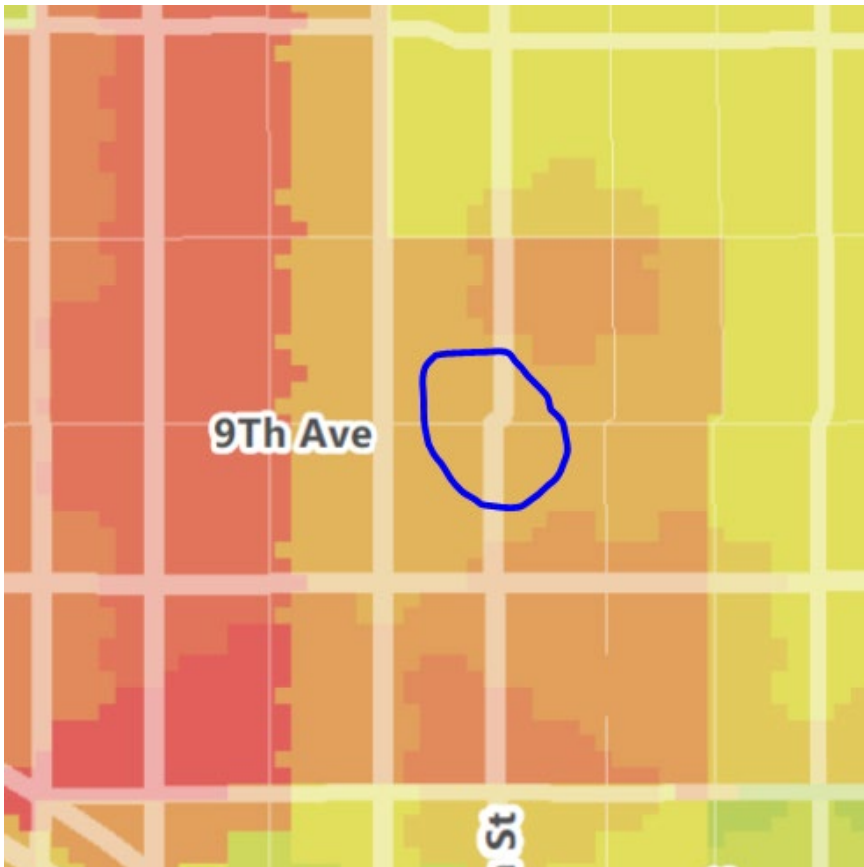
- 1) Install additional signalling at Logan Street*
- 2) Reduce the posted speed limit for those traveling on Logan Street*
- 3) Permanently close the west lane of Logan Street to traffic*

Ideally, I would like to see #'s 1-3 implemented, as this will increase public safety at this intersection and restore traffic patterns to mirror the residential nature of the area. The zoning for this area outlines a character which is a primarily residential area in which "There is a balance of pedestrian, bicycle and vehicle reliance with greater access to the multi-modal transportation system." This intersection and Logan Street reflects neither of those goals.

Thank you for your time and consideration,

Conor

CAPITOL HILL



From: [Rezoning - CPD](#)
To: [White, Sara E. - CPD CE0429 City Planner Senior](#)
Cc: [Levingston, Courtney L. - CPD CE0429 City Planner Senior](#)
Subject: FW: [EXTERNAL] ADUs
Date: Tuesday, March 26, 2019 11:25:13 AM

Dear Sara and Courtney,

Below is an email received in the rezoning inbox regarding an ADU comment for Blueprint.

Sincerely,

Edson Ibañez | Associate City Planner | Hablo Español
Community Planning and Development | City and County of Denver
p: (720) 865-3266 | edson.ibanez@denvergov.org
DenverGov.org/CPD | [@DenverCPD](#) | [Take our Survey](#)



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From: Toni Gomez <tonig2945@gmail.com>
Sent: Tuesday, March 26, 2019 9:58 AM
To: Rezoning - CPD <Rezoning@denvergov.org>
Subject: Re: [EXTERNAL] ADUs

It should go under Blueprint Denver.

I'm asking that the property owner of an Accessory Dwelling Units (ADUs) should not have to live at property. If the property owner is working with a property management company. Toni Gomez

On Tue, Mar 26, 2019, 8:04 AM Rezoning - CPD <Rezoning@denvergov.org> wrote:

Good Morning Toni,

Is this a comment for Blueprint Denver or a small area plan?

Sincerely,

Edson Ibañez | Associate City Planner | Hablo Español
Community Planning and Development | City and County of Denver
p: (720) 865-3266 | edson.ibanez@denvergov.org
DenverGov.org/CPD | [@DenverCPD](#) | [Take our Survey](#)



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From: Toni Gomez <tonig2945@gmail.com>

Sent: Thursday, March 21, 2019 4:10 PM

To: Rezoning - CPD <Rezoning@denvergov.org>

Subject: [EXTERNAL] ADUs

Everyone should have a part of earning extra money with ADUs. Barriers should be removed such as the owner must live at the property. You should have a choice of using a property management company. To manage your property and not live at the resident. Remove the red tape and barriers. Toni Gomez

From: [Rezoning - CPD](#)
To: [White, Sara E. - CPD CE0429 City Planner Senior](#); [Robinson, Scott D. - CPD Sr City Planner](#)
Cc: [Levingston, Courtney L. - CPD CE0429 City Planner Senior](#); [Weigle, Elizabeth K. - CPD CE0429 City Planner Senior](#)
Subject: FW: [EXTERNAL] Comment for Blueprint Denver
Date: Thursday, March 21, 2019 1:47:12 PM
Attachments: [image001.jpg](#)

Hey All,

Below is a comment received in the Rezoning Inbox for both Blueprint and East Area/Central Plans.

Sincerely,

Edson Ibañez | Associate City Planner | Hablo Español
Community Planning and Development | City and County of Denver
p: (720) 865-3266 | edson.ibanez@denvergov.org
DenverGov.org/CPD | [@DenverCPD](#) | [Take our Survey](#)



From: alyson@starkidsproducts.com <alyson.probst@gmail.com>
Sent: Thursday, March 21, 2019 12:59 PM
To: Rezoning - CPD <Rezoning@denvergov.org>
Subject: [EXTERNAL] Comment for Blueprint Denver

)otally support rezoning for cottage housing and/or ADU's on single family lots.

I would also like to propose that if a homeowner has a large lot but due to the location of the existing home (built prior to say 1950), the current homeowner is unable to divide the lot to meet the requirements of the 50'x125' minimum lot requirements, that zone variances/modifications be allowed so that the homeowner can divide the existing lot into 1 with home built prior to 1950 and the other into say a single family home lot the size of a minimum lot for TH's or lot size of smaller single family homes in Stapleton/Lowry.

This would allow for the possibility of some additional more affordable housing.options especially in the East Colfax area.

Alyson

Highland United Neighbors, Inc.

P.O. Box 11235, Denver, Colorado 80211

PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE

Authorized by the Board of Directors to represent HUNI in all zoning and planning matters.

March 27, 2019

Land Use, Transportation, and Infrastructure Committee
Denver City Council
City and County of Denver
1437 Bannock St., Rm. 451
Denver, CO 80202

Re: Blueprint Denver

Dear Councilwoman Susman and Committee Members:

I chair the Planning and Community Development Committee of Highland United Neighbors, Inc. (HUNI), the RNO that covers the Highland Neighborhood. Our committee has a long history of working with the City to affect planning and zoning changes in ways that both benefit and protect our neighborhood.

We have been thoroughly engaged in reviewing each edition of Blueprint Denver. After recommending significant changes to the Blueprint document, including changes to all five maps, I'm happy to say that David Gaspers and his colleagues have modified the plan and maps to our satisfaction, with just one exception remaining:

The Future Places Map:

We take issue with the designation as shown for two historic districts in Highland that are currently zoned U-RH-2.5. This limits height to 2 1/2 stories. These areas are mapped as Low-Medium Residential rather than Low Residential. This sounds minor, but Low Residential is described as single family and duplex structures up to 2.5 stories. Low-Medium Residential is described as "a mix of low-scale multi-unit residential uses. Buildings are generally 3 stories or less in height." At the Planning Board hearing on March 20th, the Planning Board instructed staff to include wording that single family, duplex, and rowhomes are also allowed in the Low-Medium designation. We haven't seen updated language to confirm this. However, the mapping still remains our focus.

The West 28th Avenue Denver Landmark District consists entirely of story-and-a-half and two-story single family and duplex structures. This area meets the definition of Low Residential and we believe it should be mapped accordingly.

The Scottish Village/Highland Park National Register Historic District consists of 77 single family homes, 19 duplexes, and 15 buildings with 3 or more units. All but two of the multi-unit buildings are 3, 4, or 5-unit rowhomes. We believe the predominant pattern of single family and duplex structures should result in the definition of Low Residential, with a 2.5 story height, consistent with the U-RH-2.5 zoning.

We have worked hard with City staff to align the Future Places map with existing zoning, to avoid creating incentives for rezoning to greater densities and greater heights. We know from experience that the 2002 Blueprint Denver has been used by property owners to support rezoning in Highland and elsewhere. Due to our proximity to Downtown, Highland has experienced dramatic redevelopment in the past nine years. We need to ensure stability in the future if Highland is to survive as a great inner-city neighborhood.

Page 66 in Blueprint talks about small area plans providing greater guidance for proposed rezonings. But we don't have a current neighborhood plan to guide such a discussion. There is also mention of surrounding contexts providing guidance. Highland is complicated. We have 18 different zone districts in three different contexts. The taller, more dense zone districts are immediately surrounding or adjoining these two key areas, so that context would seem to support upzoning of the historic districts.

Until we have a new Neighborhood Plan a few years from now, the new Blueprint Denver will provide most of the guidance for rezonings. It is crucial that the map and descriptions not indicate increased densities and heights in fragile historic districts. Please ask staff to correct to map, making these districts Low Residential instead of Low-Medium.

Thank you for your consideration of our position.

Sincerely,

HIGHLAND UNITED NEIGHBORS, INC.

A handwritten signature in black ink that reads "Timothy C. Boers". The signature is written in a cursive, slightly slanted style.

Timothy C. Boers, AIA
Chair, Planning and Community Development Committee

Cc: HUNI Board President
PCD Committee Members



WWPNA The West Washington Park
Neighborhood Association

March 20, 2019

Mr. Joel Noble, Chairman
Denver Planning Board

Via Hand Delivery

RE: Planning Board Hearing for Supplementation to
Comprehensive Plan – Blueprint Denver

Dear Mr. Noble and Fellow Board Members:

This letter sets forth comments from the West Washington Park Neighborhood Association (“WWPNA”) to the Blueprint Denver Plan dated March 13, 2019. This letter supplements the comments provided in our letters to Community Planning and Development dated November 26, 2018 and February 25, 2019.

Our neighborhood invested significant time in the adoption of Blueprint Denver and its maps. Together with CPD, we completed a physical inventory of every single parcel of property within our large boundaries. Then we did significant outreach in our community to see where we could agree to direct some additional growth.

As part of our community’s investment, we gave considerable forethought to how and where the modest growth we are told our community must absorb could be accommodated while still preserving a reasonable quality of life for residents within our boundaries. In particular, our community wants to direct such growth to the existing embedded buildings in and on our borders as opposed to in the form of two unit/fourplexes on certain streets within our interior boundaries. To achieve this, we carefully thought about the MS and MX zoning designations given to each of the formerly B-zoned buildings within our boundaries so that growth could occur in a reasonable manner agreeable to our community.

We are now presented with a plan that appears to largely disregard our investment of countless volunteer hours. Instead of a plan with mapping included that reflects our material investment of time and effort, we are told that specifically how and where growth will be permitted in our community will be left to existing and future Small Area Plans, other Plans, and neighborhood input. Such determinations would include things such as where two units, fourplexes and ADUs would be allowed – things that we already carefully thought about and determined in our existing Plan and zoning.

As we have articulated in previous testimony to this Board, to CPD and to our own Council representative, we are troubled by this approach. Lack of specificity in this master plan leaves tremendous uncertainty for both the development and residential communities. Applicant driven

March 20, 2019

Page 2

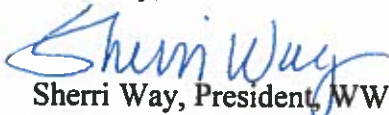
requests for rezoning are likely to increase as some developers may read the Plan recommendations to suggest additional density in places within our boundaries where we eschewed it instead of where it could be more easily accepted.

In turn, our RNOs and residents will have to respond. Notices must be prepared and delivered to residents; meetings will have to occur, and time away from work will be needed to attend BOA hearings. All with an uncertain outcome for everyone. Given the countless hours our community has already invested, this is a substantial burden you are placing on RNOs and residents, all of whom are unpaid, simply to try to see growth directed in the reasonable manner we've already planned for.

WWPNA has been assured repeatedly through the Denveright process that the ultimate determination of how and where additional growth will be allowed in our community will be determined by Neighborhood and other Small Area Plans, as well as from neighborhood input. While we commend David Gaspers of CPD in particular for his time in meeting with us over the past year and accommodating some of our smaller requests, we would greatly prefer more specificity in this Plan. This would avoid or reduce the burdens uncertainty will place upon us. Unfortunately, it seems unlikely you will require this. Thus, we want the record today to reflect that we intend to hold CPD, the Board of Adjustments, this Board and our Council representatives accountable to honor these assurances.

The West Washington Park Neighborhood Association is a registered neighborhood organization. Our boundaries are Speer Boulevard on the north, I-25 on the south, Downing on the east, and Broadway on the west, including over 9,400 residences and businesses. Membership in WWPNA is voluntary and requires an annual dues payment of \$20 per household, \$10.00 if over 65 years old.

Sincerely,



Sherri Way, President, WWPNA
president@wwpna.org

Highland United Neighbors, Inc.

P.O. Box 11235, Denver, Colorado 80211

PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE

Authorized by the Board of Directors to represent HUNI in all zoning and planning matters.

March 20, 2019

City and County of Denver
Planning Board
201 West Colfax Avenue
Department 201
Denver, CO 80202

Re: Blueprint Denver

Dear Board Members:

I chair the Planning and Community Development Committee of Highland United Neighbors, Inc. (HUNI), the RNO that covers the Highland Neighborhood. Our committee has a long history of working with the City to affect planning and zoning changes in ways that benefit and protect our neighborhood.

We have been thoroughly engaged in reviewing each edition of Blueprint Denver. After recommending significant changes to the Blueprint document, including changes to all five maps, I'm happy to say that David Gaspers and his colleagues have modified the plan and maps to our satisfaction, with just one exception remaining:

The Future Places Map:

We take issue with the designation as shown for two historic districts in Highland that are currently zoned U-RH-2.5. This limits height to 2 1/2 stories. These areas are mapped as Low-Medium Residential rather than Low Residential. This sounds minor, but Low Residential is described as single family and duplex structures up to 2.5 stories. Low-Medium Residential is described as "a mix of low-scale multi-unit residential uses. Buildings are generally 3 stories or less in height." There is no mention of single family, duplex, or rowhouse uses.

The West 28th Avenue Denver Landmark District consists entirely of story-and-a-half and two-story single family and duplex structures. This area meets the definition of Low Residential.

The Scottish Village/Highland Park National Register Historic District consists of 77 single family homes, 19 duplexes, and 15 buildings with 3 or more units. All but two of the multi-unit buildings are 3, 4, or 5-unit rowhomes. We believe the predominant pattern of single family and duplex structures should result in the definition of Low Residential, with a 2.5 story height, consistent with the U-RH-2.5 zoning.

We have worked hard with City staff to align the Future Places map with existing zoning, to avoid creating incentives for rezoning to greater densities and heights. We know from experience that the 2002 Blueprint Denver has been used by property owners to support rezoning in Highland and elsewhere. Due to our proximity to Downtown, Highland has experienced dramatic redevelopment in the past nine years. We need to ensure stability in the future if Highland is to survive as a great inner-city neighborhood.

Page 66 in Blueprint talks about small area plans providing greater guidance for proposed rezonings. But we don't have a current neighborhood plan to guide such a discussion. There is also mention of surrounding contexts providing guidance. Highland is complicated. We have 18 different zone districts in three different contexts. The taller, more dense zone districts are immediately surrounding or adjoining these two key areas, so that context would seem to support upzoning of the historic districts.

Until we have a new Neighborhood Plan a few years from now, the new Blueprint Denver will provide most of the guidance for rezonings. It is crucial that the map and descriptions not indicate greater densities and heights in fragile historic districts. Please ask staff to correct to map, making these districts Low Residential instead of Low-Medium.

Thank you for your consideration of our position.

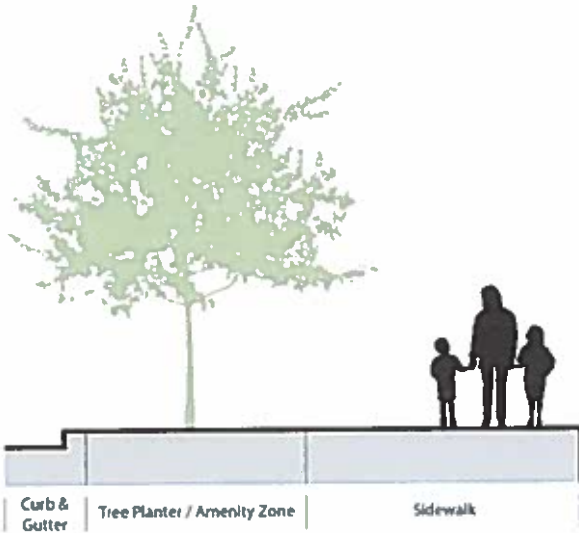
Sincerely,

HIGHLAND UNITED NEIGHBORS, INC.

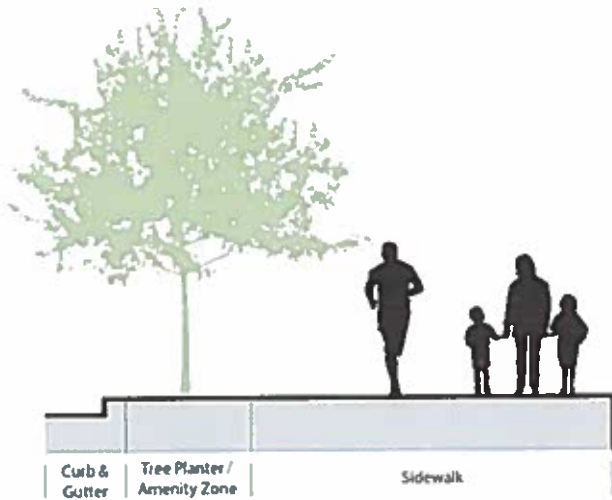
A handwritten signature in black ink that reads "Timothy C. Boers". The signature is written in a cursive, slightly slanted style.

Timothy C. Boers, AIA
Chair, Planning and Community Development Committee

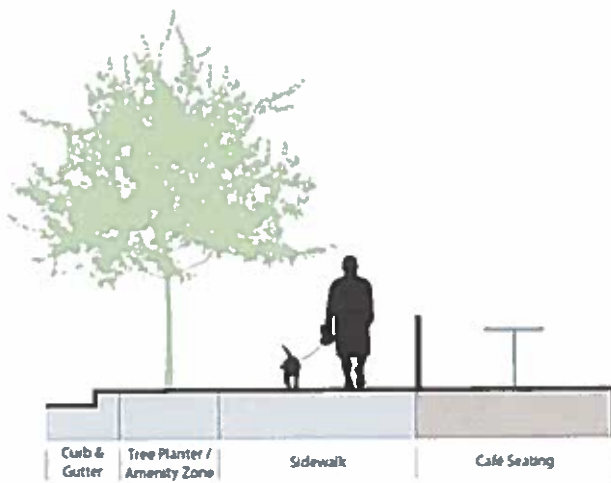
Cc: HUNI Board President
Committee Members
Councilman Rafael Espinoza



Example of a sidewalk with wide tree planter and amenity zone for additional pedestrian space outside of sidewalk



Example of a wide sidewalk with narrow tree planter and amenity zone



Example of a sidewalk arranged for café seating with narrower sidewalk and tree planter and amenity zone



Sent: Thursday, March 21, 2019 4:10 PM

To: Rezoning - CPD <Rezoning@denvergov.org>

Subject: [EXTERNAL] ADUs

Everyone should have a part of earning extra money with AUDs. Barriers should be removed such as the owner must live at the property. You should have a choice of using a property management company. To manage your property and not live at the resident. Remove the rex tape and barriers. Toni Gomez

From: Bridget Brophy
To: [Planningboard - CPD](#)
Subject: [EXTERNAL] Blueprint Denver Public Comment
Date: Tuesday, March 19, 2019 8:53:01 PM

There is a burden that needs to be addressed with the Blueprint Denver and Comprehensive 2020 plans. It is that of adjacent residents to short-term rentals and then proposed ADU's.

How many uses can someone squeeze on to a 25' lot? I think two is quite enough. When our neighbor who wanted to build an ADU not for a long-term, affordable rental option but for a short-term rental via AirBNB, she couldn't do it thankfully because her lot size wasn't large enough. She took it to the BOA zoning appeals process where one member stated that she could not be more intrusive on her neighbors (us). So she built a garage instead in 2018 with a zero setback as allowed by zoning. If the city wants to allow ADU's everywhere, there should still be a 3' setback. Plus only one additional use on small lots should be allowed. Using this neighbor as a further case in point, she built an addition that is used exclusively for STR's. If she were allowed to build an ADU, then she could have a single residence, an addition that is used as a 365 days a year STR, and then an ADU that would most probably be used for a rental at market rates not an affordable rate to low income since she stated that she needs to make money. As is her case, she is not one needing to make all this money to keep her house. It is for making more money to pad her income. We have not seen any people who are lower or moderate income building ADUs to keep their houses at this point. For one, where would they access the credit at a good rate?

While a lot of air time is used up talking about affordable housing, what happens on the ground due to policies and market forces are another matter. We had two old duplexes down the block that were low income a few years back. They were sold and torn down and a very large, single family home sold at market rate was put on that lot. Those are the kind of decisions and forces that affect affordable housing in the city. But then the city forces people who bought a single family home on a residential block to now live next to a motel (short-term rental at 365 days a year), and then potentially another unit sold as an ADU, it is too much.

[Sent from Yahoo Mail on Android](#)

From: Mark Camacho
To: [Rezoning - CPD](#)
Cc: [Micah Kimball](#)
Subject: [EXTERNAL] March 20th Planning Board Public Meeting
Date: Wednesday, March 20, 2019 5:56:11 AM

Regarding public testimony::

Planning Board Public Hearing Mar 20 2019 - Mar 20 2019 Start Time: 3:00 p.m. End Time: 5:00 p.m. Location: Parr-Widener Room (#389) City and County Building 1437 Bannock Street, Denver CO 80220

Dear Denver Planning Board, Blueprint Denver,

Please accept my following comments as my opportunity to offer public testimony, as you deliberate and vote on approval of Comprehensive Plan 2040 and Blueprint Denver in the city and county building on March 20th at 3pm.

My name is Mark Camacho, a Lower Highlands business and property owner since 1998.

I am the property owner of 2 buildings in the heart of Lower Highlands-Denver - 1643 and 1649 Boulder st. One property is an office building and the other property is a small house.

In 2017, I was granted non historic designation on both properties.

The total land size is 14,000 feet of ground, or .32 acres.

In recognition of Blue Print Denver's initiative to ensure continued vibrant communities in the lower highlands neighborhood, I highly encourage you to grant my property the opportunity to rezone for higher density.

Currently, my 2 properties are zoned for 3 story development.

I believe 5 story density is much more conducive to the emerging development of the neighborhood.

My properties are located on Boulder st, facing the beautiful skyline of downtown Denver. At 5 story height, the view would be unobstructed and highly desirable. Also, there are no properties behind me, just Hirshorn Park. Therefore, my 5 story height would not block other residential sites.

Also, my adjacent neighbor to the west is zoned 5 story, which would yield a nice aesthetic flow to the block if I were granted 5 story height.

Please consider my plea for consideration of rezoning to 5 story density - 1643 and 1649 Boulder st.

I believe my plea is consistent with the direction of Comprehensive Plan 2040 and Blueprint Denver.

Thanks!

Mark Camacho,
Lower Highlands property owner since 1998.

--

Mark Camacho | Director / Producer |
81 Media International | 303-455-5430 |
303-359-1886 Cell
Mark@81mediainternational.com | Twitter - [@81_Media](https://twitter.com/@81_Media) |
81mediainternational.com | [Facebook](#) |



[Friend me on Facebook](#)
[Surf my YouTube Channel](#)

March 19, 2019

To the Planning Board:

I am overwhelmed by 1600 pages of pictographs and tiny print and maps, and wonder how a Council representative can possibly wade through this and tell her/his constituents that he or she now sees a clear vision for Denver. Hundreds or thousands of hours put in by consultants and staff members, getting every conceivable details into these plans and maps, and I want to recognize the hard work involved. But in the end we can't see the forest for the trees.

How many (and which) of the 78 Statistical Neighborhoods met with CPD?

How how many specific neighborhoods met with the city to grapple with on all the changes embodied in the text and maps? Did CPD meet with each and every neighborhood about to be bound by the Comp Plan, Blueprint and the maps? I understand residents could attend a variety of map sessions and input meetings, as well as make comments online, but the Planning Board should provide a list of the neighborhoods that it sat down with as well.

Difficulty Navigating Plans and Maps:

Having been involved in development issues for many years, I felt that I or other Board members in the RNO could go back and forth with David Gaspers to get a copy of a map, to ask them to meet with our RNO, to ask them to walk us through (again) how to access the maps, to answer questions. Yet – even with the ability to get help – I still (today!) have trouble getting to each plan and, in particular, finding the very tiny line of print that brings you to link to downloadable maps. (Before the hearing Wednesday, I would ask each one of you to google one of these plans, and to navigate your way to the Neighborhood Context Map and print it.) I wonder how many residents really read the plans and looked at the maps. The recent map sessions held by CPD were great opportunities, and I attended two of them, but there were very few attendees. The larger sessions also had maps and illustrations on boards, but even those sessions were difficult to navigate. And I am still at a loss on why the Comp Plan came so late.

Comprehensive Plan Grab bag:

I have looked at the Comprehensive Plan. (I am omitting many of my specific concerns to try to focus on the big picture.) It captures input and has lots of great words and images and graphics, but grasping the policies, goals, and strategies and understanding how to think about 500 strategies is quite difficult.

Applicants for rezoning have always included a long list of the elements of the Comp Plan, BP and other plans that their proposals are consistent with. Now – with over 500 strategies for achieving the “vision” – we have an even larger grab bag and it is anyone’s guess how many strategies applicants will latch onto when rezoning. The writing on the wall is clear: an Applicant can find support for almost any rezoning proposal in almost any neighborhood in this grab bag.

In addition, the strategies are not prioritized, nor are they articulated in a way that makes clear their impact on the budget.

The timeline for implementation of all these strategies is unclear, and we don’t know which strategies are on the short list, the long list, or the wish list for 20 years from now. For the Denver Moves Transit Plan, for example, we learn we need to wait for Phase 2 before any of this becomes a reality.

Eliminating Areas of Stability and Areas of Change:

This has fallen beneath the radar but deserves attention. Eliminating Areas of Stability – in and of itself – will do nothing to guarantee affordable development. Imperfect as the A/S and A/C tools were – they provided some moderation in the development game. The enormous pressure on Elyria and Swansea and Globeville (Globeville has both A/S and A/C) from NWC development has been relentless. Once those three areas no longer have the A/S designation, it will be open season from investors.

Without providing new regulatory tools or mechanisms to protect affordable housing stock we will not be able to meet Goal #4 of the Comp Plan. The strategies for this goal are primarily existing strategies, which have an important role, but

have only made a dent in the problem and will not keep pace with relentless investors on the lookout for the next deal.

GOAL 4 Preserve existing affordable housing.

STRATEGIES

A. Expand existing tools, such as tax relief programs, to preserve the long-term affordability of housing throughout Denver.

B. Create additional tools, including community land trusts and regulatory incentives, to preserve existing affordable housing.

C. Incentivize the reuse of existing smaller and affordable homes.

Most Denver Council Districts cover *extensive* areas of stability, (see map), and existing housing stock in those areas currently provides the main source of affordable choices for families. It doesn't take a crystal ball to know the homes in Globeville, in the Virginia Village area near the new Kentro development at Colorado & Arkansas, will be gobbled up by investors and quickly upzoned using the argument that "conditions have changed," that these areas are now "on the edge" of the new development, and that such redevelopment is supported by some of the 500 new strategies in this Comp Plan.

The vision or goal of Strong and Authentic Neighborhoods also remains elusive in the Comp Plan. The Plan gives lip service to maintaining neighborhoods, avoiding displacement, increasing affordability; however, the tools are not there. Unless a neighborhood has historic value and can get landmark designation, or some reason to seek protection with a conservation overlay or other tool, they will have little to protect them. The know how required to create one of these overlays or designations is insurmountable for most neighbors. Areas that have no unique architectural gem or history, yet currently are comprised of modest, affordable housing stock, will be targeted first for scraping and reinvestment.

I wonder what we would find if we did the math to see what we have already lost in terms of housing for families? It is not just a matter of counting new units (and determining how many new units are truly affordable) but someone has to be tracking the number of viable affordable units we are losing on a monthly basis.

Home ownership

The importance of home ownership in establishing wealth is continually raised as a key to economic success. While many choose apartment dwelling, we cannot ignore those who place great stock on ownership. Take a look at what Globeville residents highlighted as important about their neighborhood in the Globeville Neighborhood Plan:

- * ***Multi-generational***
- * *People here have been here for a long time*
- * *Stable neighborhood with high home ownership*
- * *Affordable home ownership opportunities*
- * *Habitat for Humanity is working in the neighborhood*
- * *Housing diversity and character of existing housing*
- * *Calmness – lots of quiet streets*

The stability of high ownership rate was deemed important to Globeville residents and, development pressure aside, home ownership is still part of the fabric of many Denver neighborhoods. It is pie in the sky to think that the mere elimination of A/S will result in more affordable and diverse housing in all neighborhoods throughout Denver.

I realize I singled out only a couple of concerns with proceeding with the Comp Plan and BP (and its maps) in this letter. I wrote about my concern with the maps in another letter. And I have questions about the Neighborhood Planning Initiative as well, but think I have probably gone on too long as is! Please consider asking CPD to first focus on the Comprehensive Plan and see if it can be narrowed and centered around sustainability. I think water and air quality and sustainability needs to be at the core of all planning, and in this plan it is included in a resiliency chapter, rather than being at the forefront.

Thank you for considering my input in this process.

Christine O'Connor

144 S. Ulster St.

Denver CO 80230

303 906-6627



March 19, 2019

Mr. Joel Noble, Chair
Denver Planning Board
c/o Community Planning and Development
201 W. Broadway, 2nd Floor
Denver, Colorado 80202

Dear Mr. Noble and Planning Board Members,

This letter is submitted on behalf of the Downtown Denver Partnership (the “Partnership”). On March 5, 2019, the Partnership’s Management Group discussed Blueprint Denver Draft #2, and voted unanimously to approve the comments listed below. Members of the Management Group, Partnership staff, and other Partnership members have participated directly in the process through our representation on the Task Force, City of Denver staff briefings to Partnership boards, and participation of our members in various public meetings.

We want to commend the Task Force, City of Denver staff and the consultant team for the incredible amount of thought and work they have put in to the planning process. The process has been highlighted by a bold vision, a thoughtful approach, and a very thorough outreach effort to an enormous array of stakeholders and stakeholder groups – all of which has been embodied in this very ambitious and detailed document that has built on the legacy and foundation of the 2002 Blueprint Denver Land Use and Transportation Plan.

We also want to commend staff and consultants for addressing the numerous comments we shared in the Downtown Denver Partnership letter of November 30, 2018 regarding the August 6, 2018 draft. We expressed a number of significant concerns in that letter regarding hierarchy and priorities, the growth strategy, mapping, the equitable planning section and the Downtown neighborhood context, and staff and consultants did an excellent job of reviewing those concerns and modifying the structure and text to address many of them.

Overall, we strongly support Blueprint Denver Draft #2 and encourage its adoption by Planning Board and City Council as soon as possible, so that its many implementation strategies may commence.

We want to specifically highlight several sections and items in the plan that merit further commendation or clarification. These are as follows:

An Equitable City, pp. 30-45, and Measuring Equity, pp. 53-54 – this is a very important section of the plan and much thought has been given to this. Our primary concern here is how the individual objectives are quantified and what weight they will be given as compared to other goals and objectives. Clarity is essential to avoid this section being misinterpreted in the future.

Growth Strategy – pp. 50-51 – We strongly support this strategy, which rightly focuses growth on regional centers such as Downtown much more limited growth in other areas of the city. It strikes a good balance between fostering smart growth and stability across Denver.



Measuring Our Success – pp. 52-53 – we commend the Plan for setting clear 2040 goals in how we measure our success. What is missing is the rationale for how these targets were established. We believe an explanation would help future Plan readers better understand why these goals are important.

Recommendations- pp. 78-125 - Overall, this section is strong, with many well-thought out recommendations. We want to call out just a few of these that we believe to be particularly notable and important priorities which are relevant to Downtown:

Page 85 – Item 06 - Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities; and Item 07, Expand family-friendly housing throughout the city.

Page 86 – Item 08 – Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas and certain districts (including capturing “25 percent of the housing growth within the downtown neighborhood context”)

Page 90 – Item 01 – Capture 90% of job growth in regional center, ...in downtown and urban center contexts. Of the 90 percent job growth, focus 30% downtown.

Page 92 – Item 04 – Promote creative industries and maker spaces as vital components of Denver’s innovation economy; and Item 05 – Support organizations and districts within the city’s centers and corridors to aid in attraction and retention of employment and commerce.

Page 93 – Item 06 – Ensure Denver and its neighborhoods have a vibrant retail and hospitality marketplace meeting the full range of experiences and good ademanded by residents and visitors.

Page 102- Item 03 – Create exceptional design outcomes in key centers and corridors.

Page 104 – Item 04 – Ensure an active and pedestrian-friendly environment that provides true mixed-use character in centers and corridors.

Page 108 – Item 01 – Encourage mode shift....through efficient land use and infrastructure improvements.

Page 109 – Item 03 – On all streets, priority people walking and rolling over other modes of transportation; and Item 04 – Implement the vision for street types and the layered multimodal network to create complete streets.

Page 110 – Item 05 – Embrace emerging technologies for mobility and transportation safety; and Item 06 – Reduce impacts from development to pedestrian and bicycle mobility during construction.



Page 112 – The reference to Vision Zero is particularly important and is strongly correlated to - Item 09 - Improve safety on Denver’s streets and collaborate with city departments when developing neighborhood plans.

Page 113 - Item 11 – Maximize the use of curb space – often used for on-street park, loading and drop-offs – according to land use context.

Page 114 – Item 12 – Implement transit priority corridors as a strategy to support growth.

Page 118 – Item 01 – Expand tools and regulations to ensure high-quality parks and outdoor public spaces keep pace with Denver’s growth; and Item 02 – Protect and expand Denver’s tree canopy on both public and private property.

Page 121 – Item 05 – Ensure attractive streets and outdoor spaces in all centers and corridors, giving priority to pedestrian spaces and amenities.

Street Types/Complete Network sections, pp. 153-183 – the Downtown context is very fine-grained and often changes from block to block. Therefore, we think it makes sense on many of these maps to provide a separate or inset map for the Downtown area, similar in concept to the Downtown Places map on page 269.

Street Types map – pp. 156-157. We have concerns about how many Downtown streets are classified as “arterials”. We would encourage that more Downtown streets be listed as collectors and the “arterial designation be focused on the “Grand Boulevards” as described in the 2007 Downtown Area Plan.

Downtown context - pp. 264-277 – we are supportive of most of the language in this section. We would like to see a much greater emphasis on provided a high-quality, well-landscaped public realm, with a focus on a robust and consistent urban tree canopy throughout the context. In addition, we would like to see more thought put into the “Street Types” section (pp. 276-77)- The text as currently written implies that all streets have similar characteristics and needs. As mentioned above, there is a clear hierarchy between Grand Boulevards and other streets, at a minimum, and there are also special streets such as 16th Street, California and Wynkoop with a variety of unique characteristics. At the very least, the Plan should reference Denver Moves: Downtown as a follow-up study that can provide much more definition about different Downtown street types.

Implementation Matrix – (Appendix) – this is an excellent way to hold the City accountable for implementation of the Plan. We believe it is important that we be listed as a partner for a number of Implementation policies/strategies, including Land Use and Built Form – General strategies 2B and 2D, Land Use and Built Form – Economic Recommendations strategy 1A, Land Use and Built Form Design Quality and Preservation strategies 3A and 4C, Mobility strategies 1B and 2C, and Quality of Life Infrastructure strategy 2E.



Downtown
Denver
Partnership

Lastly, there is no current reference to this in the Plan, but we strongly encourage adding language that emphasizes the importance of taking into account the unique ways that different people experience the fabric of our city, with particular acknowledgment that there may be noticeable variations in how different genders respond to and feel or do not feel included or safe in our public spaces. This is an imperative for building a more inclusive and welcoming Denver.

Thank you for providing us the many opportunities to be engaged and share feedback about this process to collaborate on Denver's long-term vision. We look forward to staying involved as the Draft is finalized.

Please do not hesitate to contact us if you have any questions about our comments.

Sincerely,

Rob Cohen

Chair, Downtown Denver Partnership Management Group

From: [Rezoning - CPD](#)
To: [Showalter, Sarah K. - CPD CE2777 Manager](#); [Gaspers, David A. - CPD Principal City Planner](#)
Subject: FW: [EXTERNAL] Fwd: Denveright Question
Date: Monday, March 18, 2019 7:47:01 AM

From: E J Lorimer <ejlorimer@aol.com>
Sent: Friday, March 15, 2019 7:30 PM
To: Rezoning - CPD <Rezoning@denvergov.org>
Subject: [EXTERNAL] Fwd: Denveright Question

My input for consideration to pass forward for council approval

-----Original Message-----

From: E J Lorimer <ejlorimer@aol.com>
To: paul.kashmann <paul.kashmann@gmail.com>; MaryBeth.Susman <MaryBeth.Susman@denvergov.org>; rafael.espinoza <rafael.espinoza@denvergov.org>; kevin.flynn <kevin.flynn@denvergov.org>; kendra.black <kendra.black@denvergov.org>; stacie.gilmore <stacie.gilmore@denvergov.org>; albus.brooks <albus.brooks@denvergov.org>; christopher.herndon <christopher.herndon@denvergov.org>; Robin.Kniech <Robin.Kniech@denvergov.org>; ortegaatlarge <ortegaatlarge@denvergov.org>; paul.lopez <paul.lopez@denvergov.org>; wayne.new <wayne.new@denvergov.org>; jolon.clark <jon.clark@denvergov.org>
Sent: Fri, Mar 15, 2019 1:24 pm
Subject: Denveright Question

Dear City Council

If the Denveright plan documents are approved despite the DenverINC request to wait until new city leadership is seated, will there be opportunities to modify and rectify areas of concern and areas not well defined going forward?

I assume if Council is the "plan document approval source", Council can direct modifications and changes where needed going forward. A 20 year cast-in-stone plan in today's times seems "wrong" for any city or business entity. We are morphing daily.

Specifically, plowing through so many pages and trying to connect the dots of the strategies as a big picture is daunting for the most brilliant of our citizens. The zoning maps are difficult to understand and compare, the open space is apparently open for "other use" as seen fit by City and where are resources like water, clean air, judicial systems, fire/police protection, city services addressed? Visions are great but how will we absorb growth in a realistic manner and rate of growth that is absorbed, reviewed and assessed for corrections?

I've attended presentations and questions asked were skillfully deflected oftentimes. While I appreciate the two year public input, I'd like to know

how many individuals actually commented and how many RNO's submitted usable comments.

Thank you
Jane Lorimer
Winston Downs Resident

**CITY AND COUNTY OF DENVER, COLORADO
REGISTERED NEIGHBORHOOD ORGANIZATION
POSITION STATEMENT**

Following a vote of the Registered Neighborhood Organization, please complete this form and email to rezoning@denvergov.org. You may save the form in *.pdf format if needed for future reference. Questions may be directed to planning staff at rezoning@denvergov.org or by telephone at 720-865-2974.

Application Number	n/a
Location	n/a
Registered Neighborhood Organization Name	Pinehurst Country Club
Registered Contact Name	Margaret Chavez, Board Secretary
Contact Address	
Contact E-Mail Address	dpd8521@aol.com
Date Submitted	

As required by DRMC § 12-96, a meeting of the above-referenced Registered Neighborhood Organization

was held on , with members in attendance.

With a total of members voting,

voted to support (or to not oppose) the application;

voted to oppose the application; and

voted to abstain on the issue.

It is therefore resolved, with a total of members voting in aggregate:

The position of the above-referenced Registered Neighborhood Organization is that Denver City Council

Application #

Comments:



COUNTRY CLUB HISTORIC NEIGHBORHOOD, INC.
191 University Boulevard, # 514, Denver, CO 80206
www.countryclubhistoric.org

March 19, 2019

Board of Directors

President:
Diane Woodworth-Jordan
Vice-President:
Griffen O'Shaughnessy
Secretary:
Kurt Nelson
Treasurer:
Douglas Hsiao

Dear Blueprint Denver Planning Board and Wayne New,

I am writing on behalf of the Country Club Historic Neighborhood (CCHN) Board of Directors to express our opposition to the following in the Blueprint Denver Plan 2040.

Objection #1: Mixed Use Development

- The first objection is the identification of the section along the west side of University Boulevard, from 1st Avenue to 4th Avenue (the "Area"), as Community and Regional Urban Centers.
- CCHN objects to this designation as it does not accurately reflect the character of the CCHN neighborhood which the Area borders nor does it recognize the potential impact to the residences the Area adjoins. While the Area is considered part of the Cherry Creek Business Improvement District (the "BID"), it shares a boundary line with CCHN. As such, we believe that the Area should be designated in keeping with the zoning laws (C-CCN-5 and PUD) previously approved by City Council for the Area. We seek assurance that the Planning Board recognizes the CCHN historic residential neighborhood adjoining the BID and provides a transition between the Area and our neighbors' backyards.

Directors:
Alice Anneberg
Jimmy Balafas
Rusty Brown
Aimee Coleman
Sharon Dye
Kathleen Economos
Robert Fuller
Buzz Geller
Pamela Hatcher
Jim Holmes
Elizabeth Lutz
Anne Quallick
Mary Schaefer
Tricia Schmid
Kathleen Woodberry
Dotty Woods

Objection #2: High Capacity Transit Corridor

- The second objection is the identification of 1st Avenue from University to Downing as a transit priority street allowing it to be a high capacity transit corridor.
- CCHN objects to this identification as we believe that creating a high capacity corridor will create an upsurge in cut-through traffic in our neighborhood, intensify air pollution and increase overall traffic congestion for our residents. CCHN would endorse a street design that is more consistent with our historic neighborhood.

Country Club Historic Neighborhood (CCHN) was developed in the early 1900s in conjunction with the Denver Country Club and was designated as a Historic Landmark District in 1990. The importance of the CCHN to Denver's history is well documented. The L-shaped district includes 380 residences and was found to qualify as a Landmark District because of its historical, architectural, and geographical significance.

The CCHN Board of Directors believes that Mixed Use Development and Multi-Modal Streets would have a significantly negative impact on our historic neighborhood if our objections are ignored.

Diane Woodworth-Jordan
Board President
Country Club Historic Neighborhood
president@countryclubhistoric.org

**CITY AND COUNTY OF DENVER, COLORADO
REGISTERED NEIGHBORHOOD ORGANIZATION
POSITION STATEMENT**

Following a vote of the Registered Neighborhood Organization, please complete this form and email to rezoning@denvergov.org. You may save the form in *.pdf format if needed for future reference. Questions may be directed to planning staff at rezoning@denvergov.org or by telephone at 720-865-2974.

Application Number	Blueprint Denver 2040
Location	Denver
Registered Neighborhood Organization Name	Country Club Historic Neighborhood
Registered Contact Name	Diane Woodworth-Jordan
Contact Address	191 University Blvd, #514, Denver CO 80206
Contact E-Mail Address	dianewoodworth_jordan@hotmail.com
Date Submitted	03/19/19

As required by DRMC § 12-96, a meeting of the above-referenced Registered Neighborhood Organization was held on March 12, 2019, with 18 members in attendance.

With a total of 18 members voting,

0 voted to support (or to not oppose) the application;

18 voted to oppose the application; and

0 voted to abstain on the issue.

It is therefore resolved, with a total of 18 members voting in aggregate:

The position of the above-referenced Registered Neighborhood Organization is that Denver City Council

oppose Application # Blueprint Denver 2040

Comments:	<p>PLEASE SEE ATTACHED LETTER FOR COMPLETE EXPLANATION OF THE FOLLOWING OBJECTIONS</p> <p>Objection #1: Mixed Use Development · The first objection is the identification of the section along the west side of University Boulevard, from 1st Avenue to 4th Avenue (the "Area"), as Community and Regional Urban Centers.</p> <p>Objection #2: High Capacity Transit Corridor · The second objection is the identification of 1st Avenue from University to Downing as a transit priority street allowing it to be a high capacity transit corridor.</p>
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Rezoning Applications may be viewed and/or downloaded for review at:
www.denvergov.org/Rezoning

From: E J Lorimer
To: [Rezoning - CPD](#)
Subject: [EXTERNAL] Fwd: Denveright Question
Date: Friday, March 15, 2019 7:30:14 PM

My input for consideration to pass forward for council approval

-----Original Message-----

From: E J Lorimer <ejlorimer@aol.com>
To: paul.kashmann <paul.kashmann@gmail.com>; MaryBeth.Susman <MaryBeth.Susman@denvergov.org>; rafael.espinoza <rafael.espinoza@denvergov.org>; kevin.flynn <kevin.flynn@denvergov.org>; kendra.black <kendra.black@denvergov.org>; stacie.gilmore <stacie.gilmore@denvergov.org>; albus.brooks <albus.brooks@denvergov.org>; christopher.herndon <christopher.herndon@denvergov.org>; Robin.Kniech <Robin.Kniech@denvergov.org>; ortegaatlarge <ortegaatlarge@denvergov.org>; paul.lopez <paul.lopez@denvergov.org>; wayne.new <wayne.new@denvergov.org>; jolon.clark <jolon.clark@denvergov.org>
Sent: Fri, Mar 15, 2019 1:24 pm
Subject: Denveright Question

Dear City Council

If the Denveright plan documents are approved despite the DenverINC request to wait until new city leadership is seated, will there be opportunities to modify and rectify areas of concern and areas not well defined going forward?

I assume if Council is the "plan document approval source", Council can direct modifications and changes where needed going forward. A 20 year cast-in-stone plan in today's times seems "wrong" for any city or business entity. We are morphing daily.

Specifically, plowing through so many pages and trying to connect the dots of the strategies as a big picture is daunting for the most brilliant of our citizens. The zoning maps are difficult to understand and compare, the open space is apparently open for "other use" as seen fit by City and where are resources like water, clean air, judicial systems, fire/police protection, city services addressed? Visions are great but how will we absorb growth in a realistic manner and rate of growth that is absorbed, reviewed and assessed for corrections?

I've attended presentations and questions asked were skillfully deflected oftentimes. While I appreciate the two year public input, I'd like to know how many individuals actually commented and how many RNO's submitted usable comments.

Thank you
Jane Lorimer
Winston Downs Resident

City Park West RNO has the following comments for Denver Planning

- 1) Areas zoned for single family residence should stay that way – somewhere from first plan to final there was a adjustment to change these areas to allow duplexes. This was never a theme at public meetings we attended. Where did this change come from? We have been told by planning and council the only way to protect the single family integrity of the neighborhood is to create a historic district or attempt to get a landmark designation. This seems so ridiculous and feels so powerless.
- 2) There are several historic districts in our area that are proposed to have density change. What happens to these districts? Did someone inventory all the homes in area? It seems likely not in that over 65% of the neighborhood is low density residential. This area does not fit a cookie cutter zoning as Carla Madison fought to explain in 2010. Generalizing the neighborhood and creating these zoned areas will leave many long term residents in an area that becomes undesirable to them or runs them out with development. One neighbor explained, “I lived here for 40 years through thick and thin and now that property is worth something, no one wants to listen to us neighbors anymore – they wanted our input when there was empty property all over and now they just want our property!”
- 3) We worked very hard over the years to be in harmony with hospitals. In 2010, Carla Madison worked to create the hospital overlay district. Under the district, the redevelopment of Saint Joseph occurred and was a good example of cooperation with City Park West Neighborhood. The new plan proposes increasing the hospital district. Why? This would allow 5 story buildings to be constructed in what is now a primary single family and duplex neighborhood and includes historic districts. This is contrary to our work for over 30 years AND gives the hospitals too much possibility of spidering into neighborhoods and loosing the continuity of the district as it relates to the neighborhood. Mr Chuck Brantigan fought long and hard for this cooperation and relationship and City Council recognized his efforts one month ago. Please do not discount his efforts and legacy.
- 4) At all of planning sessions we attended, residents spoke out about the ugly, massive development that does not take into account parking. We would love it if developers would at least meet with Denver Design Forum or RNO to explain new projects. Some way we would love to have some input OR design standards developed in conjunction with Denver Planning rather than approving anything that fits the density regardless of looks.
- 5) Lack of parking is making the neighborhood unattractive for older- long-term residence who often have mobility issues. The get disgusted with congestion and no parking and move - causing some of the gentrification issues.
- 6) Many feel that development should be limited to 3-5 stories along 17th (particularly the south side) as large developments are severely impacting density of mostly single family residences From 17th north.
- 7) The blocks of large developments with no set backs and open space are destroying our tree canopy streets and there are blocks that now have no sunshine except at noon hours. Height variance from building to building could help this. Most comments from neighbors speak about desire for open space and trees. If a developer removes trees, should be at least a 2 for 1

replacement. An example, when property was built at 17th and York, 1 full block of beautiful trees were removed and not replaced.

- 8) We would like the City to REQUIRE physical delivery of notice to surrounding neighbors when there is a variance being considered. Notifying a non-staffed RNO is NOT delivery.
- 9) When a developer is building, they should have weight limits on trucks that ruin the roads if too heavy, be required to repave road after construction and provide parking and transportation for their workers to job site – not the neighborhood parking.
- 10) Finally, the plan is bit overwhelming to weed through. There is a lot of gloss and verbiage.
Would be more useful if less gloss and just the basics
- 11) Can approval of this wait until after Mayoral election?

March 16, 2019

To the Denver Planning Board:

I am writing as a resident of Denver's University neighborhood, in support of Comprehensive Plan 2040, Blueprint Denver and the entire Denveright family of plans.

My perspective is unique, as the former communications director for Denver CPD.

I had a front row seat to the creation of these plans. From gathering steam and ensuring all five plans were in lockstep, to cross-referencing thousands of people's opinions, to processing thousands of data points and map dots.

During Denveright planning, Community Planning and Development hired the Denver city government's first and only community insights manager. This was a game-changing decision that meant CPD could employ global market-research best practices — thus improving the survey-taker's experience, the quality of the data, and the quality of the analysis. Pairing this capability with the Denveright digital platforms allowed CPD to have exponential reach online, far beyond public meetings. CPD also enlisted a "Street Team" leader, who made thinking about city planning relevant and fun by meeting people where they are, at community festivals and fairs — with a focus on underrepresented communities.

In all, the team tapped into the voices of more than 20,000 people — well beyond the people involved in the original 2002 Blueprint Denver and the 2010 Denver Zoning Code that guide our city today.

So in the end, after nearly three years, did reaching more than 20,000 residents in a hundred different ways result in city plans that can make everyone happy?

What planners have now is a deeper and clearer view of Denverites' opinions, including how much they can differ. There is no simple answer to the challenges our city faces. And we should not take a one-size-fits all approach to complex issues.

What the Denveright team has done is truly listen, understand and create approaches that address the intent — the core issues at the heart of every opinion. With the community's voices in their ears they have crafted solutions that can right past wrongs in every corner of our city. Led by Denver residents Sarah Showalter and David Gaspers, planners sought to understand more deeply the challenges all their neighbors face — whether it be walking their kids to school safely, affording a place to live, finding a place to park or lamenting the changing face of a historic neighborhood.

The resulting plans are a recipe for a city that is equitable, affordable and inclusive. With strong and authentic neighborhoods. Connected, safe and accessible places. A city that's economically diverse and vibrant, environmentally resilient in the face of climate change, healthy, and active. Denver, right.

Thank you for your time and your service to the people of Denver.

Andrea Burns
University

March 18, 2019

To: Denveright planning team
CC: Denver City Council
Denver Planning Board
CPD Interim Executive Director Jill Jennings Golich
DPW Executive Director Eulois Cleckley

Re: INC Transportation Committee comparison of the Denveright Planning Board review drafts of *Comprehensive Plan 2040* and *Blueprint Denver*, and final *Denver Moves: Transit* and *Denver Moves: Pedestrians and Trails* plans to the *INC Transportation Platform*

Thank you for the opportunity to review and comment on the Planning Board drafts of the Denveright plans *Comprehensive Plan 2040* and *Blueprint Denver*, and the final *Denver Moves: Transit* and *Denver Moves: Pedestrians and Trails* plans.

In this final review, we summarize the entirety of the package of plans in light of the *INC Transportation Platform*, to produce a comprehensive review that incorporates the many changes that have been made in the last two months in response to our input and the input of active neighborhood participants. **Reaction to the most recent changes has been placed in bold face for ease of review.**

As before, this review is focused solely on comparison with the *INC Transportation Platform*, and as such is citywide and high-level in nature and should be additive to the specific and more-detailed comments submitted by RNOs, organizations, and individuals.

Joel Noble
Chair, INC Transportation Committee

INC Transportation Platform section: Principles

Item 2: Neighborhoods and citizens should have meaningful engagement in transportation planning and evaluation of tradeoffs that are inherent in implementation.

- Thank you for appointing many neighborhood representatives from across the city to the task forces for each plan, including as co-chairs of three of the four plans having task forces, and to the “Think Tank” community review group.
- As we move from planning to implementation in 2019, we strongly urge that active engagement with neighborhoods continue, particularly as tradeoffs in how right-of-way is allocated can only benefit from high levels of collaboration with the community.

Item 4: Denver's transportation network should continuously evolve to move people safely and efficiently by various modes.

- ☑ *Blueprint Denver* clarifies high-level funding strategies for implementation of mobility improvements by clarifying that its recommendations are intended to be used to inform annual budget and work plans, CIP priorities. The addition of consolidated strategies and recommendations in the implementation matrix improves the ability to reference the plan on an ongoing basis. While it is in the nature of high-level plans that specific assurance cannot be given on funding the priorities identified – which is a major concern in of our members – the intentions captured in the timeframes of the implementation matrix provides an appreciated improvement.
- ☑ *Blueprint Denver* draft extensively promotes the Vision Zero goal and key elements of the *Vision Zero Action Plan*, such as the High Injury Network, which is a vital part of the *INC Transportation Platform*.
- ☑ **Our request to specifically address the need for appropriate storage of dockless mobility devices, such as bikes and scooters, was added to page 113 of the Planning Board review draft of *Blueprint Denver*.**
- ☑ **The High Injury Network has been noted as cross-reference in more places, including on the *Blueprint Denver* Pedestrian Priority map on page 170-171.**

INC Transportation Platform section: Communications/Transparency

Item 1.6: Denver and other transportation agencies should adopt comprehensive data-driven approaches to manage and improve all travel modes, considering capacity, delay, collisions, injuries, fatalities, and infrastructure quality. This data should be open and available to the public to enable exploration and insights as part of a continuing dialogue on managing the public right-of-way.

- ☑ *Blueprint Denver* has added more high-level measures of mobility improvement, including the Vision Zero goal and the Mayor's mobility mode-shift goal, on pages 52-53.
- **No additional suggested measurements were added since the January draft of *Blueprint Denver*, but the most important ones were added after the initial public review draft.**

INC Transportation Platform section: Planning and Funding

*Item 2.6: We strongly urge that the planned update to *Blueprint Denver* in 2015 and 2016 go further than the original 2002 plan in linking transportation capacity with land use recommendations, placing a priority on increasing the total ability to move people on corridors and in areas where the community-driven plans call for more development.*

- ☑ *Blueprint Denver* takes a cautious approach to recommending land use changes along the future *Denver Moves: Transit* corridors, deferring land use recommendations until those corridors are ready to meet their High Frequency / High Capacity service goals. This is appropriate, and neighborhood plans need to be sequenced logically in order to find consensus on land use evolution as these transit corridors are upgraded.

- ☑ *Blueprint Denver* builds on the *Strategic Transportation Plan* by focusing on people movement by all modes, rather than automobile movement.

Item 2.7: Ensure that neighborhoods are actively involved in the development and adoption of a more comprehensive “complete streets” policy and design guidelines.

- ☑ Thank you for clearly calling for a Complete Streets policy, in addition to an update of comprehensive street design guidelines. (*Blueprint Denver* Policy 4, Strategy B on page 109). When implemented with a commitment at the highest levels, a Complete Streets policy will flow through to day-to-day street design decisions and have a major effect on the rate of implementation of safe, multimodal streets.

Item 2.17: Denver’s transportation planning is interdependent on transportation planning in surrounding communities. Ensure that plans across communities are coordinated, while maintaining Denver’s ability to move towards our transportation goals.

- ☑ ***Blueprint Denver* now clearly recognizes the need for regional coordination in implementing complete mobility networks, with additional language on page 114.**

INC Transportation Platform section: Safety/Health

Item 3.1: Denver should commit itself, at the highest levels, to the Vision Zero goals of eliminating traffic fatalities and serious injuries, learning from the emerging best practices in other cities. This is a moral issue – life and health are of paramount importance, and the transportation systems and features should lessen the impact when inevitable human errors occur.

- ☑ As discussed above, the new *Blueprint Denver* draft extensively promotes the Vision Zero goal and key elements of the *Vision Zero Action Plan*, such as the High Injury Network. Thank you!
- ☑ **Safety education and awareness programs are emphasized, not just enforcement, in page 112 of *Blueprint Denver’s* streets safety policy strategies. This is consistent with the Vision Zero approach.**

Item 3.3: Speed control for safety should be best achieved by street design, including lane widths, not simply speed-limit signage and police enforcement which are never sufficient to change behavior. Where speeds can and should be reduced, signage may be necessary but is not sufficient.

Item 3.4: Evaluate and revise lane width standards and speed limits using a detailed street typology and considering safety best practices from other cities. Where neighborhoods find that safety and livability would be enhanced by lane width reductions, “road diets,” street realignments, or roadway, viaduct or highway removals, while preserving or enhancing overall transportation effectiveness, such changes must be seriously considered by all departments and agencies.

- ☑ New street design guidelines are called for in Policy 4 on page 81 of *Blueprint Denver*
- ☑ The *Vision Zero Action Plan* recommendations have been significantly brought forward into *Blueprint Denver*.

- ☑ The diagram on page 164 of *Blueprint Denver* has been significantly improved, such as by the elimination of the confusing and incorrect “lane width” line from the prior draft.
- “Big move” opportunity identification for reconfiguring the street network, such as cloverleaf reclamation, highway relocation, and the like, is deferred in the Denveright plans, and should become a priority in small area plans and the next evolution of the *Strategic Transportation Plan*.

Item 3.5: Traffic speeds in residential neighborhoods should be lower than speeds on main arterials between neighborhoods. “Neighborhood slow zones” are a promising design/policy response to the safety effects of cut-through traffic. The City should amend its design standards to include speed humps as an option for traffic calming.

- ☑ The diagram on page 164 of *Blueprint Denver* has been significantly improved, such as by the rearrangement of Design Speed lines to signal that although speeds may vary based on street type, speeds within the city should remain significantly lower than the (implied) higher speeds on the empty right side of the spectrum.
- ☑ Text on page 164 of *Blueprint Denver* now helps avoid confusion about the frequency of curb cuts in residential areas, which is a matter of context (suburban vs. urban), rather than simply street type. Similar supporting text has been added later in the plan in the Suburban, Urban Edge, and Urban street type pages.
- ☑ *Blueprint Denver* brings forward the Slow Zone tool from the *Vision Zero Action Plan*, at community request, in Mobility Policy 9, Strategy F. Thank you.

INC Transportation Platform section: Walkability

Item 4.1: The pedestrian network is fundamental to making all other modes of transportation possible, including transit and biking.

- ☑ *Blueprint Denver* and *Denver Moves: Pedestrians and Trails* make this point well.
- ☑ *Denver Moves: Pedestrians and Trails* provides a logical prioritization for new sidewalk construction, linked to *Denver Moves: Transit* and *Vision Zero Action Plan* priorities.

Item 4.2: Denver should adopt measures to preserve and complete sidewalk networks, including flagstone sidewalks where that is part of the established character of an area.

- ☑ Thank you for Mobility Policy 10, Strategy B, “*Explore partnerships and programs for preserving and maintaining existing flagstone sidewalks where this is a valued part of the area’s character.*” This has been part of the *INC Sidewalk Position Statement* and its successor *INC Transportation Platform* for over a decade.

Item 4.3: Denver should replace the current city policy that makes individual homeowners responsible for the cost of installing or repairing walks with alternative sources of funding. Leverage the city's negotiating power to get the best value on sidewalk installation and maintenance.

- **Blueprint Denver** still does not clearly call for simple, fair, efficient and scalable ways to fund sidewalk installation, enhancement and maintenance citywide. However, Mobility Policy 13, Strategy B (“*Explore funding tools to enable increased investments and long-term funding for mobility projects and services*”) and Strategy C (“*Ensure transportation investments result in equitable access to multimodal infrastructure across the city*”) are consistent with this purpose, even if not as obvious as it should be that during plan implementation this should also extend to sidewalks. The community will need to remain vigilant in pursuit of this goal.

Item 4.11: Denver should move expeditiously to create a comprehensive Denver Moves: Pedestrians and Trails plan, focused on actionable policy changes and implementation. The plan should include a map of pedestrian priority streets and corridors at the neighborhood level. The plan should also include improved, enforceable design standards for these streets and their intersections

- Thank you for including *Denver Moves: Pedestrians and Trails* in the Denveright scope, and ensuring good linkage between *Blueprint Denver* and this plan
- Blueprint Denver* calls for creation of new design standards for streets and intersections.

Item 4.12: Some sidewalk café patios seriously degrade the pedestrian environment. Streetscape guidelines should prevent the private claiming of large amounts of public right-of-way when it results in pushing pedestrians against moving traffic, or significantly diminishing the sidewalk. The design standards should emphasize the importance of a safe, comfortable pedestrian realm. The Department of Excise and Licenses and the Public Works Department should be involved to explore ways to limit the permanent claiming of public right of way for outdoor cafes that are only used a few hours per week, seasonally.

- Mobility Policy 3, Strategy C on page 109 of the latest *Blueprint Denver* draft calls for café seating in the right of way to leave “ample and high-quality” space for pedestrians and streetscaping. This is a significant improvement and sets the right goal as we move into plan implementation.

Item 4.13: Denver should develop improved streetscape standards, options, and funding mechanisms for street trees, pedestrian lighting, public art, and amenities to promote place-making in pedestrian zones and along pedestrian corridors.

- Blueprint Denver* discusses aspirational streetscape goals, and does recommend finding equitable funding sources for upgrading streetscape.

- ☑ Mobility Policy 4 added text to Strategy C to the Planning Board Review Draft p.119, and now reads: *“Coordinate across city departments to revise street design standards, rules, and regulations to implement Blueprint Denver street types, modal priorities and a holistic vision for complete streets, including clearly defining roles and responsibilities for oversight, enforcement and maintenance of the public right-of-way.”* CPD assures us that this is intended to include the portion of the right-of-way between the curb and the private property, where streetscape standards and regulations are needed, where long-standing regulatory or practice limitations have prevented effective and enforceable streetscape standards.

Item 4.18: Denver needs to clarify and meaningfully emphasize Pedestrian Priority Zones – these now exist, in areas such as Cherry Creek, but it’s not clear what they mean.

- ☑ *Blueprint Denver* does map Pedestrian Enhanced areas, identifying these as areas where further enhancement can create vibrant public spaces, where there are additional opportunities to enhance the pedestrian environment, and areas to enhance placemaking for pedestrians, aligned with centers and corridors in the Places map.

INC Transportation Platform section: Bikeability

Item 5.2: Denver should work with neighborhoods to prioritize implementation of bicycle facilities, as envisioned in community discussions captured in Denver Moves: Bikes. Focus on the build-out of a network of facilities comfortable for the main population of interested riders who do not feel comfortable riding in fast or heavy traffic. Use data to inform discussions of tradeoffs that are inherent to changes, including on-street parking in some areas.

- ☑ *Blueprint Denver* highlights high- and medium-ease-of-use recommendations from the second edition maps from *Denver Moves: Bicycles* (as revised), and calls for the full build-out of the plan, which will benefit both bikes and new personal mobility devices. The creation of a Complete Streets policy and new street design guidelines will reinforce this.

Item 5.4: We support Denver Moves’ call for Bike Boulevards (“Neighborhood Bikeways”) where developed in conjunction with neighborhoods.

- ☑ The Bicycle Priority map brings forward the *Denver Moves: Bicycles* high- and medium-ease-of-use facilities, which appears to include Bike Boulevards/Neighborhood Bikeways.

INC Transportation Platform section: Transit

Item 6.1 We support the creation of the Denver Transit Plan, and call for extensive neighborhood involvement in setting the vision, goals, and approaches in this plan. The plan should set the vision for a transit system that a much higher proportion of citizens will choose to use.

Item 6.3: RTD should improve bus routes and operations to increase ridership. Improvements in route clarity and all-day frequency should be emphasized and key activity centers should be connected.

- ☑ *Denver Moves: Transit* provides an excellent first vision plan for a network of frequent, rapid, all-day transit that can be implemented at a variety of investment levels depending on the needs of each corridor and technology chosen. Such a network would be easy to understand, involve no up-front planning to use, and would provide a solid and attractive alternative that, a much higher proportion of residents would choose based on their trip-by-trip needs.
- ☑ *Denver Moves: Transit* sets out clear, ambitious, measurable and time-bound targets, such as “By 2040, 75% of household and jobs are within 1/4 mile (10-minute average walk) of the Frequent Transit Network, and 1/2 mile from enhanced stops/stations”, increasing transit commute mode share to 15% by 2030 and increasing all-trip transit mode share to 10% by 2040.

Item 6.7: The City and RTD should explore the creation of Bus Rapid Transit corridors in Denver to provide enhanced, frequent, attractive and rapid service on major streets without rail service.

- **Blueprint Denver Mobility policy 12, Strategy B, calls for the city to “Develop an implementation program to set priorities and a timeline for high- and medium- capacity corridor investments from the Denver Moves: Transit plan” in the 0-3 year timeframe in the implementation matrix. This is the shortest timeframe category in the implementation matrix, and we hope “Phase 2” begins immediately, since so much work depends on it.**

Item 6.10: Quality, safe transit stops are vital to make transit usable by all, in all weather. Bus stop signs in the mud or ice are unworthy excuses for transit facilities.

- ☑ *Denver Moves: Transit* identifies stop quality and stop amenities as important issues.
- ☑ The final, updated *Denver: Moves Transit* adds an important near-term recommendation – Strategy 2, Action 2.1 – to develop a stop and station inventory and typologies, prioritize improvements, and develop guidelines for stop siting. This is a significant addition and is greatly appreciated.

Item 6.13: Denver should explore innovative transit options from both public and private providers, in order to attract more people to efficient modes of travel for at least some of their trips.

- ☑ Policy 5, strategy C on page 110 of *Blueprint Denver* looks toward emerging technologies for mobility and transportation safety, with a focus on reducing single-occupant-vehicle trips in favor of more efficient modes that move the greatest number of people.
- ☑ Thank you for the strategy to disincentivize zero-occupancy vehicle trips, should the technology advance to the point where autonomous operations make this congestion-accelerant possible.



All In Denver Statement in Support of Blueprint Denver October 29, 2018

All In Denver is a non-profit advocacy organization that believes an equitable city is where all people have the opportunity to prosper and thrive. In July of 2016, All In Denver offered guiding principles to the City of Denver as it initiated the two-year process to update Blueprint Denver, the citywide plan that will shape growth for the next 20 years. Our guiding principles urged the Blueprint revision to 1) incorporate a broad set of community values; 2) prepare our community for growth; 3) shape a vision of the city beyond physical form; 4) provide a more sophisticated vision for land use and transportation beyond the binary framework of “areas of change” or “areas of stability”; and 5) emphasize innovation in housing. Equity was and remains our central organizing principle for Blueprint and the growth of our city.

We have reviewed the final draft Blueprint Denver document and support its forward-thinking and visionary values, goals, policies and recommendations. In particular, we find the following attributes of the updated Blueprint Denver as critical to guiding the city’s future:

- We like the focus on Equity in the Blueprint Denver draft. To balance the pressures of growth and gentrification that will persist in this and future economic cycles, the benefits of a growing city must be accessible to all of our residents.
- We strongly agree with the plan’s premise that all of Denver is an area of change and all neighborhoods share responsibility in accommodating and shaping growth. We strongly support moving away from Blueprint’s prior “areas of change or stability” typologies that became a polarizing, unrealistic and inequitable framework and a roadmap that encouraged the gentrification of many neighborhoods.
- We like the focus on strong neighborhoods, connected and safe places, environmental resilience, and healthy and active communities. The plan provides overall vision and goals, and then provides flexibility so that each neighborhood can tailor its own contributions to a thriving Denver.
- We like the focus on complete streets and agree that all residents should have access to quality, affordable mobility options. Promoting more affordable housing near transit is needed to advance equity and access to opportunity.
- The plan’s commitment to tracking measurable objectives offers accountability and the option to adjust policies over time. We suggest an annual report card, dashboard or benchmarking report on citywide progress towards the objectives, and detailing progress at Council District and/or neighborhood levels.



During the plan approval process, we urge the city to strengthen the implementation of Blueprint Denver by creating more clarity on how different departments within the city will coordinate to advance the plan's recommendations—a coordination that we think has been lacking. (For example, how will the annual allocation of CIP funds, affordable housing funds, and infrastructure bond programs align with Blueprint Denver?) The implementation structure must be built into the infrastructure of multiple city agencies and be sustained through multiple administrations for the next 20 years.

Statement approved by the All In Denver board of directors – visit www.allindenver.org for a board roster and additional information.