



TO: Denver City Council
FROM: Libbie Glick, Senior City Planner
DATE: December 7, 2023
RE: Official Zoning Map Amendment Proposal #2022I-00132

Request for Rezoning

Neighborhood/Council District: Multiple properties in North Capitol Hill, Capitol Hill, City Park West, Cheesman Park, City Park, Congress Park, South Park Hill, Hale, Montclair, and East Colfax/ Council Districts 5, 8, 9 & 10

RNOs: Inter-Neighborhood Cooperation (INC), Strong Denver,

Area of Property: Approximately 600 acres

Current Zoning: C-MS-8; C-MS-8, DO-1; C-MS-8, UO-1, UO-2; C-MS-5; G-MS-3; G-MS-5; U-MS-3; U-MS-5; E-MS-3, E-MS-5

Proposed Zoning: C-MS-8, DO-8; C-MS-8, DO-1, DO-8; C-MS-8, UO-1, UO-2, DO-8; C-MS-5, DO-8; G-MS-3, DO-8; G-MS-5, DO-8; U-MS-3, DO-8; U-MS-5, DO-8; E-MS-3, DO-8; E-MS-5, DO-8.

Staff Report and Recommendation

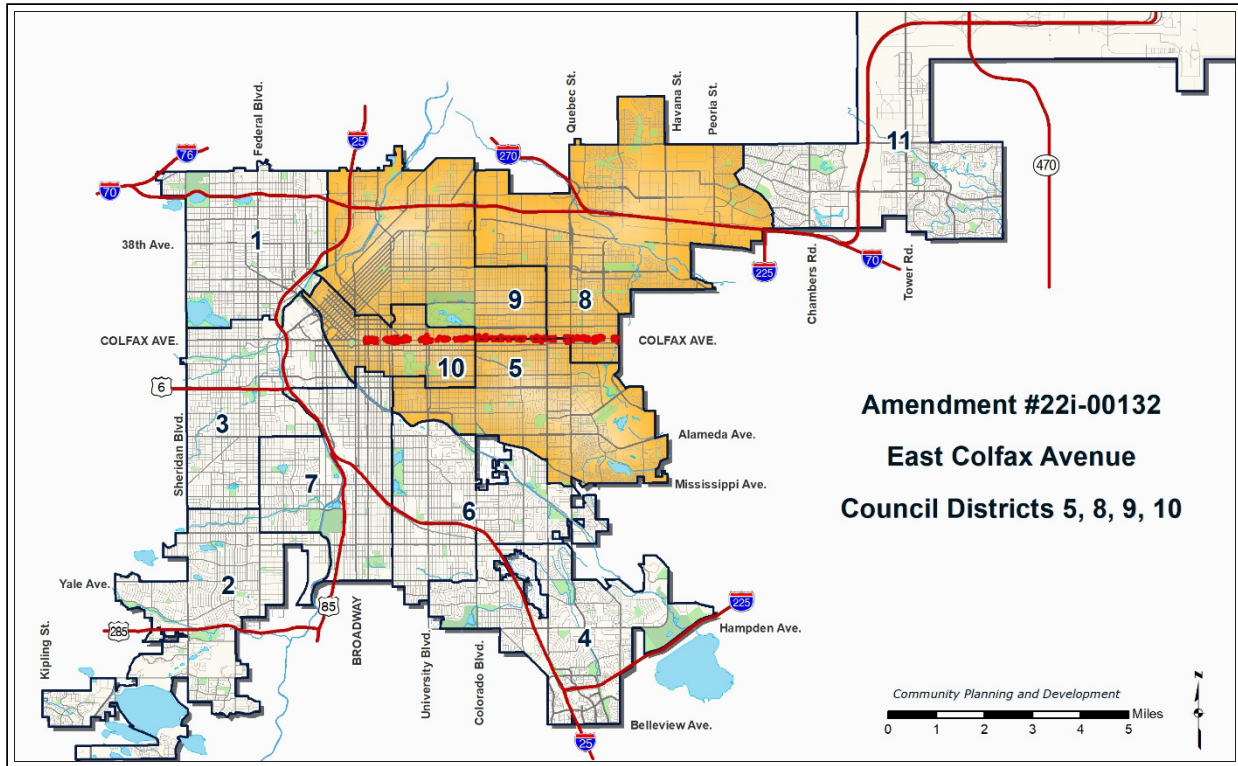
Based on the review criteria for a map amendment stated in the Denver Zoning Code (DZC), Section 12.4.10 (Map Amendment), staff recommends the Denver City Council approve map amendment #2022I-00132.

Summary and Purpose

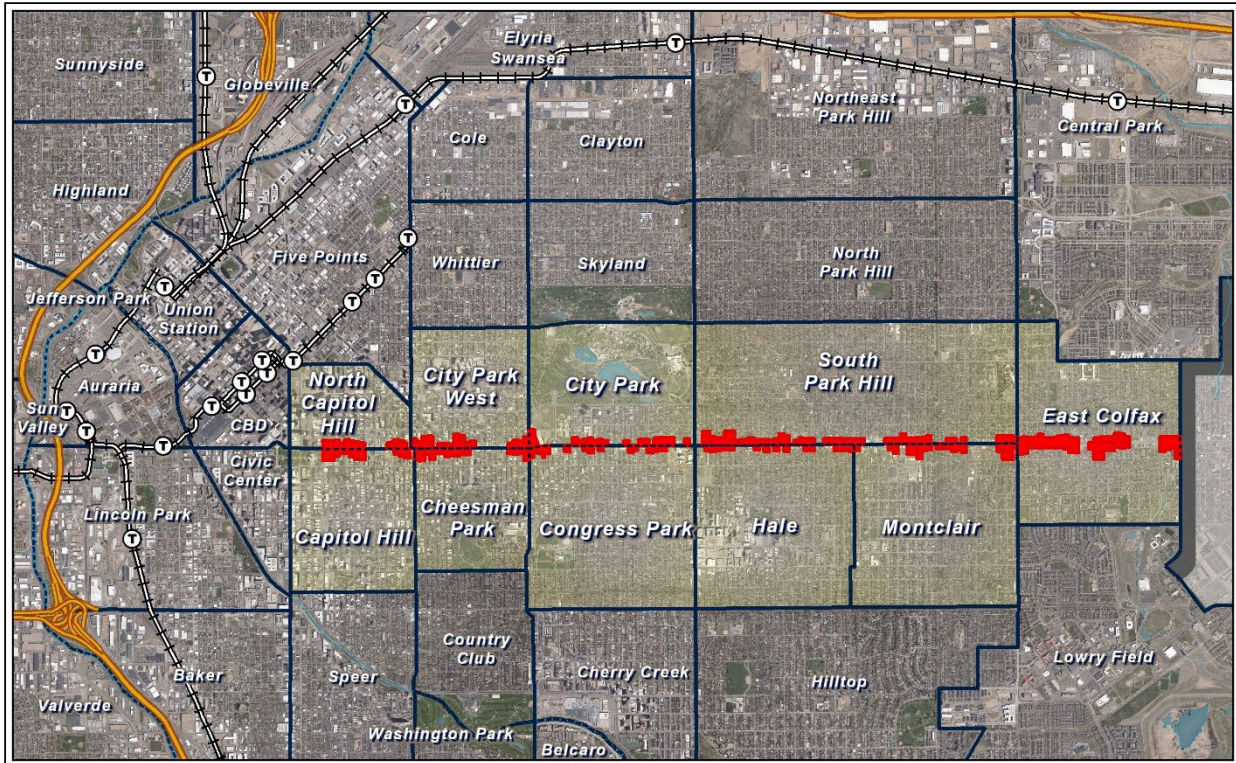
Councilmembers Amanda Sawyer and Chris Hinds are initiating a map amendment to rezone the Main Street zone districts along portions of E. Colfax Ave. between Grant St. and Yosemite St. apply the DO-8 overlay.

- The proposed rezoning includes properties along E. Colfax Ave. that are within two blocks of a proposed Bus Rapid Transit (BRT) Stations, are at least 100 feet north or south of E. Colfax and have Main Street zoning. This includes approximately 600 acres and over 400 parcels, bounded by Grant St. to the west and Yosemite St. to the east.
- Under the rezoning proposal, the Active Centers and Corridors Design Overlay (DO-8) will be applied to the existing underlying zone districts. Further details of the DO-8 can be found in the proposed zone district section of the staff report (below) and in Article 9 of the Denver Zoning Code (DZC).

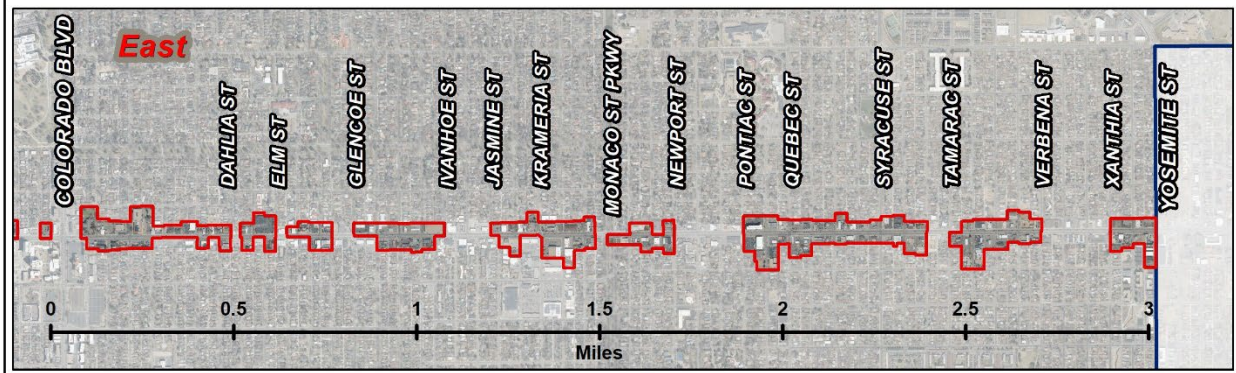
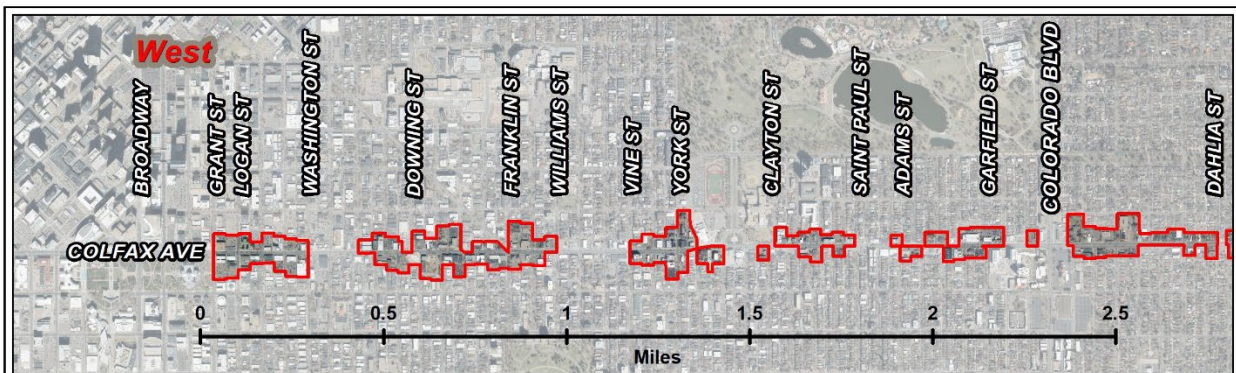
Council Districts Map



Neighborhood Map



Existing Context



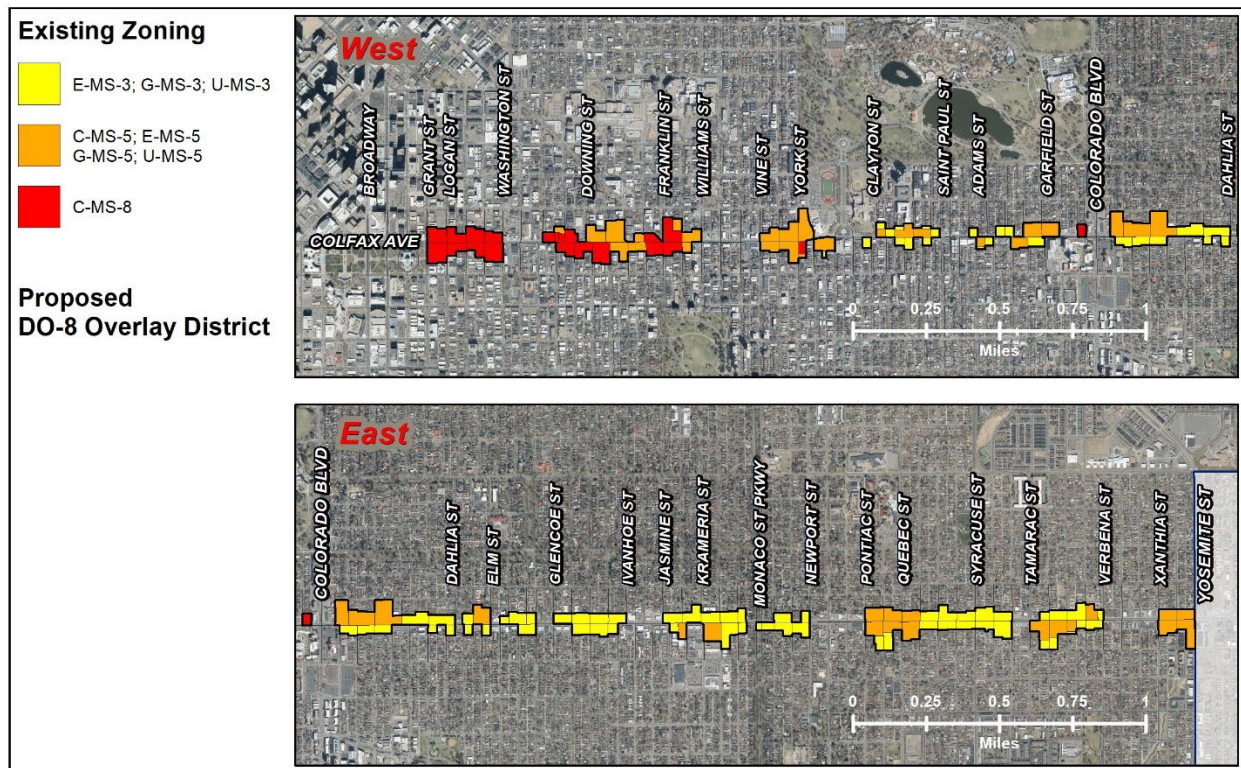
The portion of the E. Colfax Ave. corridor proposed for rezoning contains a range of uses, building types, and heights representing the main street and mixed-use character intended for the Main Street zone districts. This rezoning will ensure that this corridor remains a main street district with a mix of uses and an active street frontage.

The following table summarizes the existing context proximate to the subject site:

	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
Site	E-MS-3; G-MS-3; U-MS-3; C-MS-5; E-MS-5; U-MS-5; C-MS-8; C-MS-8, DO-1; C-MS-8, UO-1, UO-2	Commercial/retail, office, mixed-use, industrial, parking, multi-unit residential, and vacant	Mainly commercial buildings with heights ranging from 1 to 8 stories, some with shallow setbacks and others with large setbacks and parking between the structure and the street	Generally regular grid of street. Block sizes and shapes are generally consistent and rectangular. Vehicle parking is to the rear for the western portion and more between the structure and the street on the eastern portion.
North	C-MX-8, G-RO-3, G-MU-5, U-TU-B, U-SU-C, U-TU-C, U-SU-B, E-SU-Dx, E-RH-2.5, E-SU-D1x	Multi-unit and single-unit residential and Mixed-use	Mainly one and two-story residential uses. More multi-unit uses between Grant and Colorado and more single unit uses between Colorado and Yosemite. Some one and two-story commercial structures.	
South	G-MU-5, UO-3; U-RH-3A, UO-3; G-MU-3; UO-3; U-TU-C; E-SU-Dx; E-MU-2.5; E-SU-D1x	Multi-unit and Single-unit residential and Mixed-use	Mainly one and two-story single-unit properties with some 3 and 4-story multi-unit structures, particularly west of Colorado Blvd. Some one- and two-story commercial structures.	
East	City of Aurora, C-MS-8, C-MS-5, G-MU-5, U-MS-3, MS-3, H-1-A Wvrs, U-MS-5, U-SU-C, U-TU-C, E-MS-3, E-MS-5, U-TU-B	Mixed-use, commercial/retail, office, industrial, and single- and multi-unit residential	Commercial buildings ranging from one to five stories, one- and two-story residential buildings, six-story hospital	

	Existing Zoning	Existing Land Use	Existing Building Form/Scale	Existing Block, Lot, Street Pattern
West	D-CV, C-MS-8, C-MS-5, G-MU-5, U-MS-3, MS-3, H-1-A Wvrs, U-MS-5, U-SU-C, U-TU-C, E-MS-3, E-MS-5, E-TU-B	Public Quasi-public, mixed-use, commercial/retail, office, industrial, and single- and multi-unit residential	The State Capitol Building, commercial buildings ranging from one to five stories, one- and two-story residential buildings, six-story hospital	

1. Existing Zoning and Regulations



The existing zoning in the proposed rezoning area is comprised of Main Street zone districts with 3-, 5- and 8-story height limits in the Urban Center, General Urban, Urban, and Urban Edge contexts. Some areas also include Use Overlays 1 and 2 and the Design Overlay 1.

The purpose of the Main Street districts in the Urban Center, General Urban, Urban, and Urban Edge contexts is to “promote safe, active, and pedestrian-scaled commercial streets through the use of building forms that clearly define and activate the public street edge” (DZC 7.2.4.1, 6.2.5.1, 5.2.5.1, and 4.2.6.1). These districts allow the Town House, Drive Thru Services, Drive Thru Restaurant, and Shopfront building forms. The maximum height permitted in the 3-story

districts is 45 feet, 70 feet for the 5-story districts, and 110 feet for the 8-story districts (all the districts also allow height incentives for enhanced affordable housing).

Use Overlay 1 is the Adult Use Overlay Zone District and permits adult business uses with certain limitations (DZC Section 9.4.4.6). More information on this overlay can be found in Article 9.

Use Overlay 2 is the Billboard Use Overlay Zone District and permits billboard signs with certain limitations (DZC Section 9.4.4.7). Billboards, or Outdoor General Advertising Devices, in Use Overlay 2 are regulated via DZC Section 10.10.12. Billboards are limited to 45 feet in height and subject to spacing requirements ranging from 125 to 500 feet relative to residential districts/dwellings, public parks, historic structures, and other billboard signs. The Use Overlay 2 district exists along East Colfax and includes twenty-five existing billboards. Due to the various spacing requirements, there are very limited areas where new billboards would be possible in the future. More information on this overlay can be found in Article 9.

The Uptown Design Overlay District (DO-1) includes standards for the design of the lower floor. The standards included in the overlay are intended to “promote consistent, continuous and active street frontages, to reflect Denver’s history of primarily solid and masonry building material” (DZC 9.4.5.5.B.1). More information on this overlay can be found in Article 9.

All existing overlays are proposed to remain in place.

2. Historic Landmarks

The following properties are designated as Historic Landmarks:

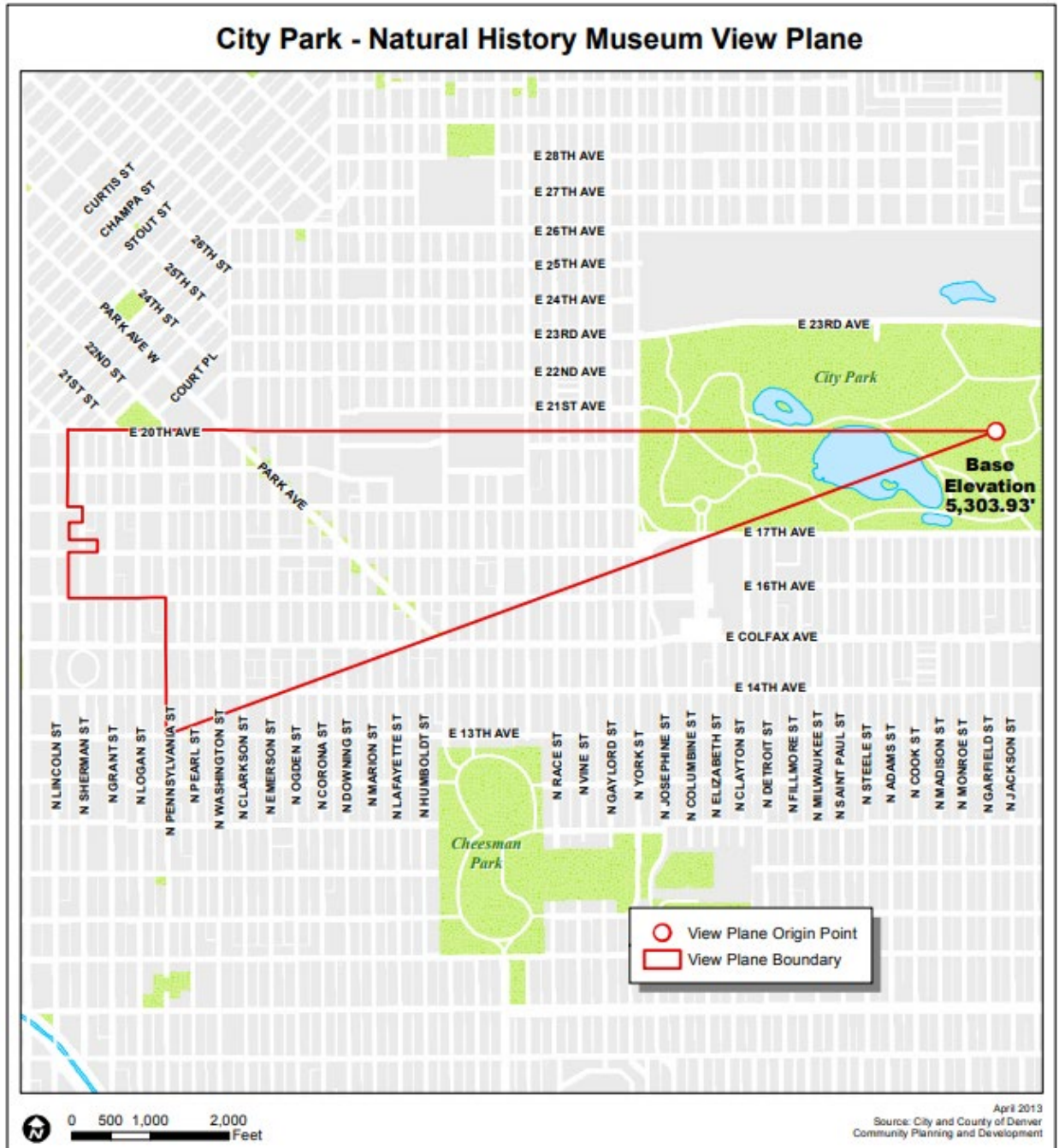
- Cathedral of the Immaculate Conception at 301 E. Colfax Ave.
- Ogden Theater at 935 E. Colfax Ave.
- The Colonnade Building at 1210 E. Colfax Ave.
- Hamilton Apartment Building at 1475 Humboldt St.
- Austin Building at 2400-2418 E. Colfax Ave.
- Fifth Church of Christ Scientist at 1477 Columbine St.
- Bluebird Theater at 3315-3317 E. Colfax Ave.

There are also two Historic Districts within the proposed rezoning – Wyman and Park Avenue. The Wyman Historic District represents many architectural styles from the late 1800s through 1955. The Park Avenue Historic District has a period of significant from 1893 to 1930. All construction within the Historic Districts and Landmarks are subject to landmark design review.

3. View Planes

The City Park Natural History Museum View Plane overlays properties within the proposed zoning. Buildings within the area detailed by the ordinance map shown below cannot exceed an elevation of 5,303.93 feet plus one foot for each 100 feet that the part of a structure is horizontally distance from the museum. This results in a building height limit ranging from approximately 78 feet near E. Colfax Ave. and N. Humboldt St. to approximately 125 feet at E.

Colfax Ave. and N. Pennsylvania St. This range of heights exceeds the allowable maximum height for both current and proposed zone districts and therefore does not impact this rezoning.



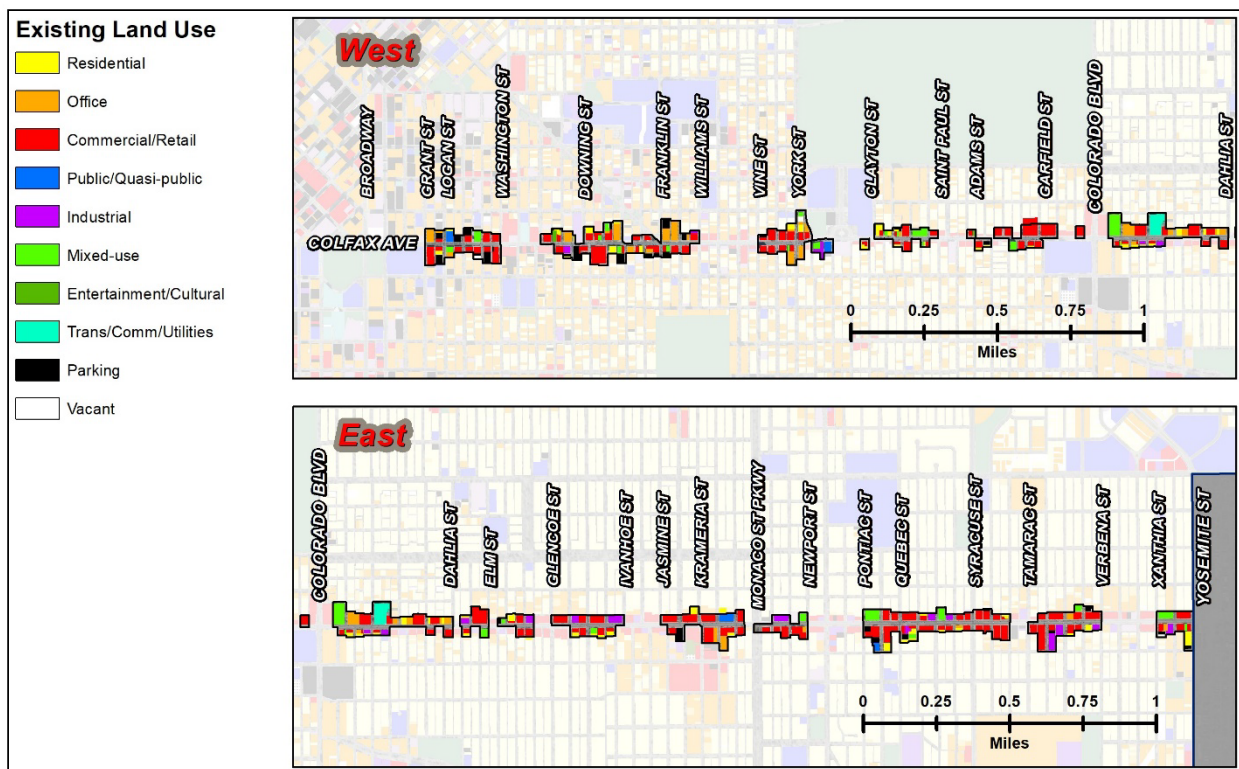
4. Large Development Review

The applicability of the large development review process is defined by DZC Section 12.4.12.2. There is no specific development concept for this legislative map amendment proposal, no adopted plan recommends use of the LDR process for this proposal, no infrastructure network or system improvements are anticipated, and there is no existing general development plan that needs to be amended. Therefore, although the area of the rezoning is larger than 5 acres, large development review was found to be inapplicable.

5. Site Development Plan Review

The Councilmembers are proposing a grace period for development projects currently under review. The grace period will include properties that were submitted for concept by July 19, 2023, the date of the notification for this rezoning proposal, and that receive approval of the Site Development Plan (SDP) by December 19, 2025. As of the date of this staff report, twelve projects along the corridor are eligible for the proposed grace period.

6. Existing Land Use Map



7. Existing Building Form and Scale (All images are from Google Street View.)



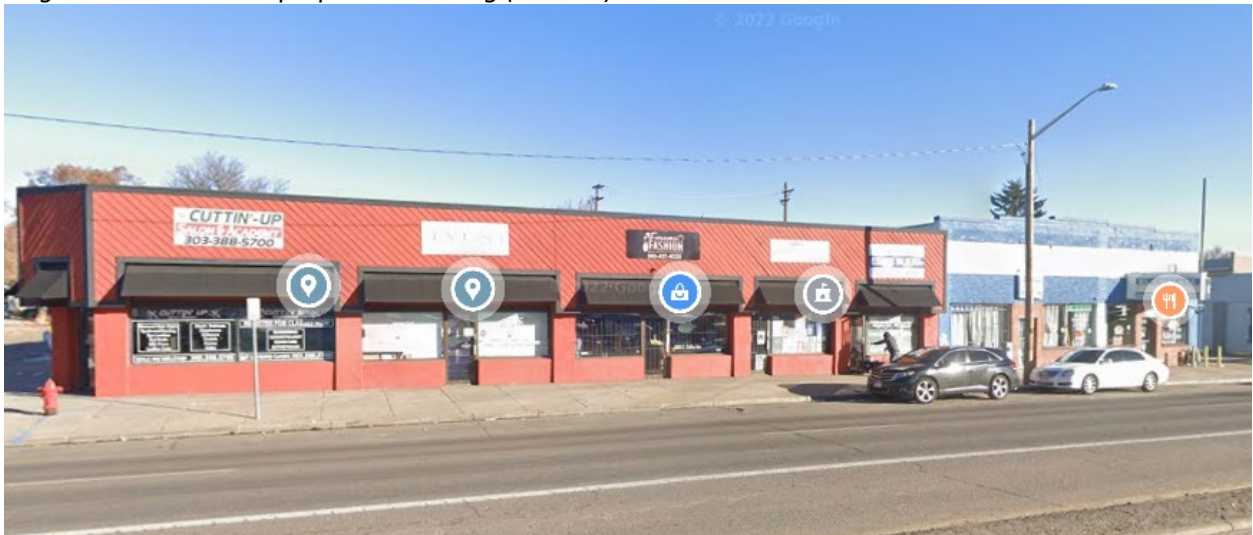
View facing south along E. Colfax Ave. N. Grant and N. Logan St. in the Capitol Hill neighborhood – within the proposed rezoning (C-MS-8)



View facing south on E. Colfax Ave. between Milwaukee and Paul St. in the Congress Park neighborhood – within proposed rezoning (U-MS-3)



View facing north on E. Colfax Ave. between Glencoe St. and Grape St. in the South Park Hill neighborhood – within proposed rezoning (U-MS-3)



View facing north on E. Colfax Ave. between Ulster and Uinta St. in the East Colfax neighborhood – within proposed rezoning (E-MS-3).



View facing east on Gaylord St. north of E. Colfax Ave. in the City Park West neighborhood – adjacent to proposed rezoning



View facing west on Monroe St. south of E. Colfax Ave. in the Congress Park neighborhood – adjacent to proposed rezoning.



View facing west on Uinta St. north of E. Colfax Ave. in the East Colfax neighborhood – adjacent to proposed rezoning



View facing east on Glencoe St. south of E. Colfax Ave. in the Hale neighborhood – adjacent to proposed rezoning

Proposed Zoning

The proposed zoning request would retain the existing underlying zone districts, including any Use Overlay districts as applicable, and add the Active Centers and Corridors Design Overlay (DO-8). The DO-8 zone district is intended to “encourage neighborhood mixed-use areas that support nonresidential active Uses at the Street Level, promote active pedestrian-oriented building frontages, and provide sufficient space for transitions between the public realm and private residential Dwellings” (DZC 9.4.5.12.B). The design overlay adds to or modifies the existing standards in the underlying zone districts and does not affect any permitted uses or allowed height limits. If the rezoning is adopted, the proposed DO-8 zone will:

- Limit allowed building forms for primary structures to the Shopfront and Town House;
- Increase the build-to range from 0-5’ to 2-10’ in the Shopfront form to encourage more space for outdoor dining and similar uses;
- Establish a minimum 2’ primary street setback in the Shopfront form to increase pedestrian space;
- Introduce a minimum 7’ primary street setback in the Shopfront form for any ground floor residential units to create more space for transitions between the public sidewalk and private residential areas, and require individual ground floor residential units to provide an entrance with entry feature (porch, patio, stoop, etc.);
- Require parking to be located to the rear or side of buildings;
- Eliminate all alternatives to transparency requirements except for permanent art to encourage more windows at the street level;
- Require a minimum ground floor height to support the viability of nonresidential uses; and
- Ensure that a portion of the ground floor on lots more than 37.5’ wide includes nonresidential active uses to support a mix of uses and contribute goods and services to the local neighborhood.

Summary of City Agency Referral Comments

As part of the DZC review process, the rezoning proposal is referred to potentially affected city agencies and departments for comment. A summary of agency referral responses regarding the map amendment applying DO-8 follows:

Assessor: Approved – No Response

Asset Management: Approved – No comments.

Denver Public Schools: Approved – No response.

Department of Public Health and Environment: Approve Rezoning Only – will require additional information at Site Plan Review:

Denver Department of Public Health & Environment – Division of Environmental Quality (EQ) does not guarantee approval of an any proposed development project at this site by providing a response to this Official Map Amendment Referral Agency Review Request. Future development is subject to existing land use controls and other environmental requirements in accordance with applicable local, state, and federal environmental regulations and statutes. EQ recommends the Property Owner conduct an environmental site assessment to determine the potential presence, nature, and extent of possible contamination on the site and to identify specific cleanup needs associated with future development. EQ may have additional information about localized potential environmental concerns at the site. However, providing such information about ta specific site is beyond the scope of these zoning comments.

Denver Parks and Recreation: Approved – No comments.

Public Works – R.O.W. - City Surveyor: Approved – No comments.

Development Services - Transportation: Approved – No response.

Development Services – Wastewater: Approved – No response.

Development Services – Project Coordination: Approved – No response.

Development Services – Fire Prevention: Approved – No response.

Public Review Process

	Date
CPD informational notice of receipt of the rezoning application to all affected members of City Council, registered neighborhood organizations, and property owners:	7/19/2023
Property legally posted for a period of 15 days and CPD written notice of the Planning Board public hearing sent to all affected members of City Council, registered neighborhood organizations, and property owners:	10/3/2023
Planning Board public hearing (The Board recommended approval by a vote of 5 to 2. Those dissenting believe that Colfax needs its own unique overlay.):	10/18/2023
CPD written notice of the Land Use, Transportation and Infrastructure Committee meeting sent to all affected members of City Council and registered neighborhood organizations, at least ten working days before the meeting:	10/16/2023
Land Use, Transportation and Infrastructure Committee of the City Council:	10/31/2023
Property legally posted for a period of 21 days and CPD notice of the City Council public hearing sent to all affected members of City Council and registered neighborhood organizations:	11/20/2023
City Council Public Hearing:	12/11/2023

- **Registered Neighborhood Organizations (RNOs)**

Staff has not received any letters from RNOs.

- **General Public Comment**

As of the date of this report, staff has received comments from two neighboring residents. One resident is concerned that 1801 E. Colfax is not included in the proposed DO-8 rezoning because a drive-thru restaurant is planned for the site. The second resident is supportive writing that this proposal will “improve the vibrancy and walkability of the Colfax corridor.” Additionally, the Goddard School at 1501 N. Locust St. comments with concerns that this overlay will impact their future expansion plans. Staff also received a comment from The Goddard School opposed to the rezoning as it will impact plans for an addition to the existing structure.

In addition, the required process steps described above, the Councilmembers conducted additional engagement as outlined in the application. This included community town halls, an online survey, and meetings with property owners and organizations.

Criteria for Review / Staff Evaluation

The criteria for review of this legislative rezoning are found in DZC, Section 12.4.11.4 and Section 12.4.10.7, respectively. These criteria are summarized as follows:

1. Consistency with Adopted Plans
2. Public Health, Safety and General Welfare
3. Uniformity of District Regulations and Restrictions

Note: Because the City Attorney's Office has determined this to be a legislative map amendment proposal, the additional criteria for non-legislative map amendments in DZC Section 12.4.10.8 do not apply.

1. Consistency with Adopted Plans

The following adopted plans apply this map amendment:

- *Denver Comprehensive Plan 2040* (2019)
- *Blueprint Denver* (2019)
- *East Central Area Plan*
- *East Area Plan*

Denver Comprehensive Plan 2040

The proposed rezoning is consistent with *Denver Comprehensive Plan 2040* strategies, which are organized by vision element.

The rezoning proposal will ensure goods and services remain near transit and along E. Colfax Ave., a long-standing mixed-use area, consistent with the following Equitable, Affordable and Inclusive goals:

- Equitable, Affordable and Inclusive Goal 1, Strategy A – “Increase development of housing units close to transit and mixed-use developments” (p. 28).
- Equitable, Affordable and Inclusive Goal 1, Strategy 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” (p. 28).

The regulations in the DO-8 for ground floor active uses and enhanced pedestrian-oriented design will ensure new development along E. Colfax Ave. continues to be mixed-use consistent with the following Strong and Authentic Neighborhoods recommendations:

- Strong and Authentic Neighborhoods Goal 1, Strategy A – “Build a network of well-connected, vibrant, mixed-use centers and corridors” (p. 34).
- Strong and Authentic Neighborhoods Goal 1, Strategy D – “Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities” (p. 34).
- Strong and Authentic Neighborhoods Goal 2, Strategy C – “Create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm” (p. 34).

Similarly, the map amendment will help maintain and grow the availability of commercial space in embedded local corridors, thereby reducing competition and business displacement consistent with the following Economically Diverse and Vibrant goal:

- Economically Diverse and Vibrant Goal 3, Strategy A – “Promote small, locally-owned businesses and restaurants that reflect the unique character of Denver” (p. 46).

The DO-8 will encourage ground floor active uses with residential above leading to mixed-use communities consistent with the following Environmentally Resilient goal:

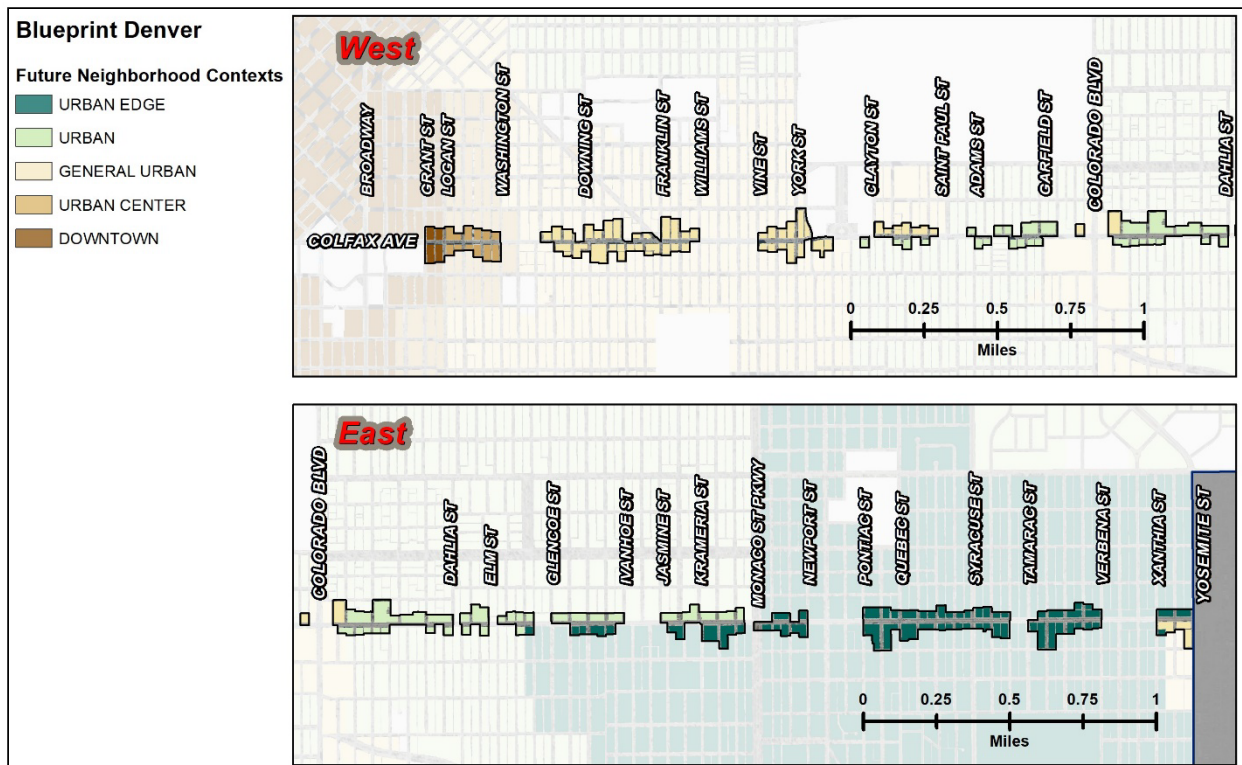
- Environmentally Resilient Goal 8, Strategy B – “Encourage mixed-use communities where residents can live, work, and play in their own neighborhoods” (p. 54).

Blueprint Denver

Blueprint Denver identifies the proposed rezoning as part of a Local Corridor and Community Corridor place types within the Downtown, Urban Center, General Urban, Urban Edge, and Urban Neighborhood Contexts and provides guidance from the future growth strategy for the city.

Blueprint Denver Future Neighborhood Context

The existing zoning contexts are not proposed to be changed with this rezoning.



The Downtown neighborhood context, mapped between Grant St. and Logan St., includes “the highest mix of uses in the city throughout the context including multi-unit residential, commercial,

office, civic and institutional. Block patterns are generally regular with perpendicular and diagonal streets. Large mixed-use buildings close to the street” (p. 137). C-MS-8 is a Mixed Use zone district in the Urban Center context, and it’s “intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering within and around the city’s neighborhoods... Mixed use buildings have a shallow front setback range” (DZC 7.2.2.1) consistent with the Downtown neighborhood context description.

The Urban Center neighborhood context, mapped between Logan St. and Washington St., is described as “a high mix of uses throughout the area, with multi-unit residential typically in multistory, mixed-use building forms. Block patterns are generally regular with consistent alley access. Larger scale buildings close to the street” (p. 137). C-MS-5 and C-MS-8 are both zone districts within the Urban Center neighborhood context. These districts are “intended to promote safe, active, and pedestrian-scaled commercial streets through the use of building forms that clearly define and activate the public street edge, and enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering along the city’s commercial streets” (DZC 7.2.4.1).

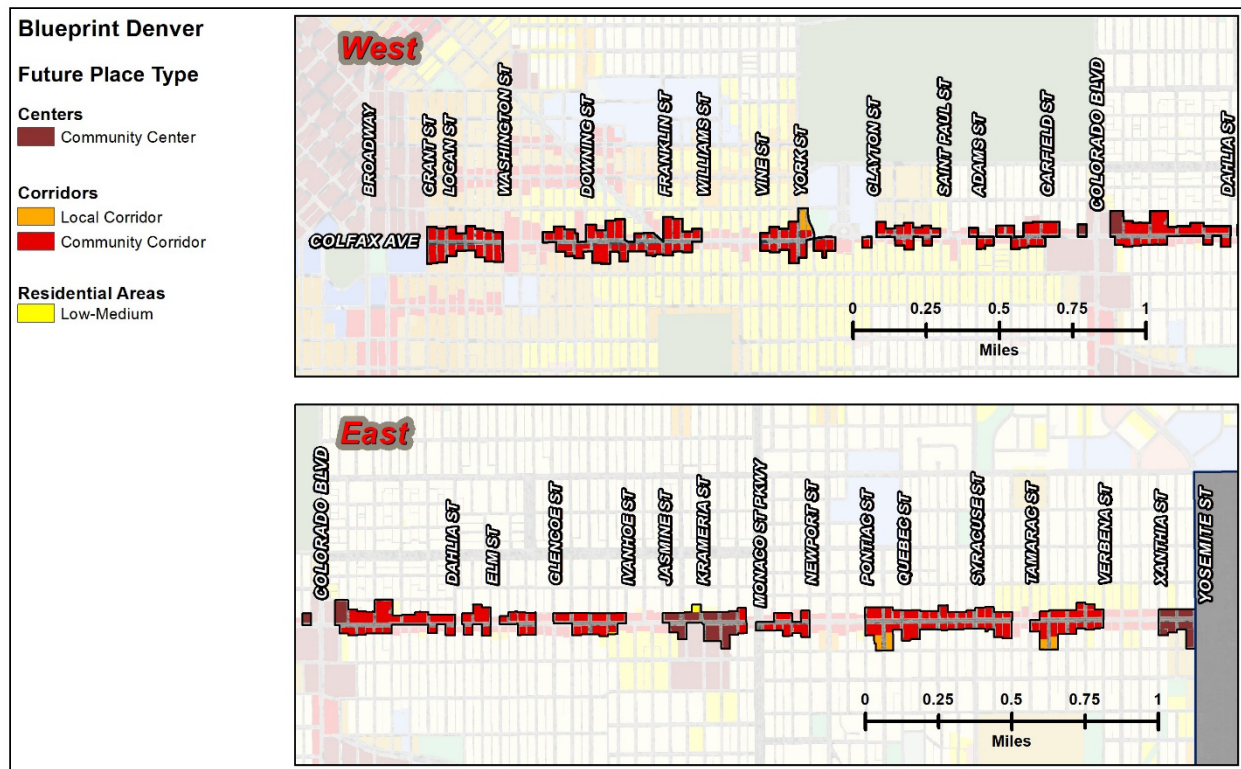
The General Urban neighborhood context, mapped primarily between Gilpin St. and Josephine St., on the south side of Colfax, consists of “vibrant places with proximity to Denver’s major centers like Downtown and Cherry Creek... Development should be sensitive to the existing neighborhood character and offer residents a mix of uses, with good street activation and connectivity” (p. 237). G-MS-3 and G-MS-5 are zone districts within the General Urban neighborhood context and are “intended to promote safe, active, and pedestrian-scaled commercial streets through the use of building forms that clearly define and activate the public street edge” (DZC 6.2.5.1).

The Urban neighborhood context, primarily mapped between Josephine St. and Glencoe St., predominately contains “small, multi-unit residential and low-intensity mixed-use buildings ...embedded in single-unit and two-unit residential areas. Block patterns are a regular grid with consistent alley access. Where they occur, multi-unit buildings are low scale. Mixed-use buildings are sited in a pedestrian-friendly manner near the street” (pg. 222). U-MS-3 and U-MS-5 are zone district within the Urban neighborhood context and are “intended to promote safe, active and pedestrian-scaled areas through building forms that clearly define and activate the public street edge. The zone districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering” (DZC 5.2.3.1 and 5.2.5.1).

The Urban Edge Neighborhood context, mapped primarily between Glencoe St. and Yosemite St. “contains elements of the suburban and urban contexts. Small multi-unit residential and commercial areas are typically embedded in 1-unit and 2-unit residential areas. Block patterns are generally regular with a mix of alley access. Buildings are lower scale and generally set back farther from the street” (p. 136). E-MS-3 and E-MS-5 are zone districts within the Urban Edge neighborhood context and are “appropriate along corridors, embedded in neighborhoods and on large sites... the building form standards of the Mixed Use zone districts balance the importance of street presence and provision of parking through build-to requirements” (DZC 4.2.4.1) consistent with the intent of the Urban Edge future neighborhood context description.

The application of the DO-8 is consistent with the Blueprint future neighborhood contexts of Downtown, Urban Center, General Urban, Urban, and Urban Edge because it will promote active, pedestrian friendly streets near future Bus Rapid Transit Stations while also being compatible with the surrounding residential areas.

Blueprint Denver Future Places



A majority of the properties along E. Colfax Avenue are designated as Community Corridor. There are a few areas that are designated as Local Corridor along York St., Poplar St., and Ulster St. *Blueprint Denver* describes corridors as “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. 140).

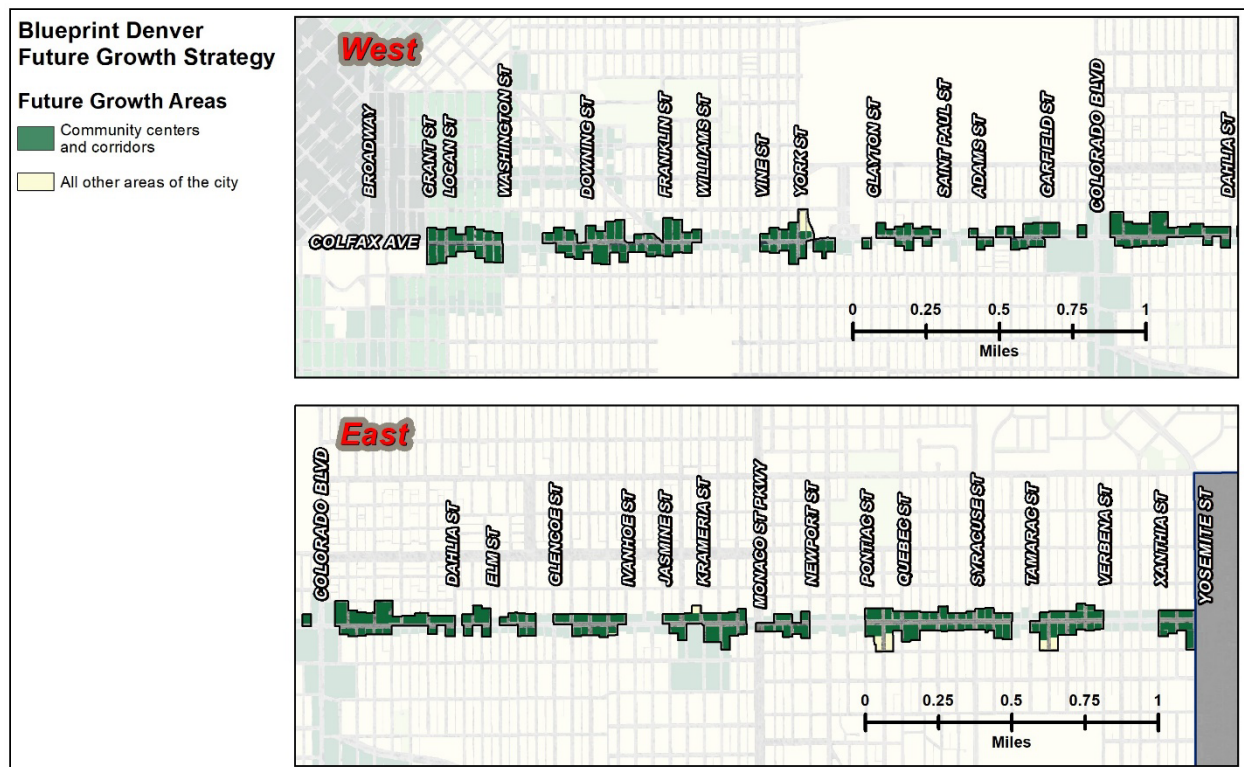
There are three areas designated as Community Center near Colorado Blvd, Mayfair Town Center, and Yosemite St. *Blueprint Denver* defines Centers as, “mixed use places of different scales. They are typically oriented around a shared space or set of spaces. People often go to centers to engage in social activities and entertainment, such as shopping, dining and cultural events. Some centers are well-connected to the local neighborhood and supported by neighborhood residents; other centers

are larger, attracting people from a wide geographic area, and may require residents to take a bus, train or a car to visit them” (p. 140).

One property near Krameria St. is designated as Low-Medium Residential. These areas are “mix of low- to mid-scale multi-unit residential options... Limited mixed-use along some arterial and collector streets and at intersections” (p. 232). The property with this future place type designation is currently zoned U-MS-3, and the proposed DO-8 will retain the existing underlying zoning.

Main Street districts “are typically applied linearly along entire block faces of commercial, industrial, main, mixed-use and residential arterial streets...and should be applied where a higher degree of walkability and pedestrian activity and active Street Level retail is desired” (DZC Sections 5.2.5.1 and 7.2.4.1). Additionally, the intent of the DO-8 zone district is to “encourage neighborhood mixed-use areas that support nonresidential active uses at the Street Level, promote active pedestrian-oriented building frontages, and provide sufficient space for transitions between the public realm and private residential Dwellings” (DZC Section 9.4.5.12.B). The proposed rezoning will encourage more social activity at the Street Level and mixed-use places, consistent with the descriptions for Community Corridor, Local Corridor, Community Center, and Low-Medium Residential.

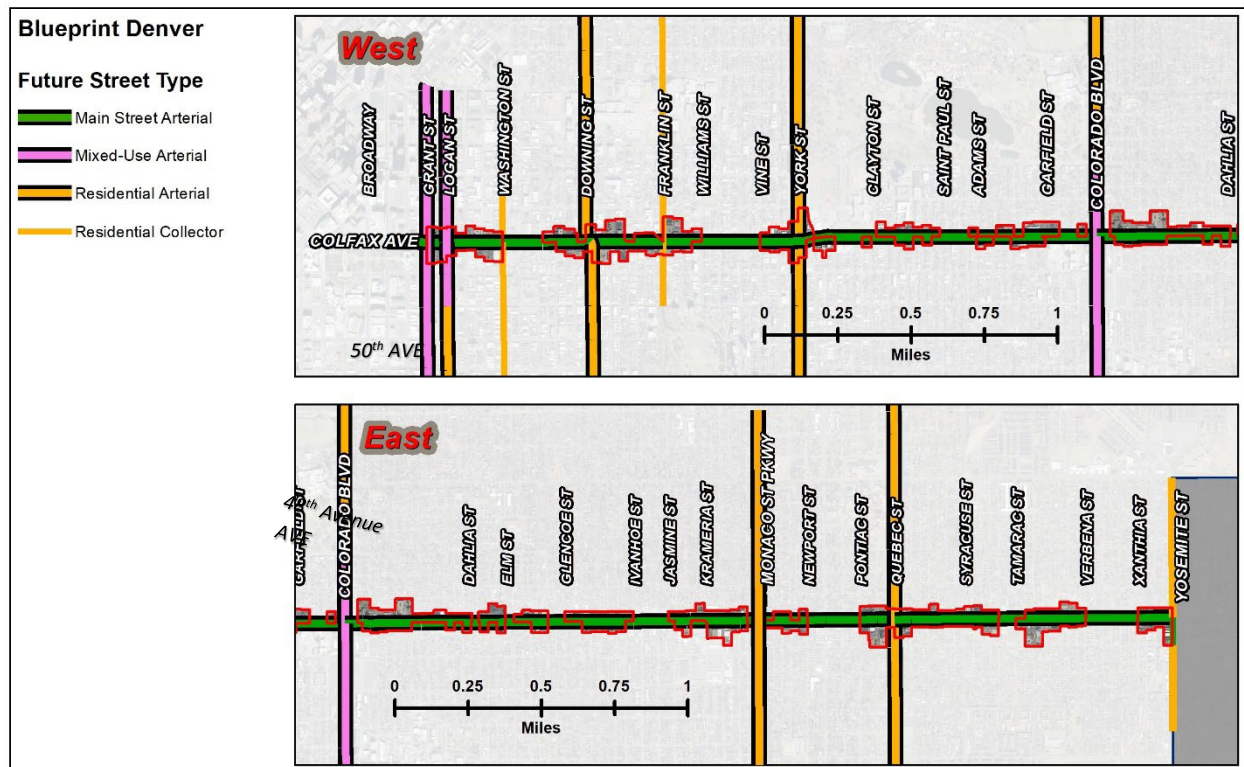
Growth Strategy



Blueprint Denver’s growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (p. 51). The properties along E. Colfax Ave. are largely located in the Community Centers and Corridors growth strategy which is anticipated to take on

20% of new jobs and 25% of new housing by 2040 (p. 51). There are a small number of properties in the “All other areas of the city” growth strategy. These areas are anticipated to experience approximately 20% of new housing growth and 10% of new employment growth by 2040 (p. 51). The proposed map amendment to apply the DO-8 will ensure that both housing growth and employment growth can occur, rather than just new housing which would result in a net loss of businesses providing goods and services and degrading the embedded local corridors.

Blueprint Denver Street Types



In Blueprint Denver, future street types work in concert with future places to evaluate the appropriateness of the intensity of the adjacent development (p. 67). The three volume classifications of Local, Collector, and Arterial, are further refined by six types of surrounding context. Colfax Ave. is identified as a Main Street Arterial, which is “characterized by a mix of uses including retail, services and restaurants, as well as residential. Buildings are pedestrian-oriented, with little front setback, a continuous street wall, and high transparency. Street level uses are highly activated, including café seating in the right-of-way” (p. 158). The Main Street districts are consistent with this description. Furthermore, the regulations in the proposed DO-8 have stronger requirements for active ground floor uses, transparency, setbacks, and café seating to encourage a pedestrian environment consistent with the Main Street designation.

Blueprint Denver Strategies

Blueprint Denver includes additional recommendations that are relevant for these proposed map amendment.

Land Use & Built Form, Design Quality & Preservation, Policy 4:

- This policy recommends "ensur[ing] an active pedestrian friendly environment that provides a true mixed use character in centers and corridors" (p. 103).
- The policy also includes strategies for creating pedestrian-friendly places, including "requir[ing] strong street-level active use standards for local centers and corridors. This may include a prohibition on residential units for a portion of the street level building. Given the intent of these small-scale places to provide services embedded in the neighborhood, it is important for them to provide more than residential uses" (p. 103). The DO-8 requires a certain portion of the ground level to be active nonresidential uses consistent with this strategy.

Land Use & Built Form, General, Policy 1:

- This policy is to "promote and anticipate planned growth in major centers and corridors and key residential areas connected by rail service and transit priority streets" (p. 72).
- **Strategy A** recommends using zoning and land use regulations to encourage higher-density, mixed-use development in transit-rich areas including regional centers and community centers, community corridors where transit priority streets are planned, and high and medium-high residential areas in the downtown and urban center contexts" (p. 72). The regulations in the DO-8 will encourage mixed-use communities with ground floor active uses near planned Bus Rapid Transit station along Colfax.

Land Use & Built Form, General, Policy 11:

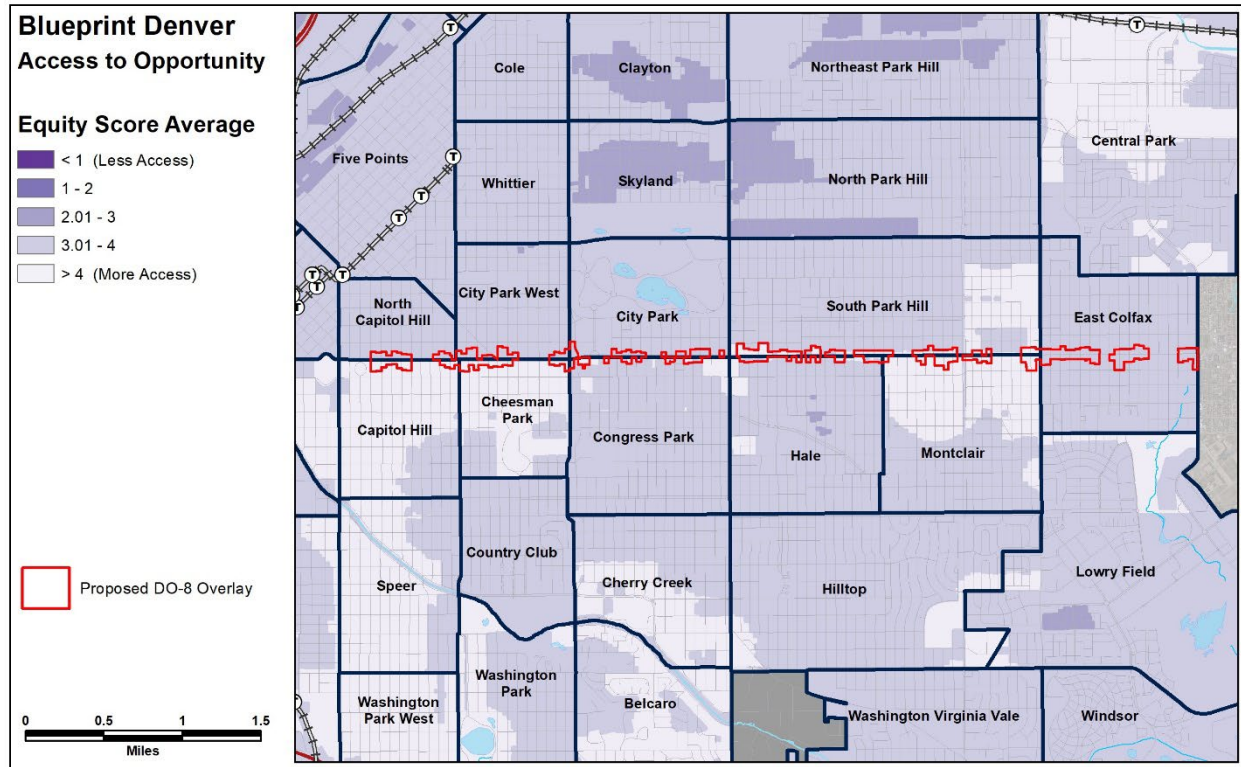
- This policy is to "Implement plan recommendations through city-led legislative rezonings and text amendments" (p. 79).
- **Strategy A** recommends "prioritiz[ing] larger-scale, legislative rezonings over site-by-site rezonings to implement plan recommendations and to achieve citywide goals, including equity goals" (p. 79). Given the guidance for active, mixed use areas near high-frequency transit remain, a legislative rezoning for portions of the E. Colfax Ave. corridor is consistent with this strategy.

Blueprint Denver Equity Concepts

Blueprint Denver contains three equity concepts to help guide change to benefit everyone. Each equity concept has associated measurements that help inform implementation actions through large rezonings greater than 5 acres along with other implementation actions.

I. Access to Opportunity

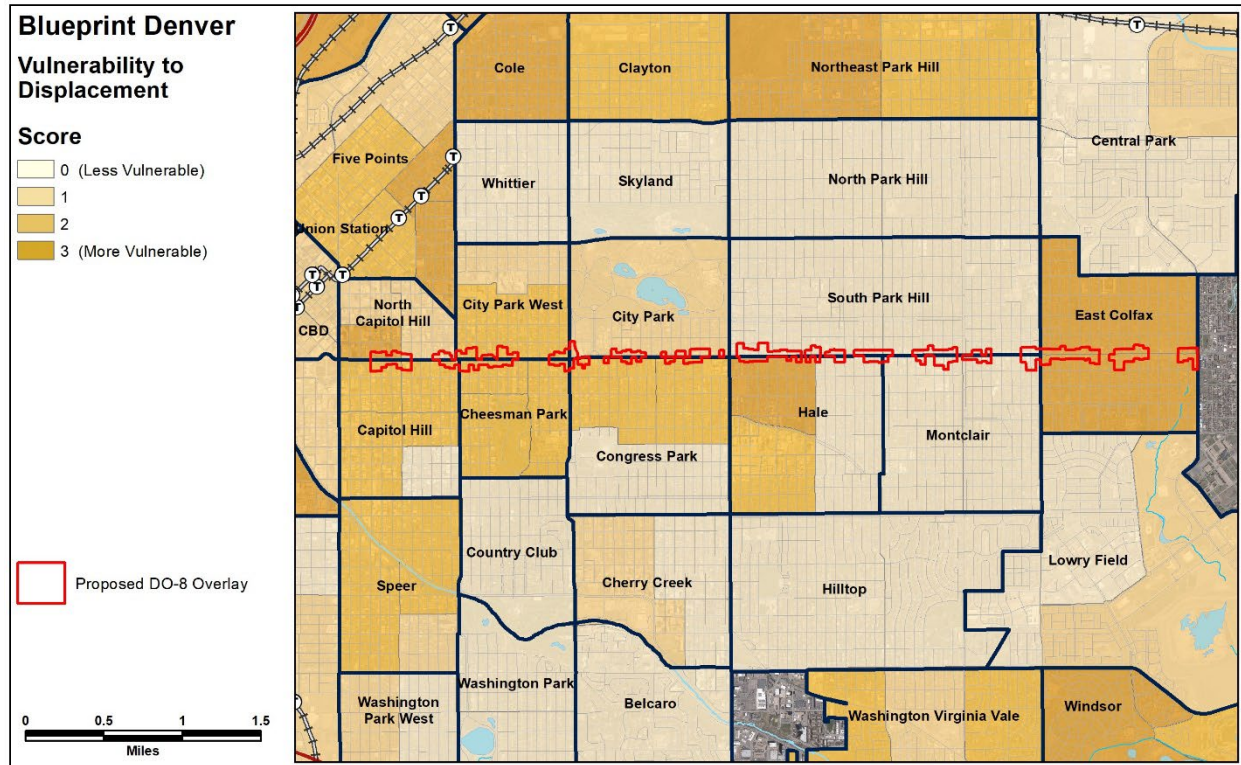
The access to opportunity score is a composite of the neighborhood equity index developed by Denver's Department of Public Health and Environment, proximity to high-capacity and frequent transit, and access to centers and corridors. This equity concept helps the city consider if it's making progress towards achieving the vision for complete neighborhoods citywide.



The E. Colfax corridor has greater than average access to opportunity. This area scores lower in East Colfax and higher along the rest of the corridor for the social determinants of health because this area largely has greater access to public parks and healthcare but less access to grocery stores. The corridor also has greater access to transit and centers and corridors. The proposed overlay will support access to opportunity by ensuring any new development includes nonresidential uses that contribute to jobs, services, and amenities in this area.

II. Vulnerability to Involuntary Displacement

The basis for measuring vulnerability to involuntary displacement is the vulnerability to displacement index developed by the Denver Economic Development and Opportunity Office (now the Department of Housing Stability). This combines U.S. Census data from median household income, percent of renter-occupied units, and percent of residents with less than a college degree.



Vulnerability to involuntary displacement varies along the corridor with the areas between Grant St. and Colorado Blvd. facing moderate vulnerability to displacement. The most and least vulnerable areas are between Colorado Blvd. and Yosemite St. The western portion of the Hale neighborhood and the East Colfax neighborhood are both identified as more vulnerable to involuntary displacement. This proposed rezoning would allow residents access to more goods and services. While no specific development is proposed with this rezoning, all new developments will be subject to the city’s mandatory affordable housing requirements, which were adopted in 2022. Additionally, in September 2022, City Council passed the Department of Housing Stability’s prioritization policy. This policy provides residents in vulnerable neighborhoods access to newly developed or preserved housing. These new city policies and regulations will help prevent displacement along the E. Colfax corridor. The DO-8 does not change allowances for housing or other uses in the current zone districts, but it will ensure new development includes active uses to serve residents.

The equity analysis also contains supplemental data that highlights demographic and housing market conditions for the area. This data can be used to help better understand vulnerability to displacement, including how demographics of the area have changed over time. As a portion of Hale and the East Colfax neighborhood are more vulnerable to displacement, key data points from the supplemental analysis that help illustrate economic and demographic changes that sharply contrast with citywide trends are highlighted below.

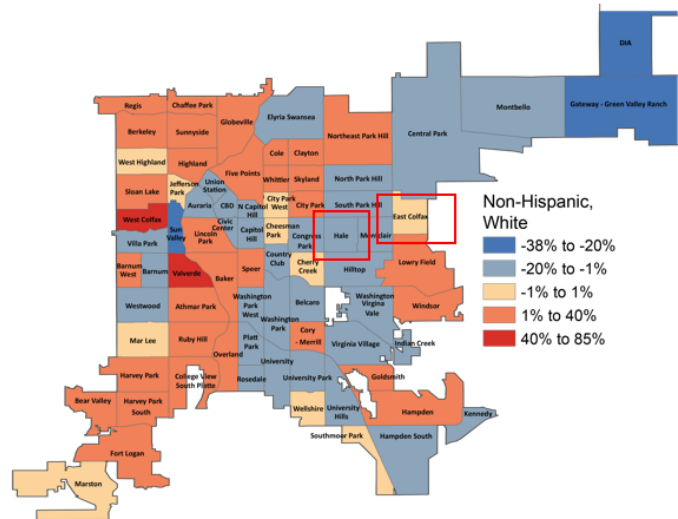
Vulnerability to Involuntary Displacement Supplemental Demographic Data

Racial Composition | 2021

Hale: 70.9% Non-Hispanic, White
East Colfax: 36.63% Non-Hispanic, White
Citywide: 53.6% Non-Hispanic, White

Racial Composition | 2018-2021 (% Change)

Hale: -11.3% ↓
East Colfax: -0.31% ↓
Citywide: -0.19% ↓



Both neighborhoods have seen a decrease in the non-Hispanic white population, which may make these neighborhoods more vulnerable to displacement, particularly the East Colfax neighborhood which has a lower percentage of non-Hispanic white residents. The legislative proposal will not change the underlying zone districts and is unlikely to cause development pressure along the corridor that could cause displacement.

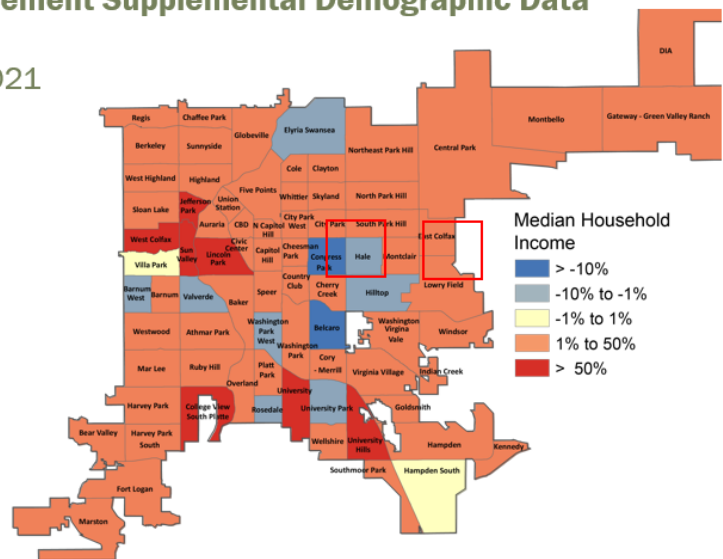
Vulnerability to Involuntary Displacement Supplemental Demographic Data

Median Household Income | 2021

Hale: \$65,976
East Colfax: \$64,790
Citywide: \$78,177

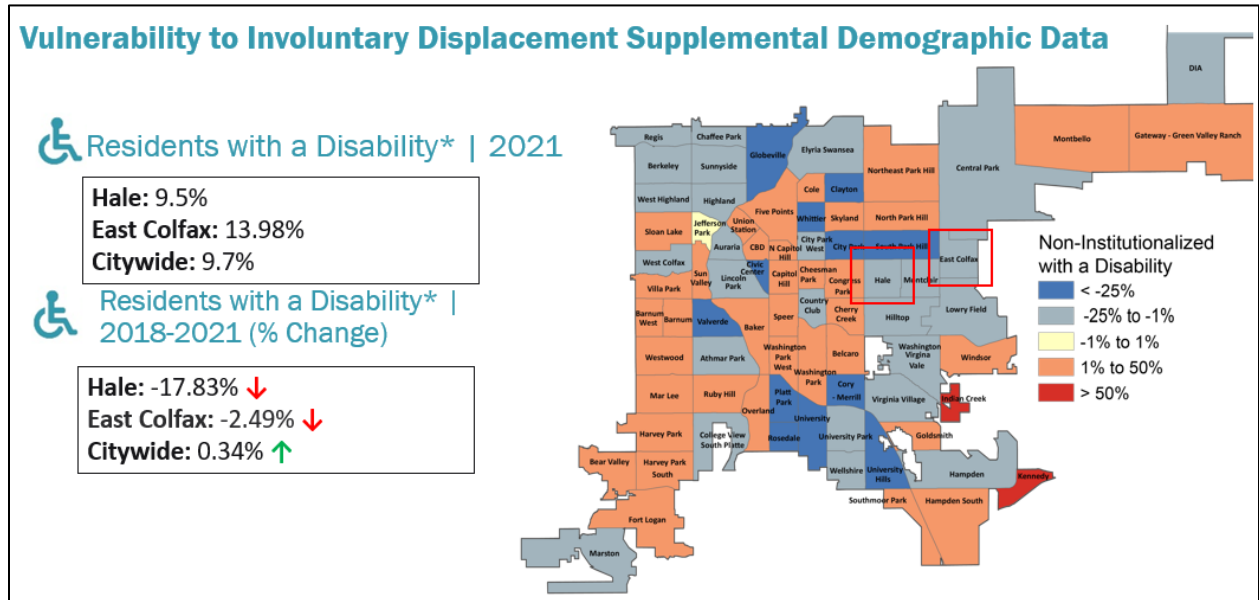
Median Household Income | 2018-2021 (% Change)

Hale: -3.5% ↓
East Colfax: 33.31% ↑
Citywide: 22.55% ↑



The median household income is lower in both Hale (\$65,976) and East Colfax (\$64,790) than citywide (\$78,177). Incomes in East Colfax are increasing at a greater rate than they are citywide, and this may indicate that some displacement has already occurred in the East Colfax neighborhood. Whereas the median household income in Hale decreased making this area more vulnerable to displacement. The

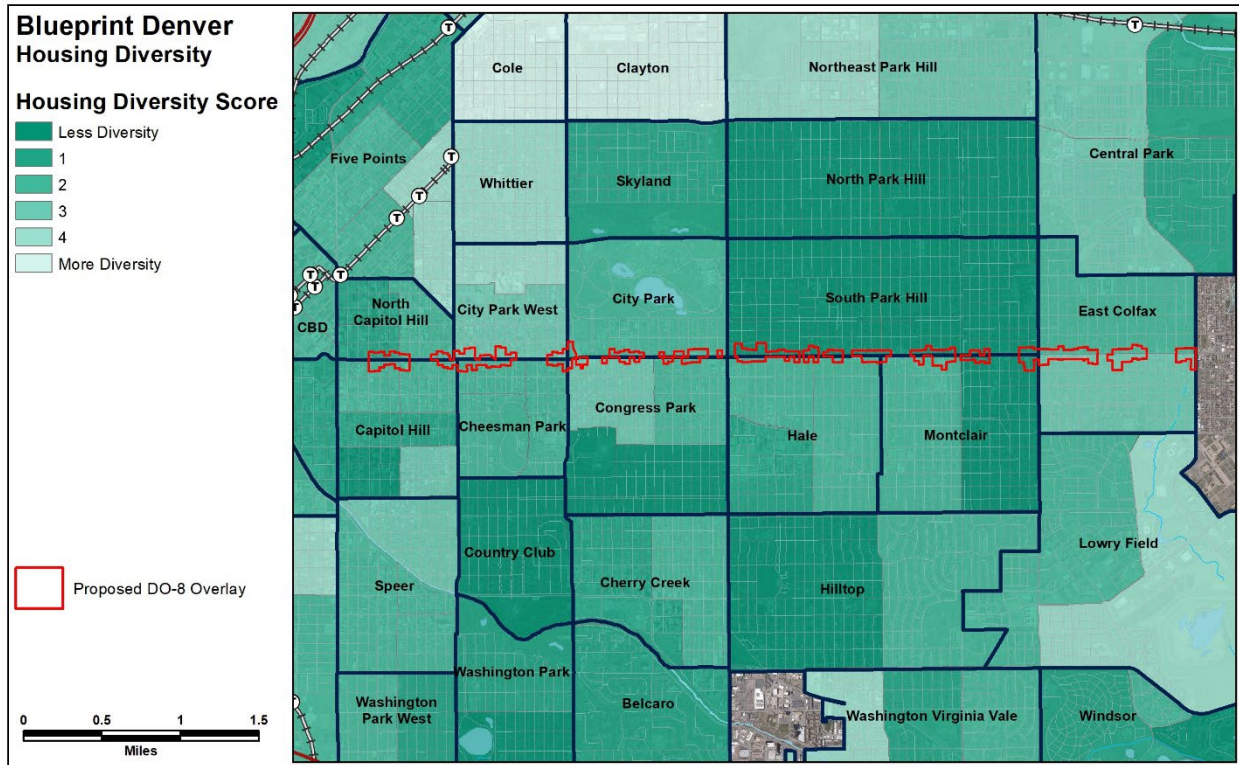
DO-8 is unlikely to cause further displacement because no changes are proposed to the underlying zone districts.



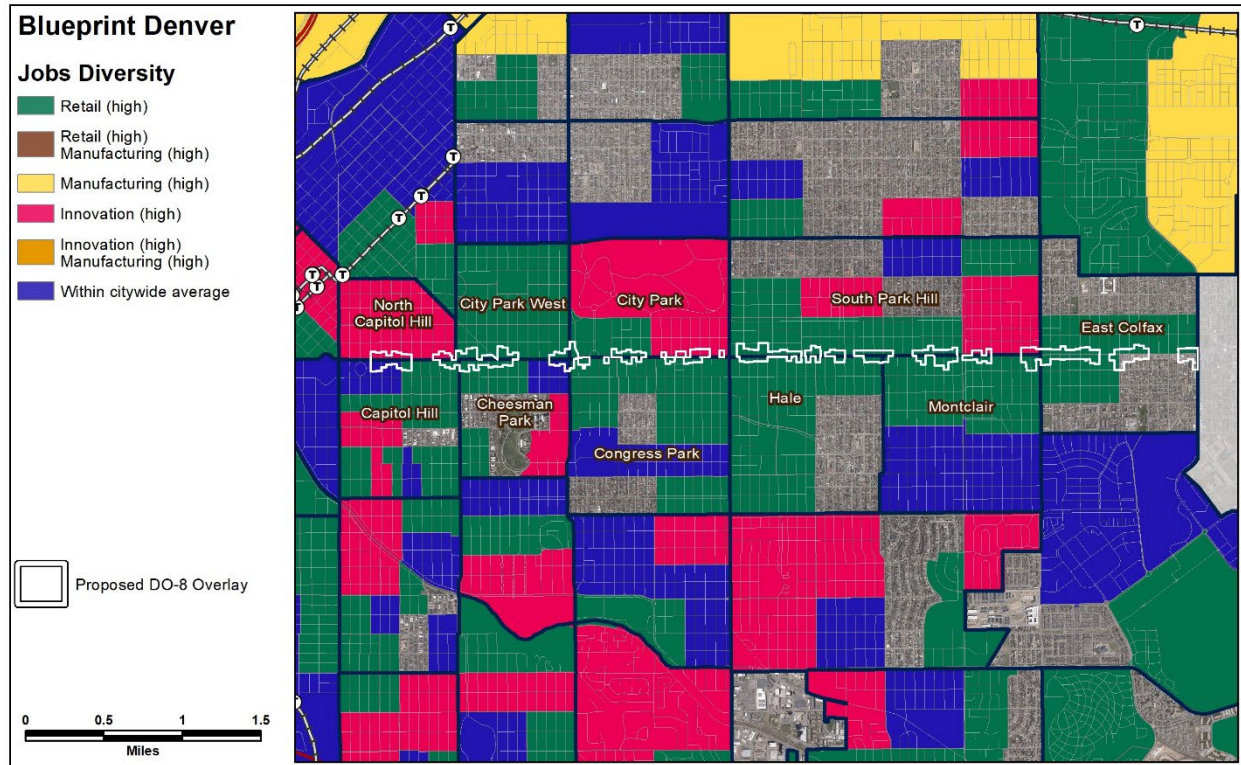
The percentage of the population of residents with a disability in Hale (9.5%) is comparable to Denver’s percentage of residents with a disability (9.5%). Whereas East Colfax (13.98%) has a greater percentage of residents with a disability. Both neighborhoods have seen greater decreases in residents with a disability, with Hale seeing a significant decrease indicating that some displacement may have already occurred. The DO-8 will make services more accessible to residents with a disability by requiring commercial uses for a portion of the ground floor and a 2-foot minimum front setback, which will allow for more space along the sidewalk for residents who use wheelchairs.

III. Expanding Housing and Jobs Diversity

The housing diversity map combines census tract-level data measuring the percentage of middle-density housing (housing with 2-19 units), home size diversity, ownership versus rental, housing costs, and the number of income-restricted units.



The housing diversity along the E. Colfax corridor varies with City Park West and Congress Park having the most housing diversity and South Park Hill and a portion of Montclair the least. Applying the DO-8 along Colfax will not directly impact housing diversity, but it would support complete neighborhoods for residents by promoting space for neighborhood-serving commercial uses.

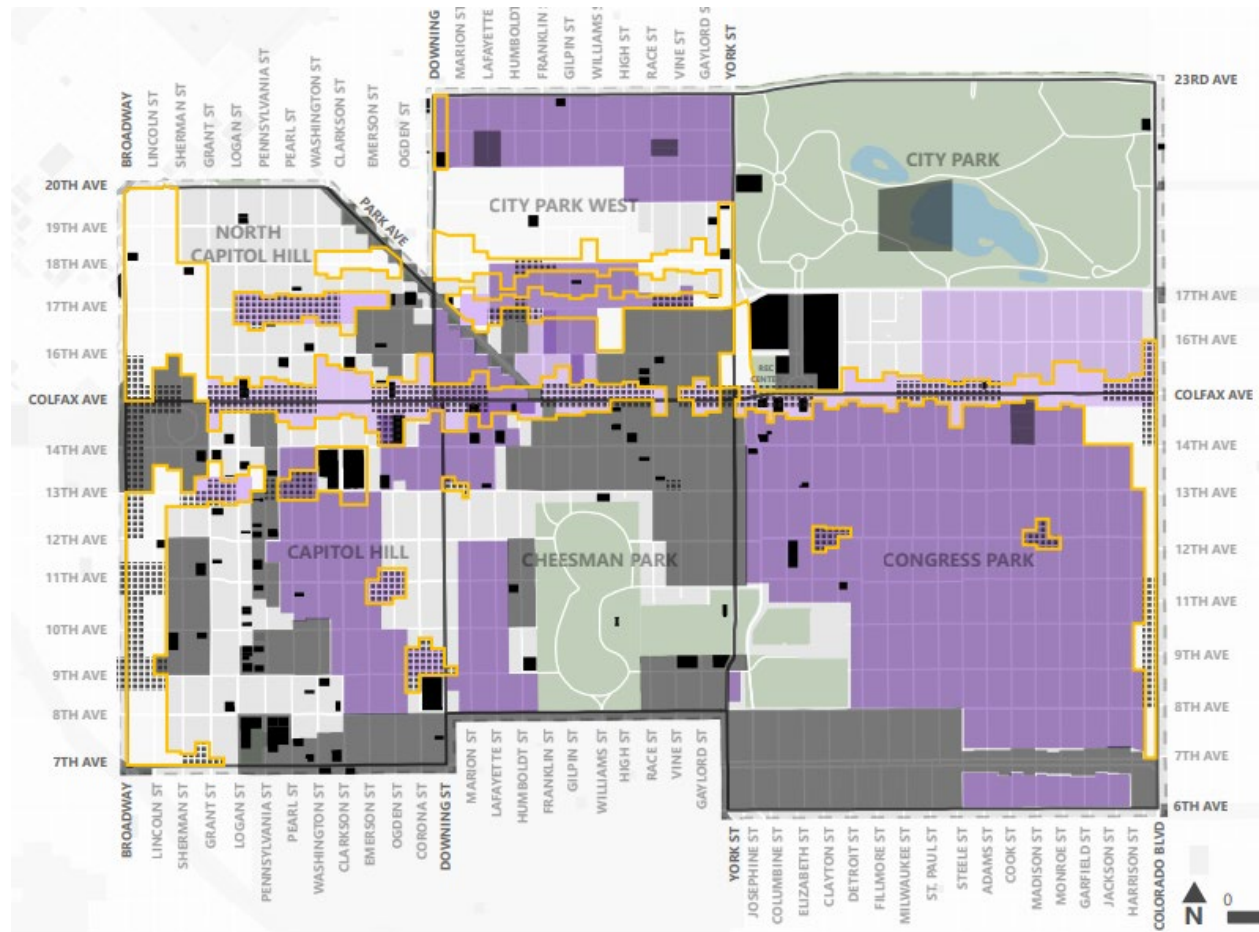


The map above shows the mix of jobs in areas of the city (predominant industry depicted by color). A majority of the corridor has more retail jobs than the city as a whole. Portions of the corridor have a greater percentage of innovation jobs. The proposed DO-8 may have a positive impact on jobs diversity in the neighborhoods by creating new opportunities for employment because of the requirement for a portion of the ground floor to be nonresidential uses.

East Central Area Plan (only applies to properties from Grant St. to Colorado Blvd.)

The *East Central Area Plan* encompasses the neighborhoods of North Capitol Hill, Capitol Hill, City Park West, Cheesman Park, City Park, and Congress Park. The Future Neighborhood Context and Future Place types are the same as in *Blueprint Denver*, which are described above. The area plan describes the East Colfax Avenue corridor as “a key east-west transportation route for Downtown Denver, Auraria Campus, Anschutz Medical Campus and nearly 50 schools – it is also a thriving community, with retail, nightlife and residential development creating a ‘Main Street’ feel along one of the area’s oldest, most historic streets” (p. 252).

The *East Central Area Plan* designates specific areas for active ground floor uses (see map below). These areas are “where uses that bring activity to the sidewalk should be required on the ground floor. Areas include existing pedestrian-friendly neighborhood destinations, such as historic streetcar stops, or areas directly adjacent to a transit station. Activity can include retail, patio seating, plazas where people can sit, play or gather, or other activity that enlivens the sidewalk (p. 24). The DO-8 will foster an active street frontage near planned BRT stations in line with the plan recommendation.



Rezoning portions of the corridor to include the DO-8 will further many of the strategies found in the East Central Area Plan.

Land Use, Policy 8:

- This policy is to “Encourage high-quality design and character preservation in Centers and Corridors” (p. 44).
- **Strategy A** recommends “modify[ing] regulations to improve design quality in Centers and Corridors. Primary elements to consider include: 1. Ground floor design treatment and activation standards...” (p. 44). The DO-8 will activate the ground floor and improve design outcomes through the active use requirements and design standards.
- **Strategy B** recommends “strengthen[ing] standards for active ground floor use areas. Primary elements to consider include: 1. Limiting residential units on the ground floor... 5. Evaluating build-to alternative standards for barriers to providing open space, patios, and

streetscape improvements and update standards as needed” (p. 44). The proposed overlay will require active uses along the ground floor and the required minimum 2-foot primary street setback and increased build-to will limit residential units on the ground floor and facilitate more space along the street for patios and cafes.

Colfax Land Use, Policy 2:

- This policy is to “Encourage new development to provide community benefits adjacent to transit stations. Create a program that links potential increases to building heights or flexibility in zoning in specified areas in exchange for public benefits” (p. 258).
- **Strategy B** recommends “modify[ing] building form and transition standards to take into account the challenging size of lots in Colfax and to encourage better outcomes. This zoning flexibility could be offered through design guidelines and/or modifying base zoning standards. Consider the following: ...2. Allow increased setback on the ground floor when they contribute to a desired goal, such as café seating along the sidewalk or small open spaces such as courtyards and pedestrian passages...” (p. 258). The current zone district allow a minimum primary street setback of 0 feet, the DO-8 will increase the minimum setback to 2 feet, which will allow more space for café seating consistent with the aforementioned strategy.

Colfax Land Use, Policy 5:

- This policy is to “Discourage low utilization of land and auto-oriented use along Colfax” (p. 261).
- **Strategy A** recommends “Consider[ing] modifications to regulations to discourage drive-thrus and encourage multi-story, mixed-use development, such as: 1. Updating limitations on the drive through building form to include the Colfax corridor” (p. 261). The proposed overlay will eliminate the drive-thru building forms for portions of the E. Colfax Avenue corridor and discourage auto-oriented uses consistent with this strategy.

Colfax Economy, Policy 4:

- This policy is to “Help businesses prepare for a future BRT multi-modal retail environment that is more neighborhood oriented and pedestrian friendly” (p. 264). The DO-8 overlay will help to prepare local businesses (as well as future businesses in new developments) for the changes of Bus Rapid Transit by orienting new development to favor pedestrian and other multi-modal transportation efforts.

Colfax Mobility, Policy 1:

- This policy is to “Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit” (p. 266). The additional setback and active street level use requirements in DO-8 help implement this recommendation; it will create additional sidewalk space for pedestrians with active uses in buildings with transparency requirements, which promotes walking and rolling along Colfax.

East Area Plan (only applies to properties from Colorado Blvd. to Yosemite St.)

The *East Area Plan* affects the neighborhoods of South Park Hill, Hale, Montclair, and East Colfax, which includes the area between Colorado Blvd. and Yosemite St. The future neighborhood context and future place type guidance is the same as it is in *Blueprint Denver*. The Plan envisions E. Colfax Avenue as “transforming from auto-oriented street to one that is transit and pedestrian-friendly” (p. 224).

Similar to the East Central Area Plan, the East Area Plan also designates specific areas along the E. Colfax corridor for active ground floor uses. These are locations “where uses that enliven the sidewalk should be on the ground floor. Areas include existing pedestrian-friendly neighborhood destinations, such as former streetcar stations, or properties directly adjacent to existing or planned high capacity transit stations. Activity may be in the form of ground floor retail or other active uses with windows and patio seating along the sidewalk, a small plaza that offers areas for people to sit, play or gather, or other form of activation that has a positive contribution to the surrounding street and sidewalk area” (p. 24). The DO-8 will require active commercial uses for a portion of the ground floor and has regulations that will encourage patio seating for an active pedestrian realm. The DO-8 is also proposed within two blocks of a planning BRT station consistent with the guidance in the *East Area Plan*.



The proposed rezoning will further the following policies and strategies in the *East Area Plan*:

Land Use, Policy 7:

- This policy is to “Encourage high-quality design and neighborhood compatibility in commercial and mixed use areas” (p. 41).
- **Strategy A** recommends “modify[ing] regulations to improve design quality in Centers and Corridors. Primary elements to consider include: 2. Ground floor activation... 5. Ground floor residential frontages” (p. 41). The DO-8 includes regulations to activate the ground floor and improve the design outcomes consistent with this strategy.
- **Strategy C** recommends “strengthen[ing] standards for Ground Floor Active Use areas. Primary elements to consider include: 1. Limiting residential units on the ground floor... 5. Enhanced streetscape amenities such as café seating, benches, pedestrian-scaled lighting, bike/scooter parking, and curbside management” (p. 41). The proposed overlay will require active uses along the ground floor and the required minimum 2-foot primary street setback and increased build-to will limit residential units on the ground floor and facilitate more space along the street for patios and cafes.

Colfax Land Use, Policy 4:

- This policy is to “Discourage low utilization of land and auto-oriented uses near future BRT stations” (p. 232).
- **Strategy A** recommends to “consider modifications to regulations to discourage automobile oriented uses, drive thru building forms and encourage multi-story, mixed use development, such as: 1. Updating limitations on the drive thru building form to include high capacity transit station proximity” (p. 232). The DO-8 is proposed within two blocks of proposed BRT stations and does not allow the drive through building forms, consistent with this strategy.

Colfax Economy, Policy 5:

- This policy is to “Help businesses prepare for a future BRT multimodal retail environment that is more neighborhood oriented and pedestrian friendly” (p. 236). The DO-8 overlay will help to prepare local businesses for the changes of BRT by requiring new buildings to have transparency and siting that favors pedestrian and other multi-modal transportation efforts. It would also facilitate the creation of spaces for new businesses or relocating existing businesses by requiring active uses on the ground floor.

Colfax Mobility, Policy 1:

- This policy is to “Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit” (p. 238). The increased primary street setbacks required in the DO-8 will encourage active uses like sidewalk seating for restaurants and create more space for pedestrians to help implement this recommendation.

2. Uniformity of District Regulations and Restrictions

The proposed rezoning to E-MS-3; C-MS-8, DO-1; C-MS-5; U-MS-3, UO-1, UO-2; C-MS-8; U-MS-5; E-MS-5; G-MS-3; U-MS-3; G-MS-5; C-MS-8, UO-1, UO-2 with the DO-8 overlay will result in the uniform application of zone district building form, use, and design regulations.

3. Public Health, Safety and General Welfare

The proposed official map amendment furthers the public health, safety, and general welfare by implementing numerous adopted city plans which recommend strengthening the design quality and preserving the commercial nature of the Colfax corridor, as described above. Ensuring goods and services remain in established neighborhoods supports the long-term sustainability and therefore the health, safety, and welfare for all Denver for generations. Additionally, implementing enhanced design standards that reinforce the desired character of multi-story, mixed-use centers and corridors will encourage more pedestrian-oriented outcomes. It has been shown that pedestrian-friendly, mixed-use areas can contribute to increased physical activity¹, greater community engagement², and mental health³.

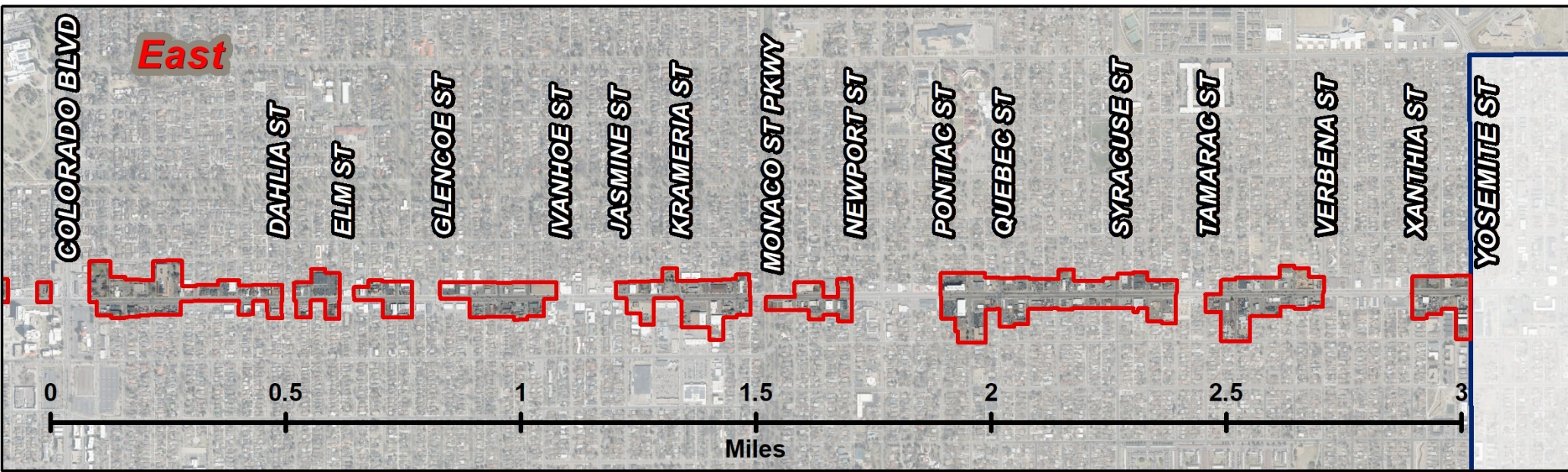
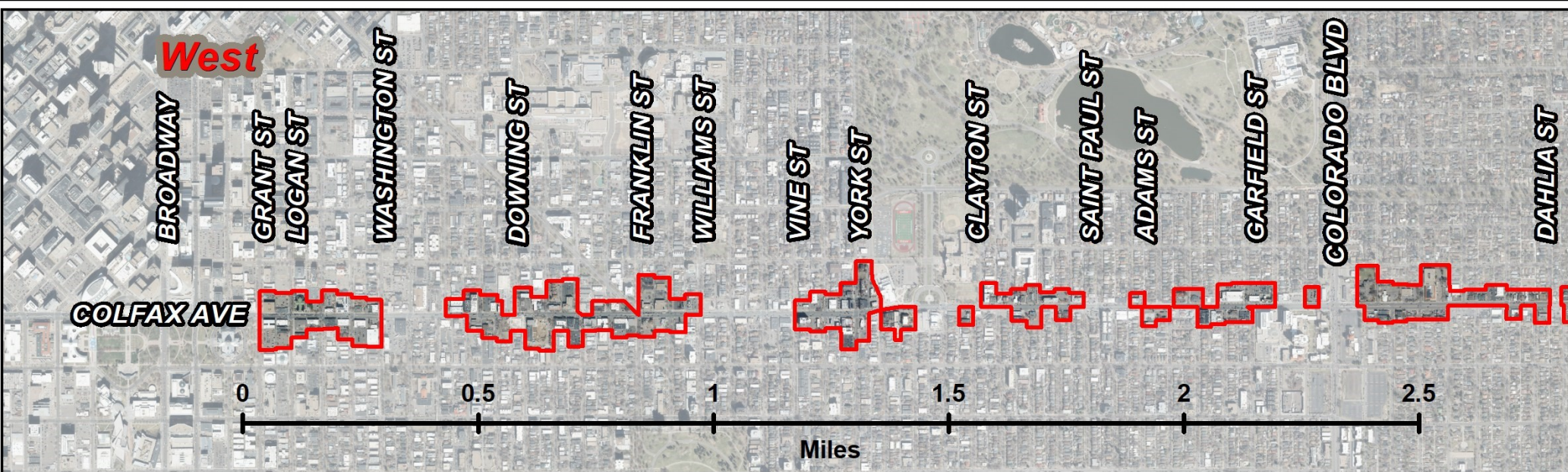
CPD Recommendation

Based on the review criteria for a map amendment stated in the Denver Zoning Code (DZC), Section 12.4.10 (Map Amendment), staff recommends approval for map amendment #2022I-00132.

Attachments

1. Full Size Maps
2. Map Amendment Proposal
3. Public Comments

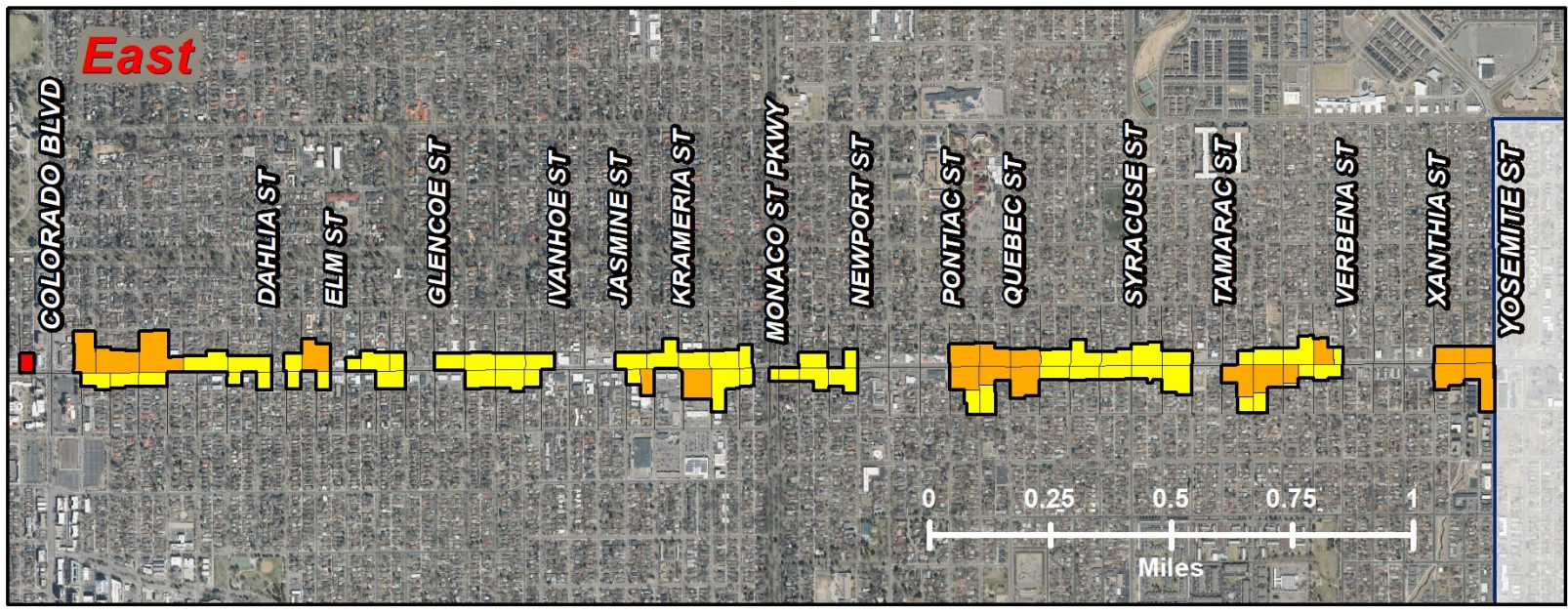
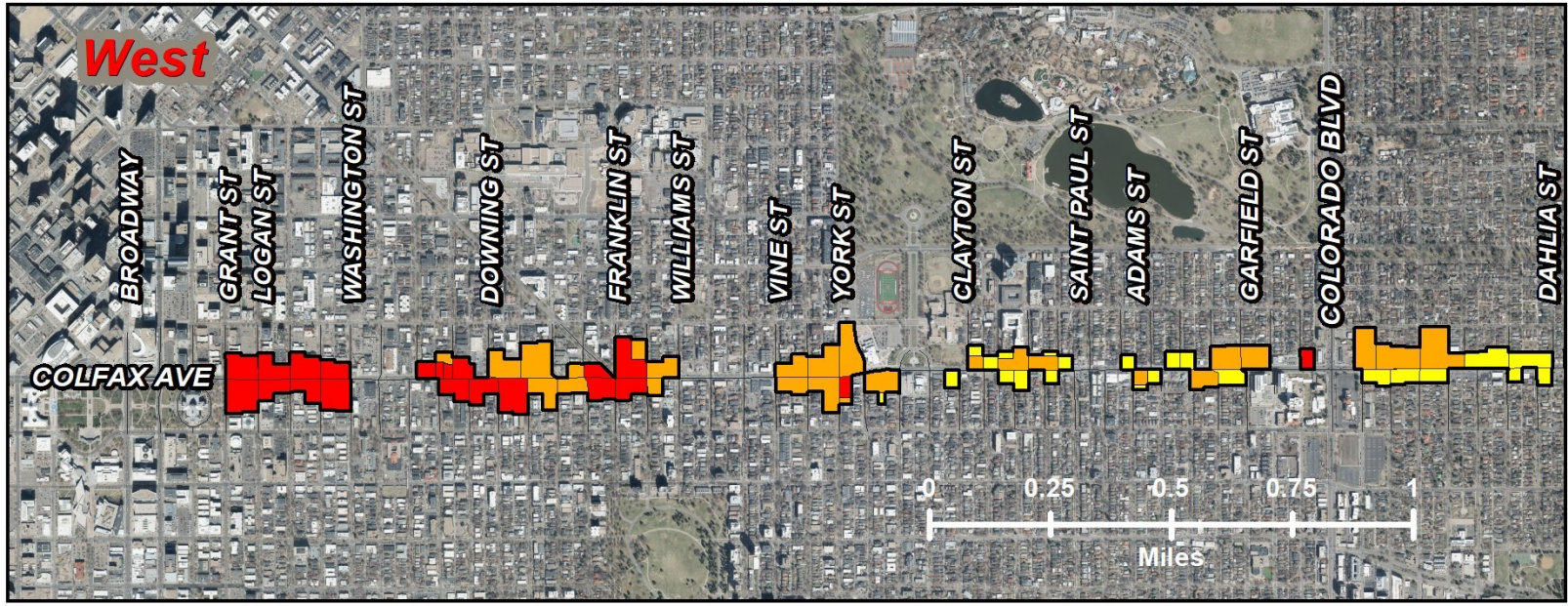
(1) Ewing, R., and R. Cervero, 2010. (2) Putnam, 2000. (3) Lund, 2002. Per *Making Healthy Places: Designing and Building for Health, Well-being, and Sustainability*. Ed. Andrew L Dannenberg, Howard Frumkin, and Richard J. Jackson, Island Press, 2011.



Existing Zoning

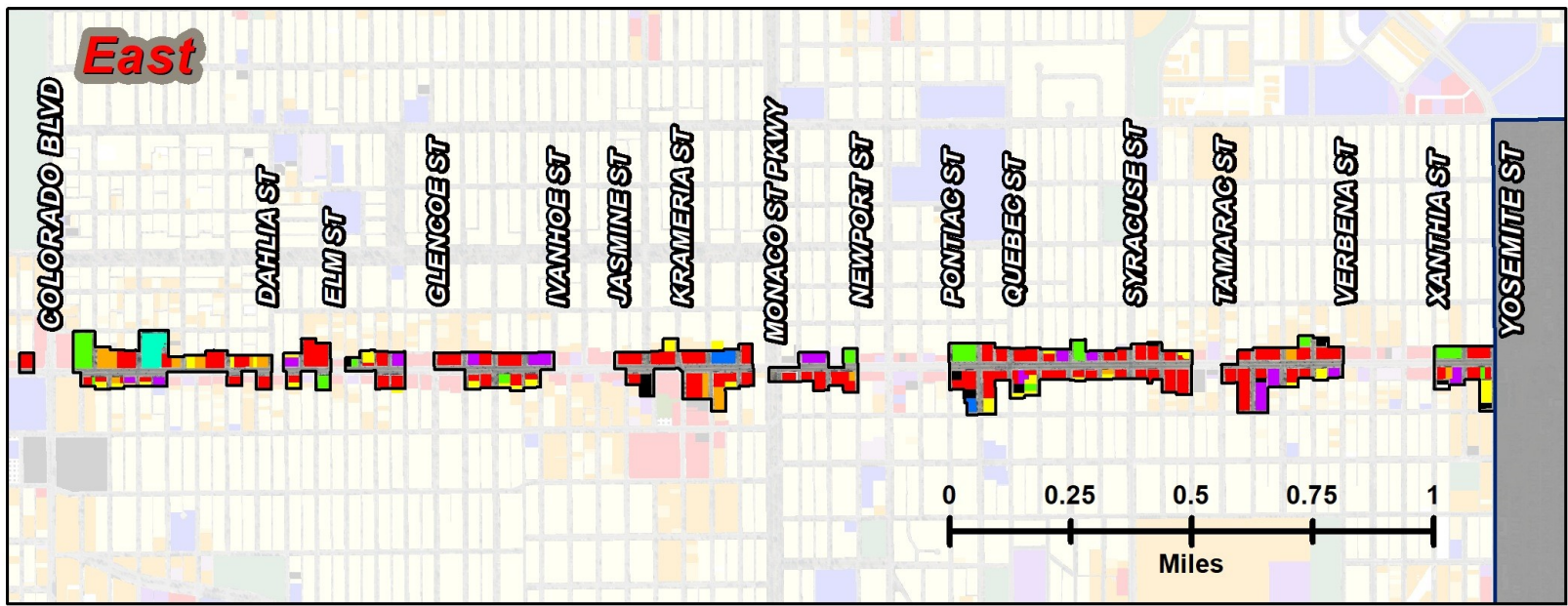
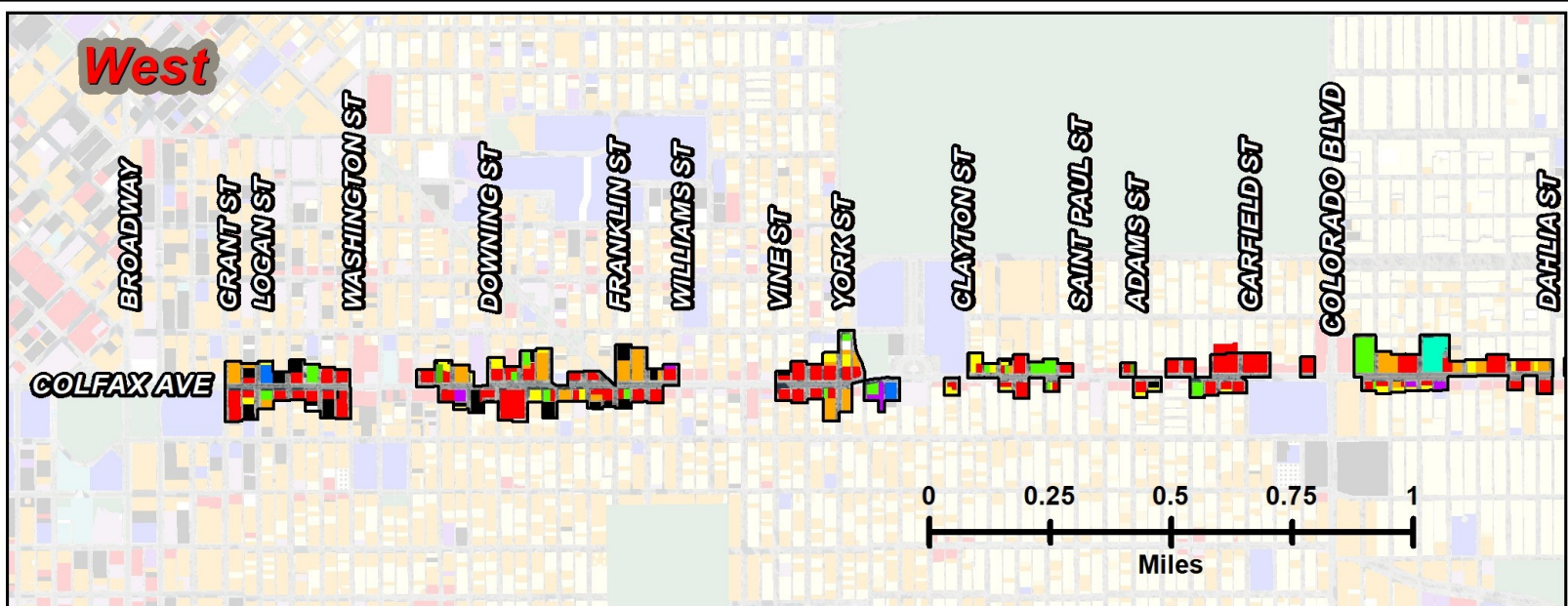
- E-MS-3; G-MS-3; U-MS-3
- C-MS-5; E-MS-5
G-MS-5; U-MS-5
- C-MS-8

**Proposed
DO-8 Overlay District**



Existing Land Use

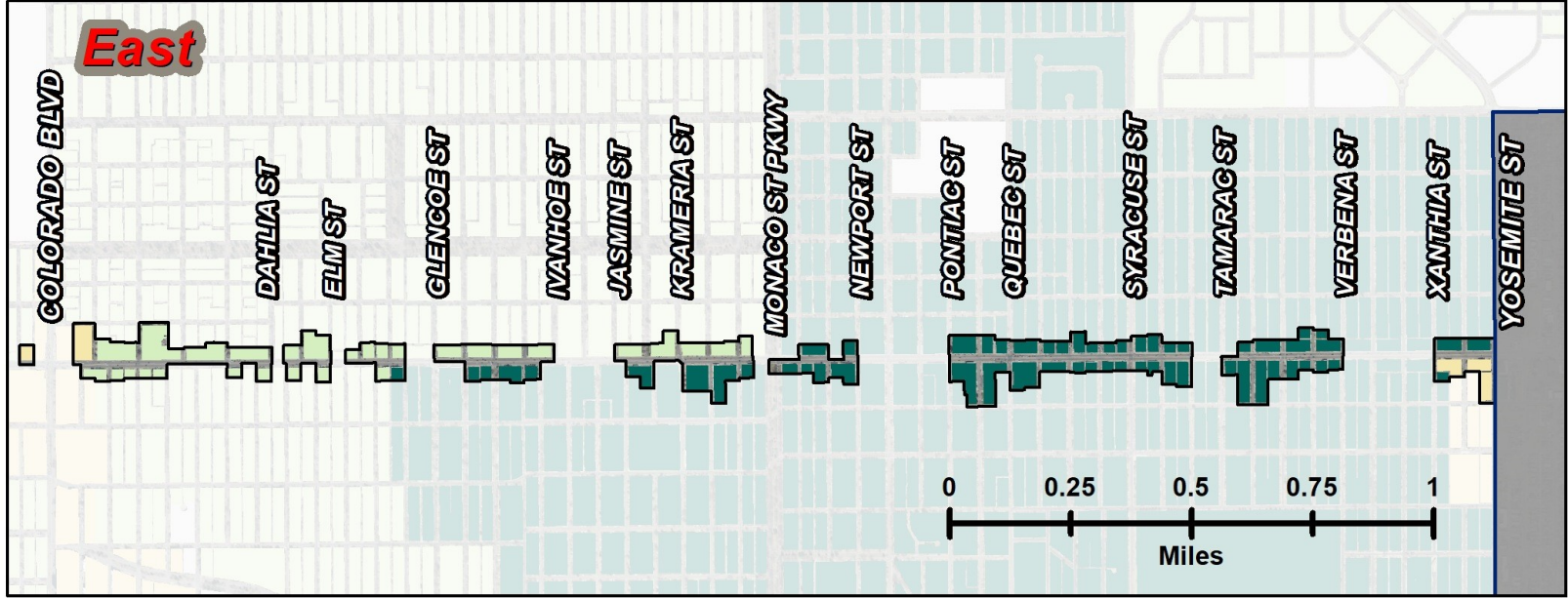
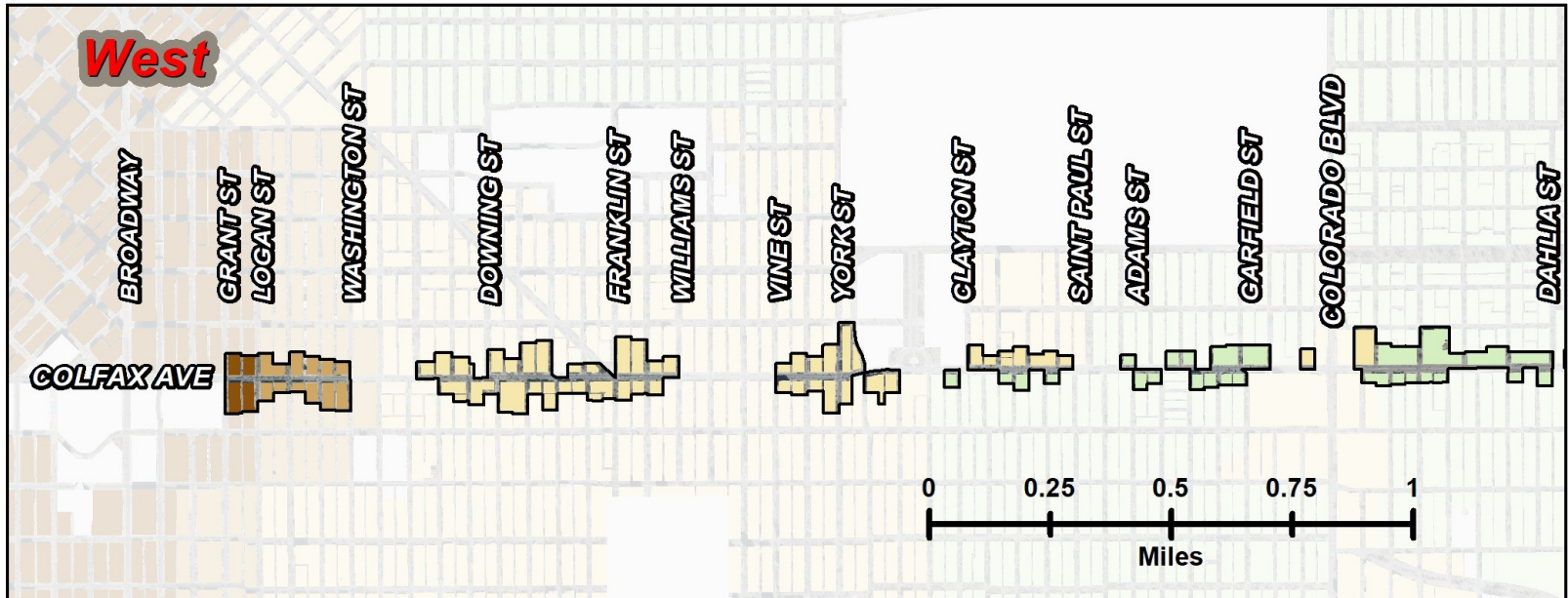
- Residential
- Office
- Commercial/Retail
- Public/Quasi-public
- Industrial
- Mixed-use
- Entertainment/Cultural
- Trans/Comm/Utilities
- Parking
- Vacant



Blueprint Denver

Future Neighborhood Contexts

- URBAN EDGE
- URBAN
- GENERAL URBAN
- URBAN CENTER
- DOWNTOWN



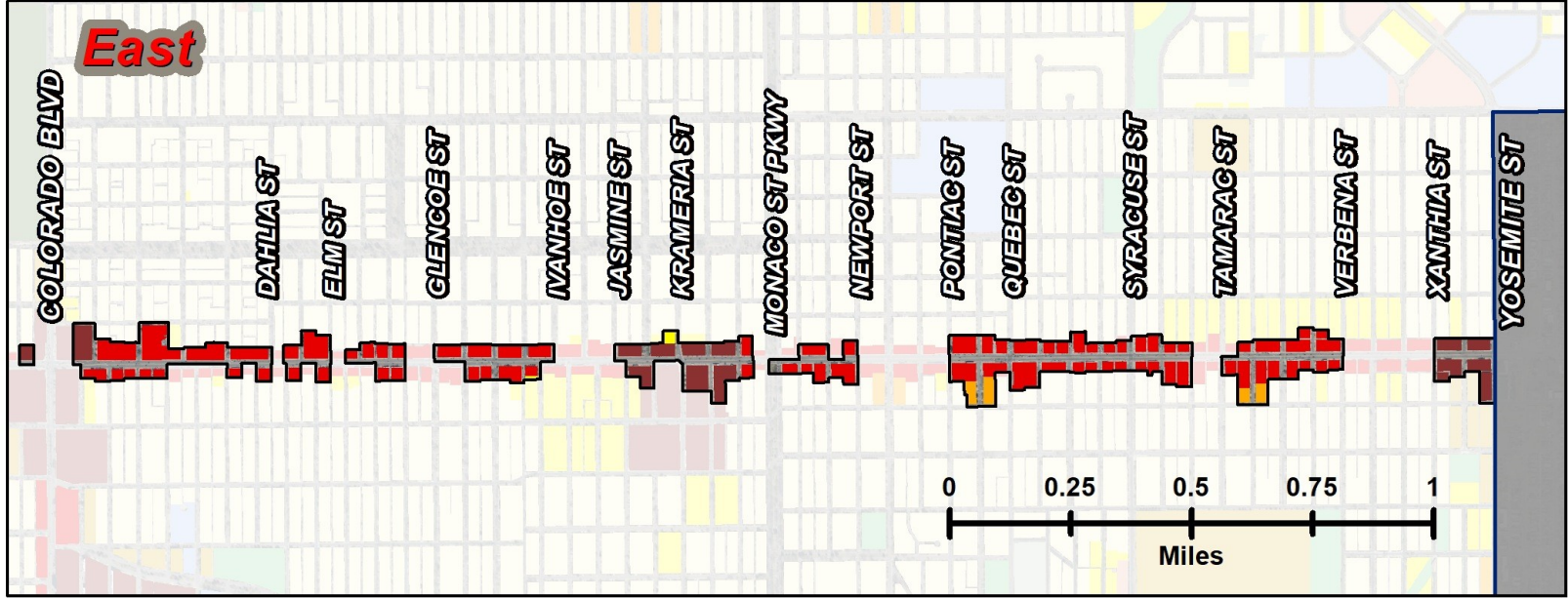
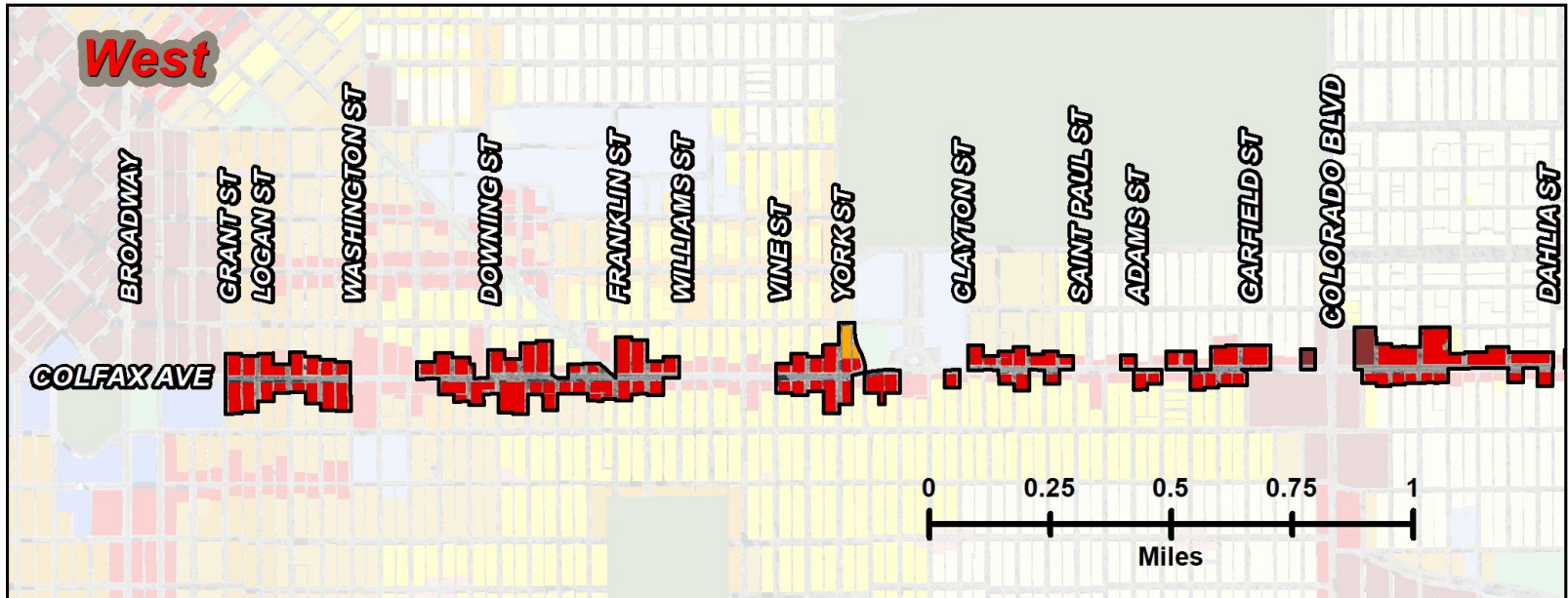
Blueprint Denver

Future Place Type

Centers
Community Center

Corridors
Local Corridor
Community Corridor

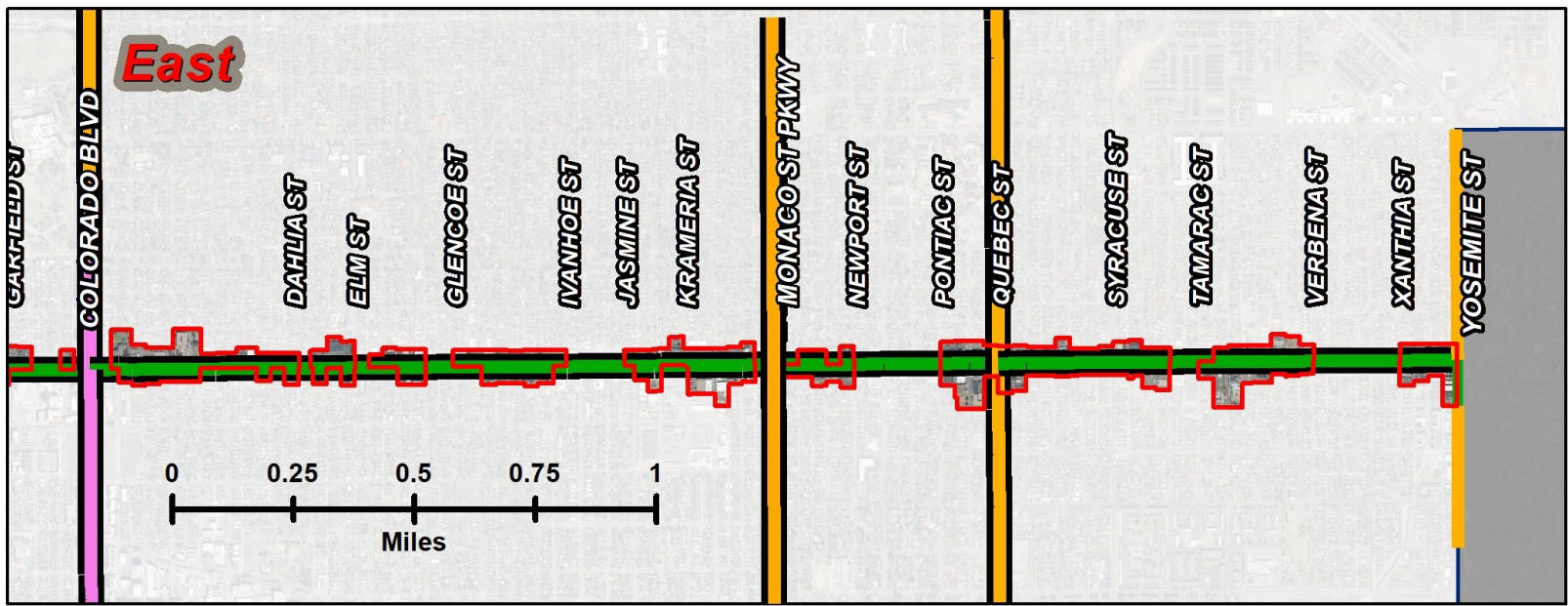
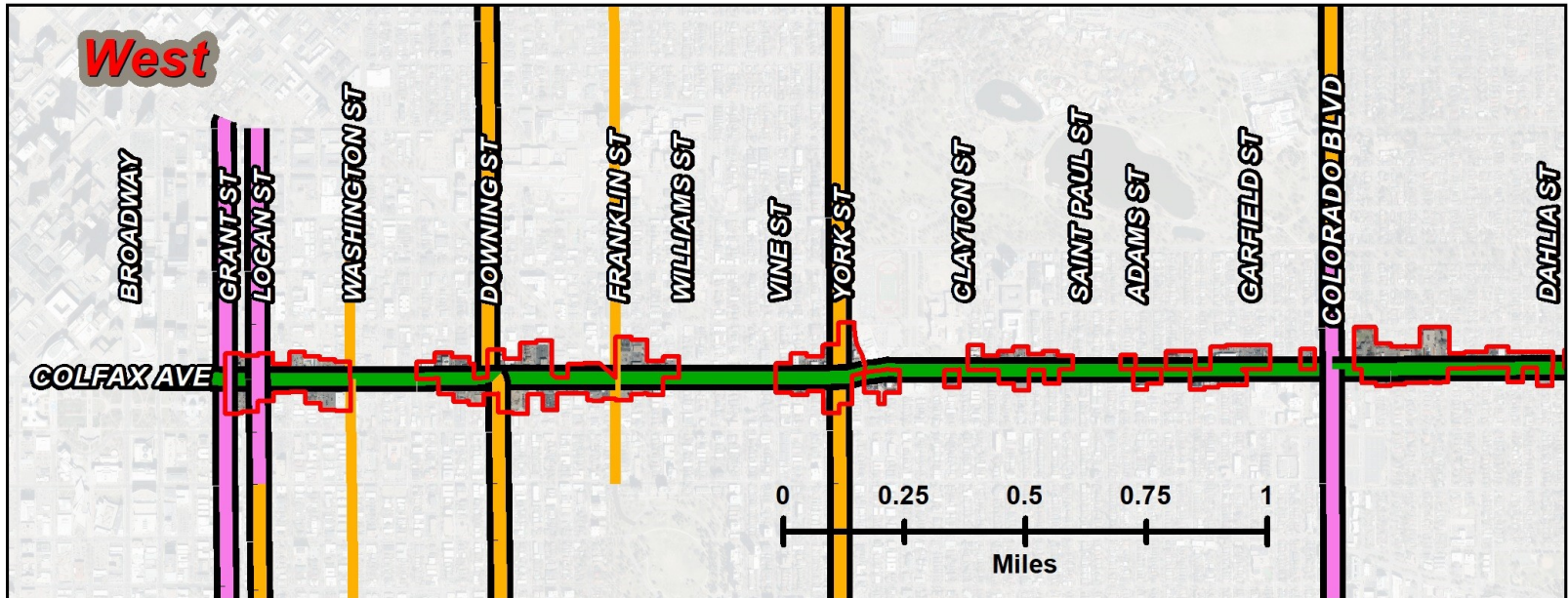
Residential Areas
Low-Medium



Blueprint Denver

Future Street Type

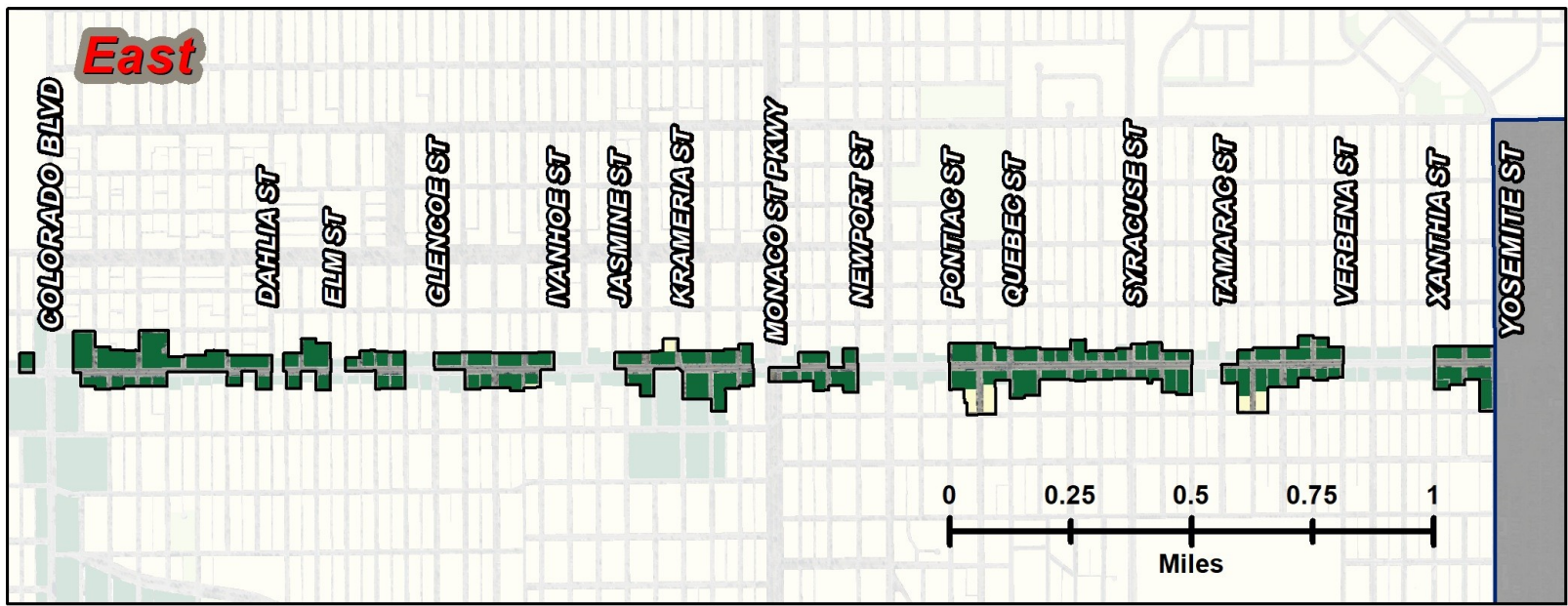
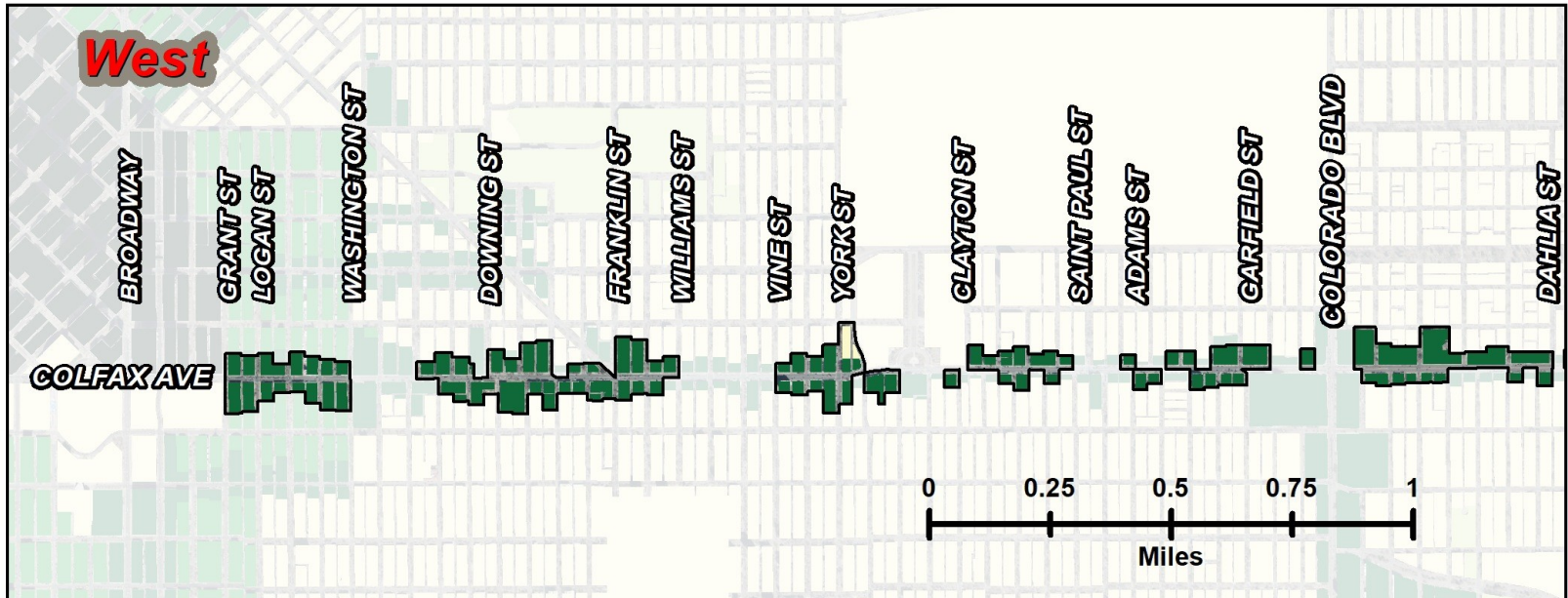
-  Main Street Arterial
-  Mixed-Use Arterial
-  Residential Arterial
-  Residential Collector



Blueprint Denver Future Growth Strategy

Future Growth Areas

- Community centers and corridors
- All other areas of the city

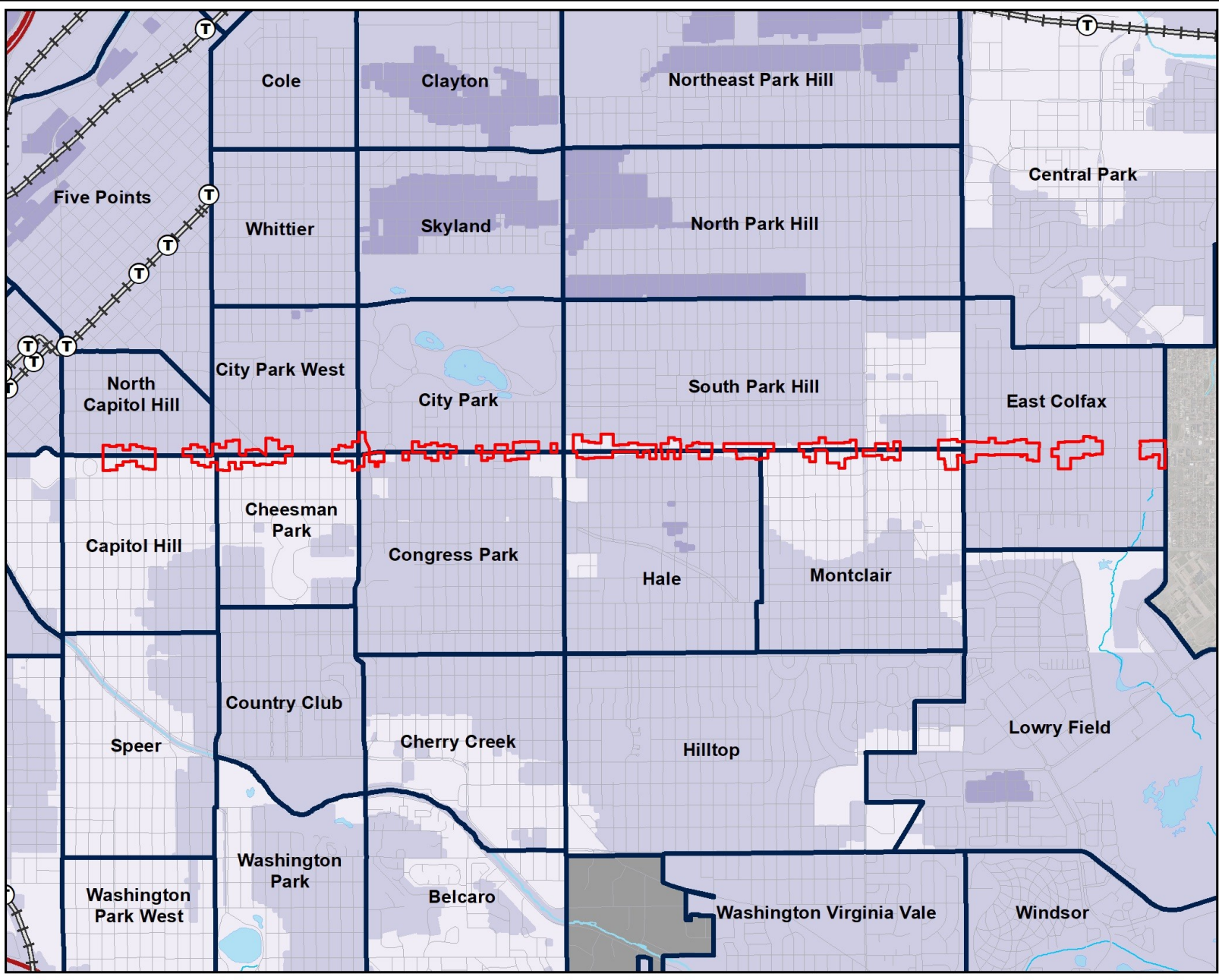


Blueprint Denver Access to Opportunity

Equity Score Average

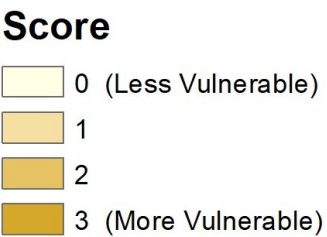
- < 1 (Less Access)
- 1 - 2
- 2.01 - 3
- 3.01 - 4
- > 4 (More Access)

Proposed DO-8 Overlay

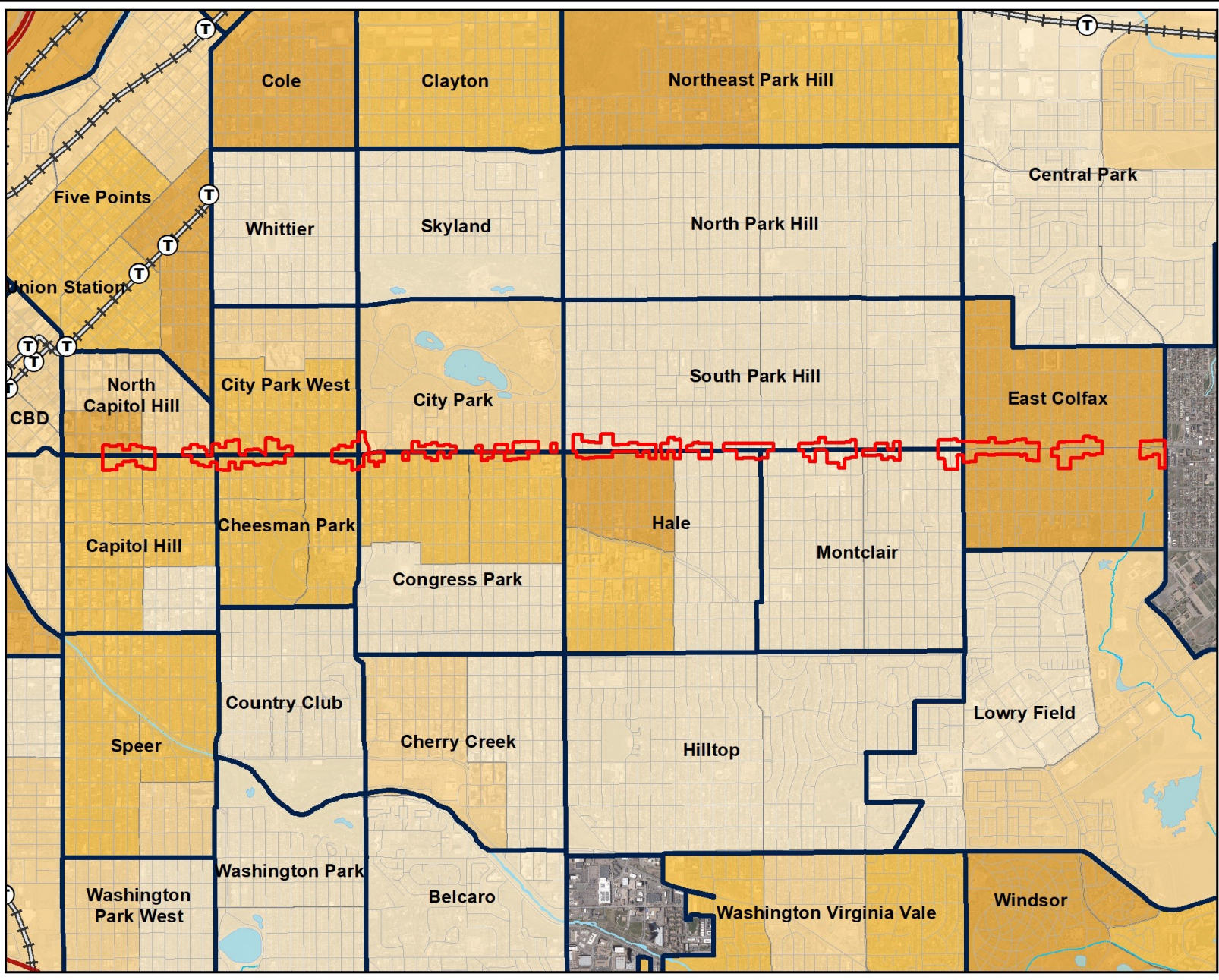


Blueprint Denver

Vulnerability to Displacement



 Proposed DO-8 Overlay

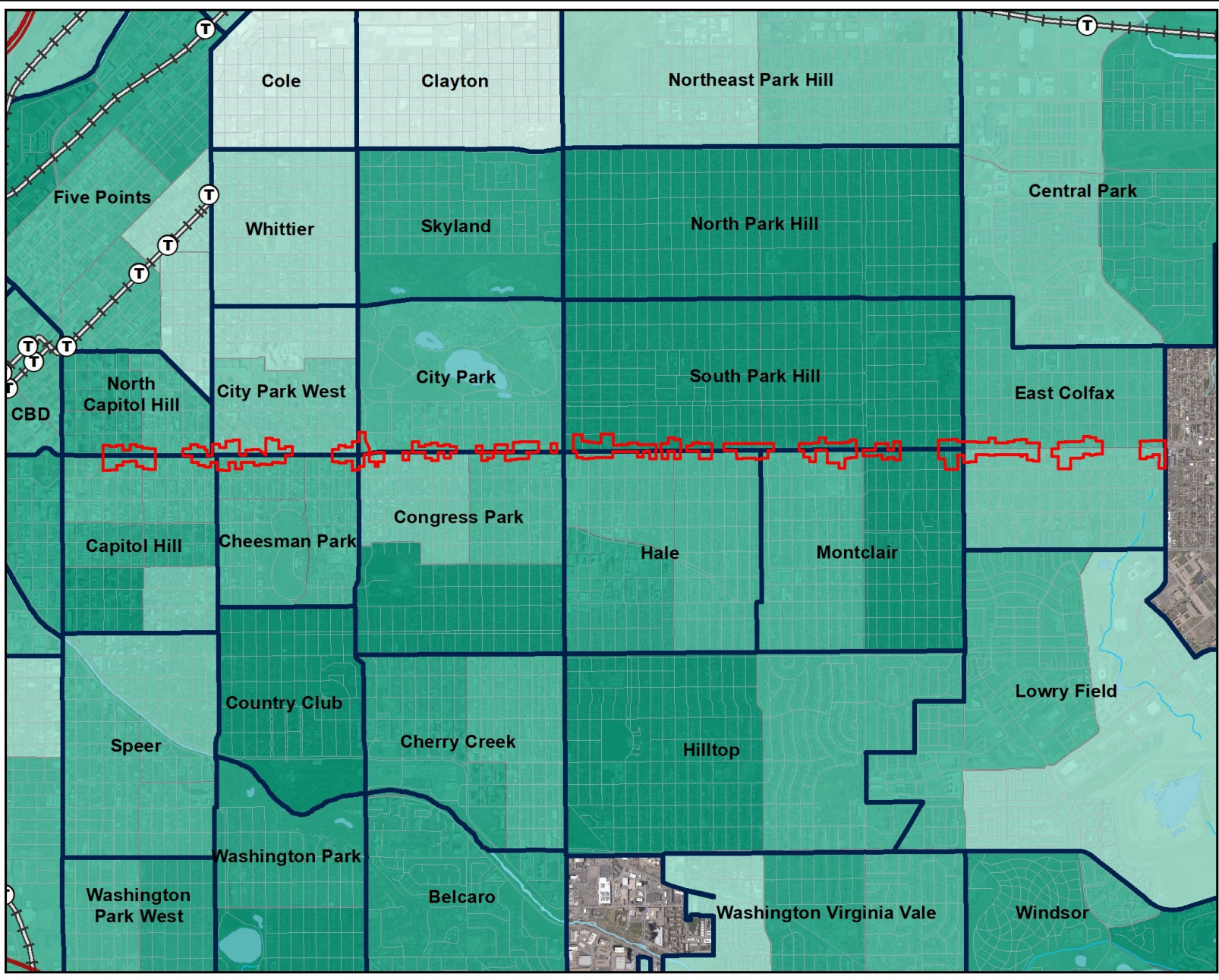


Blueprint Denver Housing Diversity

Housing Diversity Score

- Less Diversity
- 1
- 2
- 3
- 4
- More Diversity

Proposed DO-8 Overlay

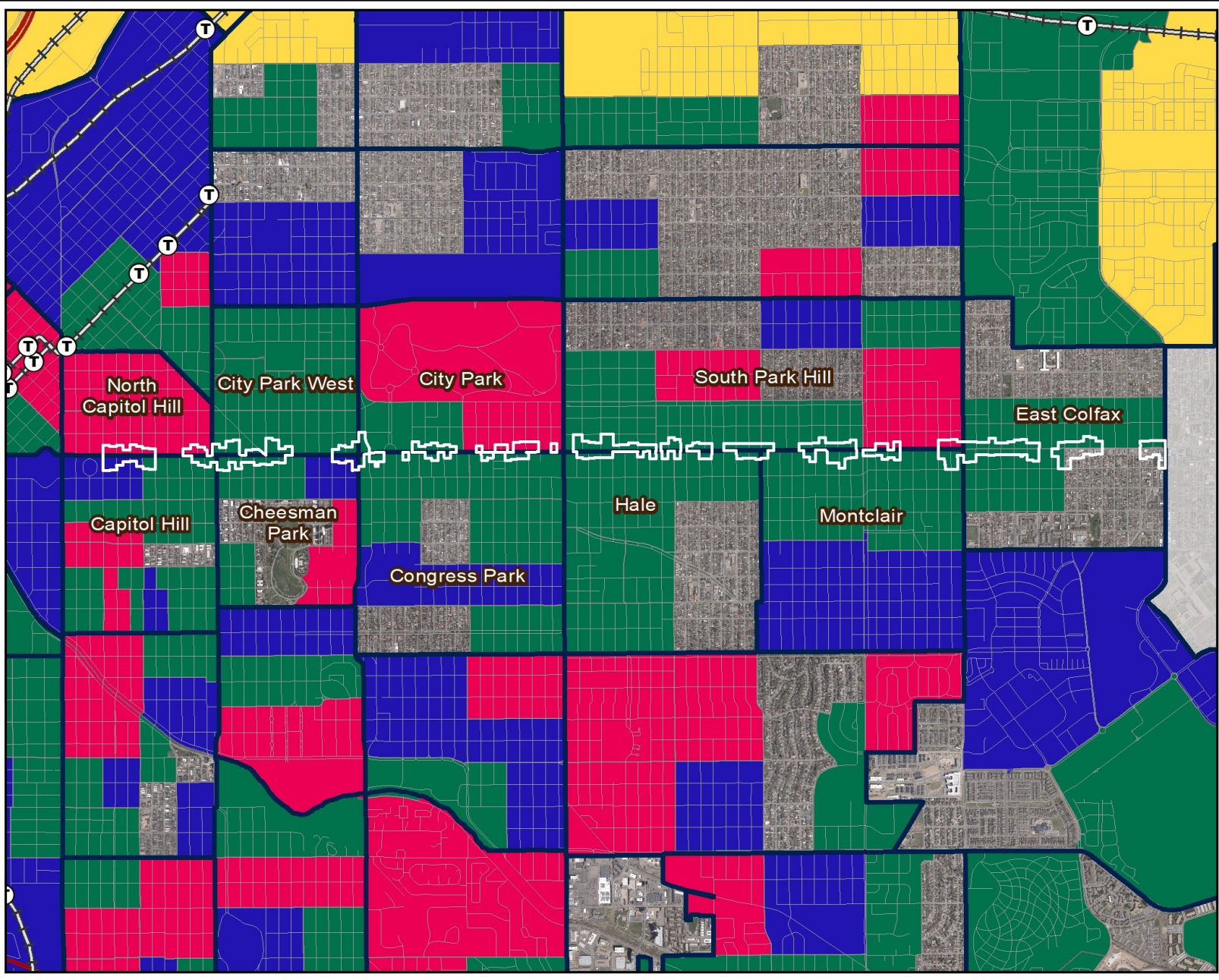


Blueprint Denver

Jobs Diversity

- Retail (high)
- Retail (high)
Manufacturing (high)
- Manufacturing (high)
- Innovation (high)
- Innovation (high)
Manufacturing (high)
- Within citywide average

 Proposed DO-8 Overlay



Zone Map Amendment (Rezoning) - Legislative Rezoning Proposal

PROPERTY OWNER INFORMATION		REPRESENTATIVE*	
Property Owner Name	Multiple Owners	Representative Name	Councilmembers Amanda Sawyer and Chris Hinds
Address		Address	1437 Bannock St
City, State, Zip		City, State, Zip	Denver, CO 80202
Telephone		Telephone	
Email		Email	
SUBJECT PROPERTY INFORMATION			
Location (address and/or boundary description):	Multiple properties in the North Capitol Hill, Capitol Hill, City Park West, Cheeseman Park, City Park, Congress Park, South Park Hill, Hale, Montclair, and East Colfax Neighborhoods. See attached map and legal descriptions		
Assessor's Parcel Numbers:	Multiple		
Area in Acres or Square Feet:	Approximately 600 acres		
Current Zone Districts:	C-MS-5; C-MS-8; C-MS-8, DO-1; C-MS-8, UO-1, UO-2; E-MS-3; E-MS-5; G-MS-3; G-MS-5; U-MS-3; and U-MS-5		
PROPOSAL			
Proposed Zone Districts:	Maintain underlying zone districts and apply DO-8 (Active Centers and Corridors Design Overlay)		
REVIEW CRITERIA			
General Review Criteria: The proposal must comply with all of the general review criteria DZC Sec. 12.4.10.13	<input checked="" type="checkbox"/>	Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, <i>Please provide an attachment describing relevant adopted plans and how proposed map amendment is consistent with those plan recommendations; or, describe how the map amendment is necessary to provide for an unanticipated community need.</i>	
	<input checked="" type="checkbox"/>	Uniformity of District Regulations and Restrictions: The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.	
	<input checked="" type="checkbox"/>	Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.	



Amanda Sawyer
COUNCILWOMAN, DISTRICT 5

City and County of Denver

CITY COUNCIL
City and County Building
1437 Bannock Street, Room 451
Denver, CO 80202
p: 720.337.7710
amanda.sawyer@denvergov.org

April 20, 2023

Community Planning and Development
City and County of Denver
201 W Colfax Ave
Denver, CO 80202

To whom it may concern,

I am writing this letter to express my strongest support for the implementation of the Active Centers and Corridors Design Overlay, (DO-8), along East Colfax Ave.

Colfax Avenue holds a special place in the hearts of Denver residents and serves as a vibrant cultural and commercial hub. The DO-8 overlay, with its focus on pedestrian and multi-modal activation, will help ensure that any future developments on Colfax Avenue serve to bolster this crucial corridor, its residents, and its businesses.

The overlay aligns with the vision set forth in Blueprint Denver, Comprehensive Plan 2040, and the East Central and East Area Plans, which emphasize the need for equitable and diverse uses of the street. Moreover, the overwhelming support received from the community, with over 70% approval or strong approval for each of the seven proposals in the DO-8, underscores the public demand for these positive changes.

Furthermore, the DO-8 overlay will foster a sense of community pride and engagement by prioritizing pedestrian-friendly elements, such as wider sidewalks, enhanced landscaping, and improved connectivity. These enhancements will create a more welcoming, inclusive, and equitable environment for residents and visitors alike. By promoting a safe and accessible streetscape, the overlay will not only enhance the livability of the area but also contribute to its economic vitality, benefiting local businesses and stimulating sustainable growth.

In conclusion, I am honored to co-sponsor this legislation. By doing so, we can ensure that Colfax Avenue continues to thrive as a cherished cultural and commercial corridor while preserving its historical heritage for generations to come.

Sincerely,

A handwritten signature in blue ink, appearing to read "AS" followed by a flourish.

Councilwoman Amanda Sawyer



THE HONORABLE

Christopher J. Herndon
COUNCILMAN DISTRICT 8

City and County of Denver
CITY COUNCIL

Arie P. Taylor Municipal Building
4685 Peoria St., Suite 245
Denver, CO 80239
p: 720.337.8888
christopher.herndon@denvergov.org

To Whom It May Concern,

I am writing today in support of implementing the "Active Centers and Corridors Design Overlay District," known as Design Overlay-8 (DO-8), along the Colfax corridor. The idea to implement the DO-8 comes from the neighborhood input gathered through the adopted plans of Denver Comprehensive Plan 2040, Blueprint Denver, East Central Area plan, and the East Area Plan. Through these plans, community meetings, and our survey, my colleagues and I have heard the community's desire to increase pedestrian-oriented infrastructure and to decrease auto-oriented uses. The DO-8 supports these desired outcomes by creating safer, more accessible, and more equitable uses of sidewalks, streets, and buildings along Colfax Avenue.

Please let me know if you have any further questions regarding my support.

Sincerely,

A handwritten signature in black ink that reads "Christopher J. Herndon".

Christopher J. Herndon, MPA
Denver City Council
District 8



Candi CdeBaca
COUNCILWOMAN DISTRICT 9

City and County of Denver
CITY COUNCIL
City and County Building
1437 Bannock Street, Room 451
Denver, CO 80202
p: 720.337.7709
candi.cdebaca@denvergov.org

July 11, 2023

To Whom It May Concern:

I am writing as the elected representative of City Council District 9 to express my support for the "Active Centers and Corridors Design Overlay District," known as Design Overlay-8 (DO-8), along the Colfax corridor. My office has been happy to partner on this effort to ensure the vibrancy and walkability of the Colfax corridor for all visitors and residents who frequent the area.

Please feel free to reach out if you have any further questions regarding my support.

Best,

A handwritten signature in cursive script that reads "Candi CdeBaca".

Candi CdeBaca
Denver City Council, District 9

April 19, 2023

Sarah Showalter
Director of Planning Services
Community Planning and Development
City and County of Denver
201 W. Colfax Ave.
Denver, CO 80202

Dear Director Showalter,

I am formally expressing support for the DO-8 East Colfax Avenue Active Centers and Corridors Design Overlay. The intent of this zoning overlay is to incentivize mixed use development, including housing, at and around transit-oriented hubs along the Colfax Avenue corridor.

The DO-8's strong ground floor active use requirements will ensure new development along Colfax Avenue is consistent with the existing mixed-use character and that the development is geared towards multi-modal transportation uses, encouraging walking, biking, and transit before auto only uses.

This rezoning will ensure much-needed goods and services remain along Colfax Avenue while improving quality of life for residents along the corridor.

I am proud to co-sponsor this legislative rezoning that will support higher density and affordable housing and positively impact neighborhoods along Colfax Avenue.

Best,

A handwritten signature in black ink, appearing to read "Chris Hinds", followed by three horizontal dashes.

Chris Hinds

Councilmember Chris Hinds, District 10

East Colfax Avenue Active Centers and Corridors Design Overlay (DO-8) Rezoning Application

1. Consistency with Adopted Plans

The following adopted plans apply to this application:

- Denver Comprehensive Plan 2040
- Blueprint Denver
- East Central Area Plan
- East Area Plan

Denver Comprehensive Plan 2040

The proposed rezoning is consistent with many of the adopted Denver Comprehensive Plan 2040 strategies, including:

Equitable, Affordable, and Inclusive

Goal 1, Strategy A: “Increase development of housing units close to transit and mixed-use developments” (pg. 28)

- This rezoning will incentivize mixed use development at and around transit oriented hubs along Colfax Ave by applying a design overlay that is intended “to encourage neighborhood mixed-use areas” (DZC 9.4.5.12.B). In doing so, this rezoning will encourage more mixed-use development that serves nearby residential units and also includes additional housing on upper stories.

Goal 1, Strategy C: “Improve equitable access to resources that improve quality of life” (pg. 28)

- This rezoning will ensure that Colfax Ave remains a mixed-use area with much-needed goods and services. The addition of DO-8 would encourage preservation of existing services as well as the development of new ones, allowing the area to continue to provide residents with the high quality of life they have experienced for decades.

Strong and Authentic Neighborhoods

Goal 1, Strategy A, C, & D: “Build a network of well-connected, vibrant, mixed-use, centers and corridors... [and] Ensure neighborhoods are safe, accessible and well-connected for all modes... [and] Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities” (pg. 34).

- The DO-8 overlay is intended “to encourage neighborhood mixed-use areas... [and] promote active pedestrian-oriented building frontages” (DZC 9.4.5.12.B). DO-8’s strong ground floor active use requirements will ensure new development along Colfax Ave is consistent with the existing mixed-use character and “promote[s] activation of the Street and sidewalk” (DZC 9.4.5.12.D.1.c).
- Additionally, DO-8 aims to “increase space for pedestrians... and minimize the visibility of Surface Parking areas” (DZC 9.4.5.12.D.1.a). The proposed rezoning would encourage development that is geared towards multi-modal transportation uses, encouraging walking, biking, and transit before auto only uses.

Goal 2, Strategy C & D: “Create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm... [and] Use urban design to contribute to economic viability, public health, safety, environmental well-being, neighborhood culture, and quality of life” (pg. 34).

- In addition to increasing space for pedestrians as noted above, the regulations in DO-8 also “promote activity on the street and sidewalk and encourage a vibrant urban environment with ground floor uses accessible to the general public” (DZC 9.4.5.12.D.5.e.1). The proposed rezoning would place enhanced multi-modal transit-oriented design standards on key commercial corridors. Preserving and enhancing a built environment that supports multiple transit and other multimodal transportation options will spur economic viability and spur compatible growth on a crucial corridor.

Goal 4, Strategy A & B: “Grow and support neighborhood serving businesses... [and] Embrace the international nature of our neighborhoods through support of immigrant owned businesses” (pg. 35).

- The rezoning will ensure commercial space remains available along Colfax Ave by requiring nonresidential active uses on the ground floor. Additionally, this will support many of the immigrant owned businesses located along the corridor.

Connected, Safe, and Accessible Places

Goal 3, Strategy 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” (pg. 40)

- The additional setback requirements in the DO-8 overlay allow for additional uses of the public right-of-way that are supported by this strategy.
- **Economically Diverse and Vibrant**

Goal 3, Strategy A: “Promote small, locally-owned businesses and restaurants that reflect the unique character of Denver” (p. 46).

- This rezoning will help maintain and grow the availability of commercial space in embedded local corridors and will allow more flexibility for key amenities like sidewalk seating.

Environmentally Resilient

Goal 8, Strategy B: “Encourage mixed-use communities where residents can live, work, and play in their own neighborhoods” (p. 54).

- Applying the DO-8 along Colfax Ave will encourage ground floor active uses with residential above. Compared to areas that allow fully residential buildings, DO-8 will be more likely to result in mixed-use communities, which tend to have lower environmental impacts than single use developments.

Blueprint Denver

Blueprint Denver was adopted in 2019 as a supplement to Comprehensive Plan 2040 and establishes an integrated framework for the city’s land use and transportation decisions. There are six key components of *Blueprint Denver* that apply to this rezoning proposal:

1. Future Neighborhood Context
2. Future Place Types
3. Street Types
4. Growth Area Strategy
5. Plan Policies and Strategies
6. Equity Concepts

Blueprint Denver Future Neighborhood Context

In Blueprint Denver, future neighborhood contexts are used to help understand differences between land use, built form, and mobility at a high scale, between neighborhoods. The subject properties are shown on the context map as Urban, General Urban, Urban Center, and Urban Edge neighborhood contexts. The description is used to guide appropriate zone districts (pg. 66).

The Urban Edge Neighborhood context, mapped primarily between Glencoe St. and Yosemite St. is described as, “Contains elements of the suburban and urban contexts. Small multi-unit residential and commercial areas are typically embedded in 1-unit and 2-unit residential areas. Block patterns are generally regular with a mix of alley access. Buildings are lower

The Urban neighborhood context, primarily mapped between Josephine St. and Glencoe St, predominantly contains “small, multi-unit residential and low-intensity mixed-use buildings ... embedded in single-unit and two-unit residential areas. Block patterns are a regular grid with consistent alley access. Where they occur, multi-unit buildings are low scale. Mixed-use buildings are sited in a pedestrian-friendly manner near the street” (pg. 222). U-MS-2x, U-MS-3, and U-MS-5 are zone districts within the Urban neighborhood context and are intended to promote safe, active, and pedestrian-scaled areas through building forms that clearly define and activate the public street edge. The zone districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering (DZC 5.2.3.1 and 5.2.5.1).

The General Urban neighborhood context, mapped primarily between Gilpin St. and Josephine St., on the south side of Colfax, is “predominantly multiunit structures. 1-unit and 2-unit residential and low scale mixed-use are embedded within the multiunit areas. Block patterns are generally regular with consistent alley access. Buildings are medium scale and close to the street” (pg. 137). G-MS-5 is a zone district within the General Urban neighborhood context and is intended to promote safe, active, and pedestrian-scaled commercial streets through the use of building forms that clearly define and activate the public street edge (DZC 6.2.5.1).

The Urban Center neighborhood context, primarily mapped between Sherman St., and Gilpin St. and between Gilpin St. and Josephine St. on the north side of Colfax, is described as “a high mix of uses throughout the area, with multi-unit residential typically in multistory, mixed-use building forms. Block patterns are generally regular with consistent alley access. Larger scale buildings close to the street” (pg. 137). C-MS-5 and C-MS-8 are both zone districts within the Urban Center neighborhood context. These districts are intended to promote safe, active, and pedestrian-scaled commercial streets through the use of building forms that clearly define and activate the public street edge, and enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering along the city’s commercial streets (DZC 7.2.4.1).

scale and generally set back farther from the street.” (pg. 136)

The application of the DO-8 Overlay is consistent with the Blueprint future neighborhood contexts of Urban Edge, Urban, General Urban, and Urban Center because it will promote active, pedestrian friendly streets that will be compatible with the existing residential areas.

Blueprint Denver Future Place Types

The subject properties are designed as Community Corridor along the majority of the proposed rezoning and Community Center around Colorado Blvd. and in around the Mayfair Town Center (Ivanhoe St, to Leyden St.). Blueprint describes corridors as “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” (pg. 140).

Blueprint defines Centers as, “mixed-use places of different scales. They are typically oriented around a shared space or set of spaces. People often go to centers to engage in social activities and entertainment, such as shopping, dining and cultural events. Some centers are well-connected to the local neighborhood and supported by neighborhood residents; other centers are larger, attracting people from a wide geographic area, and may require residents to take a bus, train or a car to visit them.” (pg. 140).

Main Street districts “are typically applied linearly along entire block faces of commercial, industrial, main, mixed use and residential arterial streets... and should be applied where a higher degree of walkability and pedestrian activity and active Street Level retail is desired” (DZC 5.2.5.1 and 7.2.4.1). Additionally, applying the DO-8 will result in standards that align even better with character traits of the Community Corridor and Community Center place types than the current design standards of the Main Streets districts through increased setbacks, more flexible build-to range, and mandatory portions of ground level non-residential active uses.

Blueprint Denver Street Types

In Blueprint Denver, future street types of work in concert with future places to evaluate the appropriateness of the intensity of the adjacent development (pg. 67). The three volume classifications of Local, Collector, and Arterial, are further refined by six types of surrounding context. Colfax Ave is identified as Main Street Arterial, which is “characterized by a mix of uses including retail, services and restaurants, as well as residential. Buildings are pedestrian-oriented, with little front setback, a continuous street wall, and high transparency. Street level uses are highly activated, including café seating in the right-of-way” (p. 158). The Main Street districts are consistent with this description. Furthermore, the regulations in the proposed DO-8 have stronger requirements for active ground floor uses, transparency, setbacks, and café seating to encourage a pedestrian environment consistent with the Main Street designation.

Blueprint Denver Growth Strategy

Blueprint Denver’s growth strategy map is a version of the future places map, showing the aspiration for distributing future growth in Denver (pg. 51). The properties along Colfax Ave. are part of the Community Centers and Corridors growth strategy where the city anticipates seeing 20% of new jobs and 25% of new housing.

Applying the DO-8 overlay will ensure that housing growth and employment growth both occur, rather than new housing resulting in a net loss of goods and services and degrading the embedded local corridors.

Blueprint Denver Plan Policies and Strategies

Blueprint Denver contains numerous recommendations related to pedestrian-oriented design, promotion of housing, and arrangement of uses in mixed use areas.

Land Use and Built Form: Design Quality and Preservation, Policy 4:

“Ensure an active and pedestrian friendly environment that provides a true mixed-use character in centers and corridors” (pg. 103).

- This rezoning applies an overlay that would preserve and reinforce a mixed-use character. The overlay also contains standards specifically recommended in sub-policy 4.A:

“Require strong street-level active use standards for local centers and corridors. This may include a prohibition on residential units for a portion of the street level building. Given the intent of these small-scale places to provide services embedded in the neighborhood, it is important for them to provide more than residential uses” (p. 103).

Land Use and Build Form: General Policy 1:

“Promote and anticipate planned growth in major centers and corridors and key residential areas connected by rail service and transit priority streets.” (pg. 72)

- This proposed rezoning fits this policy as well as two of the strategies to support this policy:

Strategy A: “Use zoning and land use regulations to encourage higher-density, mixed-use development in transit-rich areas including:

- Regional centers and community centers
- Community corridors where transit priority streets are planned
- High and medium-high residential areas in the downtown and urban center contexts. “(pg. 72)

Strategy B: “Implement regulatory land use changes in coordination with transit investments. For example, rezonings to support transit-oriented development should be closely timed with the implementation of transit priority streets” (pg. 72).

Land Use and Build Form: General Policy 11:

“Implement plan recommendations through city-led legislative rezonings and text amendments (p. 79).

- This rezoning is large in area and legislative to implement the city’s adopted plans.

Land Use and Built Form: Economics Policy 5:

“Support organizations and districts within the city’s centers and corridors to aid in attraction and retention of employment and commerce.” (pg. 92)

- This proposed rezoning would retain and expand commercial activity on Colfax Ave by keeping first floor uses as non-residential and therefore business oriented.

Blueprint Denver Equity Concepts

Blueprint Denver has three equity concepts: Improving access to opportunity, reducing vulnerability to displacement, and expanding housing and jobs diversity. Blueprint Denver states the equity concepts “should be used to evaluate large area rezonings” (p. 67) and therefore are applicable to this rezoning proposal.

Access to Opportunity

The area along Colfax Ave ranges from more to less access to opportunity from west to east, with the neighborhood of East Colfax having some of the least access to opportunity in the city, defined as access to basic goods, services, and amenities to improve quality of life. The proposed overlay will increase access to opportunity by ensuring any new development includes nonresidential uses that contribute to jobs, services, and amenities in this area.

Vulnerability to Displacement

The identified areas between Sherman St. and Colorado Blvd. face moderate vulnerability to displacement. Between Colorado Blvd and Quebec St, they face low vulnerability to displacement. And between Quebec St. and Yosemite St. they face high vulnerability to displacement.

This rezoning would allow residents access to more goods and services. While no specific development is proposed with this rezoning, all new developments will be subject to the city’s expanding housing affordability requirements, which were adopted in 2022. Additionally in September 2022, City Council passed the Department of Housing Stability’s prioritization policy. This policy provides households at risk of or who have been displaced from their neighborhood with priority access to newly developed or preserved housing. These new city policies and regulations will help prevent displacement in the East Colfax neighborhood.

Housing Diversity

Applying DO-8 along Colfax would not directly impact housing diversity, but would promote support residential development by promoting provision of space for neighborhood-serving commercial”, since the proposed rezoning doesn’t relate directly to housing,

Jobs Diversity

The greatest concentration of jobs is located between Sherman St. and Colorado Blvd. This area has higher job density, or more jobs per acre, than the city as a whole. The proposed

rezoning may have a positive impact on jobs diversity in the neighborhood by creating new opportunities for employment by requiring non-residential uses on the ground floor.

East Central Area Plan

The East Central Area Plan affects the neighborhoods of North Capitol Hill, Capitol Hill, City Park West, Cheeseman Park, City Park, and Congress Park, which includes the area between Sherman St. to Colorado Blvd. in this proposed rezoning.

The East Central Plan categorizes the Colfax corridor in the following way: “Colfax Avenue has long been a key east-west transportation route for Downtown Denver, Auraria Campus, Anschutz Medical Campus and nearly 50 schools — it is also a thriving community, with retail, nightlife and residential development creating a “Main Street” feel along one of the area’s oldest, most historic streets.” (pg. 252).

The plan, in Colfax Corridor Recommendation C-L2, includes the policy to, “Encourage new development to provide community benefits adjacent to transit stations. Create a program that links potential increases in building heights or flexibility in zoning in specified areas in exchange for public benefits.” (pg. 258).

Specifically, one of the strategies to implement this policy is strategy B2, “Allow increased setbacks on the ground floor when they contribute to a desired goal, such as café seating along the sidewalk or small open spaces such as courtyards and pedestrian passages.” (pg. 258)

- The proposed rezoning to apply DO-8 along Colfax Ave directly implements this strategy and is consistent with the East Central Area Plan.

Additionally, in recommendation C-L5, “Discourage low utilization of land and auto-oriented uses along Colfax.” (pg. 261).

- The DO-8 Overlay is consistent with this recommendation and directly implements it by requiring active uses on the ground floor and prohibiting auto-oriented building forms such as drive thrus.

In the economic recommendations, C-E4, “Help businesses prepare for a future BRT multi-modal retail environment that is more neighborhood oriented and pedestrian friendly.” (pg. 264).

- The DO-8 Overlay would help to prepare local businesses (as well as future businesses in new developments) for the changes of BRT by orienting new development to favor pedestrian and other multi-modal transportation efforts.

Finally, in mobility, recommendation C-M1, “Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.” (pg. 266).

- The additional setback and active street level use requirements in DO-8 help implement this recommendation; they create additional sidewalk space for pedestrians with active uses in buildings with transparency requirements, which promotes walking and rolling along Colfax.

East Area Plan

The East Area Plan affects the neighborhoods of South Park Hill, Hale, Montclair, and East Colfax, which includes the area between Colorado Blvd. and Yosemite St., in this proposed rezoning).

The East Area Plan categorizes the Colfax corridor in the following way: “Colfax Avenue, within the East Area, has a strong automobile-oriented character. Multiple car lots, auto body shops and retail stores with are present. Drive through restaurants area also prevalent. Most buildings are set back from the street with parking between the building and the street. There are also “main street” type brick storefront buildings present in patches throughout.” (pg. 224)

Recommendation C-L4 states, “Discourage low utilization of land and auto-oriented uses near future BRT stations” (pg. 232). Specifically, strategy A details: “Consider modifications to regulations to discourage automobile-oriented uses, drive thru building forms and encourage multi-story, mixed use development, such as: 1. Updating limitations on the drive thru building form to include high-capacity transit station proximity.”

- The DO-8 Overlay would accomplish this goal by eliminating the drive-thru building form and requiring an active ground floor use in the areas identified in this proposed rezoning.

In the economic recommendations, C-E4, “Help businesses prepare for a future BRT multi-modal retail environment that is more neighborhood oriented and pedestrian friendly.” (pg. 236). Also in economic recommendations, C-E7, “Provide additional support to community-serving retail businesses and improve the development environment along Colfax.” (pg. 237).

- The DO-8 Overlay would help to prepare local businesses for the changes of BRT by requiring new buildings to have transparency and siting that favors pedestrian and other multi-modal transportation efforts. It would also facilitate the creation of spaces for new businesses or relocating existing businesses by requiring active uses on the ground floor.
- Finally, in mobility, recommendation C-M1, “Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.” (pg. 238).
- The additional setbacks that encourage active street uses like sidewalk seating for restaurants and create more space for pedestrians helps implement this recommendation.

2. Uniformity of District Regulations and Restrictions

The proposed rezoning to E-MS-3; C-MS-8, DO-1; C-MS-5; U-MS-3, UO-1, UO-2; C-MS-8; U-MS-5; E-MS-5; G-MS-3; U-MS-3; G-MS-5; C-MS-8, UO-1, UO-2 with the DO-8 overlay will result in the uniform application of zone district building form, use, and design regulations.

3. Public Health, Safety, and General Welfare

The proposed official map amendment furthers the public health, safety, and general welfare of the city through implementation of numerous adopted city plans which recommend strengthening the design quality and preserving the commercial nature of embedded local corridors. Ensuring goods and services remain in established neighborhoods supports the long-term sustainability and therefore the health, safety, and welfare for all of Denver for generations. In addition, increasing access to employment opportunities will contribute to the financial stability of Denver's residents. Additionally, implementing enhanced design standards that reinforce the desired character of neighborhood mixed-use centers and corridors will encourage more pedestrian-oriented outcomes. It has been shown that pedestrian-friendly, mixed-use areas can contribute to increased physical activity¹, greater community engagement², and mental health³.

¹ Ewing, R., and R. Cervero, 2010. (2) Putnam, 2000. (3) Lund, 2002. Per *Making Healthy Places: Designing and Building for Health, Well-being, and Sustainability*. Ed. Andrew L Dannenberg, Howard Frumkin, and Richard J. Jackson, Island Press, 2011.

² Putnam, 2000. Per *Making Healthy Places: Designing and Building for Health, Well-being, and Sustainability*. Ed. Andrew L Dannenberg, Howard Frumkin, and Richard J. Jackson, Island Press, 2011.

³ Lund, 2002. Per *Making Healthy Places: Designing and Building for Health, Well-being, and Sustainability*. Ed. Andrew L Dannenberg, Howard Frumkin, and Richard J. Jackson, Island Press, 2011.

Legislative Zone Map Amendment 22i-00132
East Colfax Design Overlay District DO-8
Legal Description

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from
C-MS-5 to C-MS-5 DO-8

COLFAX TERRACE

Block 105, Lots 37 to 46

Block 107, Lots 1 to 11, the North 1/2 of Lots 12 and 35, and Lots 36 to 46

FARNUM'S SUBDIVISION

Lot A

GLENCOE ADDITION TO THE CITY OF DENVER

Block 2, Lots 14 to 20

HARTMAN'S ADDITION TO DENVER

Block 1, Lots 2 and 3

PARK AVENUE ADDITION TO DENVER

Block 30, Lots 17 to 20

Block 31, Lots 7 to 33

Block 32, Lots 15 to 30

Block 34, Lots 12 to 15, and part of the East 1/2 of Lots 16 and 17

Block 38, Lots 1 to 10

Block 39, a portion of Lot 9, and Lots 10 to 19

STATE ADDITION BLOCKS 16 TO 19 INCLUSIVE

Block 18, Lots 1 to 8, the West 1/2 of Lots 9 to 11, and Lots 20 to 38

MAP OF WYMAN'S ADDITION TO THE CITY OF DENVER

Block 20, The South 1/2 of Lot 6, and Lots 7 to 14

Block 21, Lots 14 to 25

Block 25, Lots 13 to 24

Block 26, Lots 9 to 26, and the South 2/3 of Lot 27

Block 27, Lots 21 to 40

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from
C-MS-8 to C-MS-8 DO-8

BREWER'S ADDITION TO THE CITY OF DENVER

Block 103, The North 20' of Lot 33 and Lots 34 and 35 and the strip of land adjacent, Lots 36 to 40 and Out Lot A

Block 104, Lots 1 to 8, and Lot B

Block 33, Lots 1 and 2, and the West 27' of Lots 3 and 4

CLEMENTS' ADDITION TO THE CITY OF DENVER

Block 318, Lots 13 to 19

Block 319, The South 7.5' of Lot 11, Lots 12 to 25, and the South 1/2 of Lot 26

Block 336, Lots 15 to 23

COLFAX AVENUE PARK SUBDIVISION

Block 24, Lots 17 to 23

E.F. HALLACK'S ADDITION TO DENVER

Block 104, Lot 9 and the North 1/2 of Lot 10

GLENCOE ADDITION TO THE CITY OF DENVER

Block 1, Lots 12 to 20

Block 4, Lots 1 to 3, the North 1/2 of Lot 18, and Lots 19 and 20

H.C. BROWN'S ADDITION TO DENVER COLORADO

Block 68, Lots 12 to 20

H C BROWNS SECOND ADDITION TO DENVER COLORADO

Block 67, Lots 1 to 13, the North 9.2' of Lot 14, and the strip of land adjacent

Block 68, Lots 20 and 21

MAP OF J. W. SMITH'S ADDITION TO DENVER

Block 67, The North 19' of Lot 28, and Lots 29 to 40

Block 68, Lots 19 and 20

Block 81, Lots 1 to 8, the North 10' of Lot 36, and Lots 37 to 40

Block 82, Lots 1 to 4, and 32 to 40

Block 91, Lots 1 to 12, the North 7' of Lot 28, and Lots 29 to 40

Block 320, Lots 19 to 22

Block 399, Lots 19 to 22

LANDON AND CURRY'S ADDITION TO DENVER

Block 1, Lots 12 to 20

Block 3, Lots 6 to 13

MORGANS COLFAX AVENUE ADDITION TO DENVER

Block 34, The East 1/2 of Lots 1 and 2, and Lots 3 and 4

Block 103, Lots 16 to 21

PARK AVENUE ADDITION TO DENVER

Block 29, Lots 21 to 24, and the South 6' of the vacated alley adjacent to Lot 24

Block 33, The West 27' of Lots 17 to 20, and Lots 21 to 27

Block 34, Part of the East 1/2 of Lots 16 and 17, the East 1/2 of Lots 18 to 20, and Lots 21 to 25

Block 37, Lots 1 to 10, the West 17' of Lot 13, and Lots 14 to 17 and a portion of City owned parcel schedule #0502205054000 adjacent to said Lots 13 to 17

Block 39, Lots 1 to 7

RESUBDIVISION OF A PORTION OF BLOCK 28 WYMAN'S ADDITION AND BLOCK 1 FARNUM'S ADDITION

Lots 35 to 41, and the unnamed Lot adjacent to Lot 41

Wyman's Addition to the City of Denver

Block 20, Lots 15 to 36

Block 35, Lots 1 to 5, the North 1/3 of Lot 6, and Lots 33 to 40

Block 36, Lots 1 to 7, and the North 1/2 of Lot 8

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

C-MS-8 DO-1 to C-MS-8 DO-1, DO-8

CLEMENTS ADDITION TO THE CITY OF DENVER

Block 300, Lots 12 to 22

MAP OF J. W. SMITH'S ADDITION TO DENVER

Block 319, Lots 19 to 22

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

C-MS-8 UO-1, UO-2 to C-MS-8 UO-1, UO-2, DO-8

MORGANS COLFAX AVENUE ADDITION TO DENVER

West 1/2 of Block 34, Lots 1 and 2

PARK AVENUE ADDITION TO THE CITY OF DENVER

West 1/2 of Block 34, Lots 16 to 20

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

E-MS-3 to E-MS-3 DO-8

CABLE LINE SUBDIVISION

Block 1, Lots 15 to 27

Block 2, Lots 20 to 28

CARSONS COLFAX SUBDIVISION

Block 1, Lots 11 to 18

Block 2, Lots 7 and 8, and 33 to 36

Block 3, Lots 1 to 5, and 33 to 36

COLLEGE PLACE

Block 2, Lots 19 to 28

EAST COLFAX SUBDIVISION

Block 1, Lots 19 to 29

Block 2, Lots 19 to 34

Block 3, Lots 27 to 29

FRIENDS COLFAX SUBDIVISION

Lots 1 to 10

HAGUS ADDITION TO DENVER

Lots 17 to 30, and the South 18' of Lot 31

HAYDEN AND DICKINSONS SUBDIVISION

Block 19, Lots 17 to 22

JOHNSONS SUBDIVISION

Block 1, Lots 20 to 27

KENSINGTON SUBDIVISION

Block 2, Lots 1 to 4, and 33 to 36

Block 3, Lots 1 to 4, the North 1/2 of Lot 5, and Lots 33 to 36

Block 4, Lots 1 to 4, and 33 to 36

Block 5, Lots 1 to 4, and Lots 33 to 36, and a portion of Lots 31 and 32

Block 6, Lots 1 to 10, and 26 to 36

Block 8, Lots 19 to 23, and Lot 24 Beginning at the SE corner then West 131.2' then North 2.5' then East 132' then South 5' the point of beginning

MONTCLAIR

Block 30, Lots 1 to 3, the North 1/2 of Lot 14 and lots 15 to 18

Block 31, Lots 1 and 2, and 15 to 18

Block 32, Lots 17 and 18 and the West 30' of Vacated Magnolia St. Adjacent

RE-SUBDIVISION OF BLOCKS 25 AND 26 AND SUBDIVISION OF BLOCK A MONTCLAIR

Block 25, Lots 7 to 18

Block 26, the East 105' of lots 19 to 22 and Lots 23 to 28

WELCH'S COLFAX AVE. SUBDIVISION

Block 2, Lots 24 to 27

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

E-MS-5 to E-MS-5 DO-8

ABBOTSFORD 2ND FILING

Block 1, Lots 1 to 15, and 34 and 35

Block 2, Lots 1 to 11, and 24 to 35

CARSONS COLFAX SUBDIVISION

Block 1, Lots 1 to 10, and 29 to 36

Block 2, Lots 1 to 6

COLLEGE PLACE

Block 1, The South 7' of Lot 18, and Lots 19 to 29

EAST COLFAX SUBDIVISION

Block 3, Lots 15 to 26

Block 7, Lots 19 to 29

Block 8, Lots 19 to 29

HAYDEN AND DICKINSON'S SUBDIVISION

Block 23, Lots 9 to 24

Block 24, Lots 9 to 22

KENSINGTON SUBDIVISION

Block 1, Lots 1 to 12, and 26 to 36

Block 8, Lots 1 to 6, and Lots 25 to 36

RESUBDIVISION OF BLOCKS 25 AND 26 AND SUBDIVISION OF BLOCK A MONTCLAIR

Block 25, Lots 1 to 6, and 33 to 36

Block 26, Lots 1 to 8, and 29 to 36

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

G-MS-3 to G-MS-3 DO-8

COLFAX AVENUE PARK SUBDIVISION

Block 13, Lots 15 to 19, and 24 to 27

Block 14, Lots 18 to 20

Block 15, Lots 28 and 29

Block 16, Lots 20 to 23

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

G-MS-5 to G-MS-5 DO-8

COLFAX AVENUE PARK SUBDIVISION

Block 13, Lots 20 to 23

Block 14, Lots 21 to 31

Block 15, Lots 19 to 27

FARNUM'S SUBDIVISION

Block 1, the West 15' of Lot 11, and Lot 32

RESUBDIVISION OF A PORTION OF BLOCK 28 WYMAN'S ADDITION, AND BLOCK 1, FARNUM'S ADDITION

Lots 33 and 34

MAP OF WYMAN'S ADDITION TO THE CITY OF DENVER

Block 28, Lot 31

Block 29, Lots 1 to 14, the North 1/2 of Lot 36, and Lots 37 to 40

Block 30, Lots 1 to 6, and 36 to 40

Block 34, Lots 35 to 40

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

U-MS-3 to U-MS-3 DO-8

Bellevue

Block 3, The North 100' of Lot 17

Block 4, Lot 25

Block 11, Lot 81 the North 11' of Lot 82, and Lot 88

Block 12, Lot 89, the North 37.5' of Lot 95, and Lot 96

BELLEVUE WEST

Block 2, Lots 1 to 4, the North 10' of Lot 43, and Lots 44 to 48

Block 3, Lots 1 to 4, the North 20' of Lot 5, and Lots 45 to 48

Block 4, Lots 1 to 4, and 45 to 48

C H OLMSTEDS RESUBDIVISION OF BLOCK 5 BELLEVUE

Block 5, Lots 1 to 5, and the North 3/4 of Lot 6

CAPITOL AVENUE SUBDIVISION

Block 203, Lots 6 and 7, the North 10' of Lot 42, and Lots 43 to 46

Block 206, Lots 1 to 5, and 42 to 46

CHAMBERLIN'S SUBDIVISION

Block 1, Lots 47 to 50

Block 2, Lots 1 to 7

Block 3, Lots 1 to 4

COLFAX AVENUE PARK SUBDIVISION

Block 18, The South 1/2 of Lot 19, and Lots 20 to 23

Block 19, Lots 24 to 29

Block 20, Lots 18 to 23

COLFAX HEIGHTS SOUTH

Block 1, Lots 18 to 23

Block 3, Lots 24 to 27

Block 4, The South 3/4 of Lot 17, and Lots 18 to 29

Block 5, Lots 18 to 23

Colfax Terrace

Block 101, Lots 41 to 46

COLFAX TERRACE

Block 105, Lots 1 to 5

Block 108, Lots 1 to 17, and 40 to 46

Block 109, Lots 1 to 6

DOWNINGTON

Block 38, Lots 18 to 27

Block 39, Lots 18 to 27

Block 40, Lots 18 to 27

Block 41, Lots 18 to 27

Block 44, Lots 18 to 27

Block 45, Lots 18 to 32, and the South 1/2 of Lot 33

Block 46, Lots 18 to 27

Block 47, Lots 18 to 27, and the South 1/2 of Lot 28

Block 48, Lots 15 to 22 Except the East 8' of Lots 15 to 17, Except the East 8' of Lot 22, and Except the North 6' of Lot 15

HARTMANS ADDITION TO DENVER, COLORADO

Block 4, Lot 2

PIGG'S RESUBDIVISION OF PART OF HARTMAN'S ADDITION TO DENVER, COLORADO

Block 4, Lots 2 to 6

Block 5, Lots 7 to 16

RESUBDIVISION OF BLOCK 6 BELLEVUE

Block 6, Lots 1 to 6, and the North 6.25' of Lot 7

RESUBDIVISION OF BLOCK 8 BELLEVUE

Block 8, Lots 1 to 6, and 43 to 48

ROHLFING'S SUBDIVISION

Block 2, Lots 31 to 35

Block 4, Lots 1 to 3

The unplatted land adjacent to Lot 1

Beginning at the Northwest corner of Lot 1, North 70', East 125', South 70', West 70' to Point of Beginning

That the zoning classification of the area in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from

U-MS-5 to U-MS-5 DO-8

CAPITOL AVENUE SUBDIVISION

Block 203, Lots 1 to 5

Block 205, Lots 1 to 7, and 41 to 46

COLFAX AVENUE PARK SUBDIVISION

Block 21, Lots 16 to 31, and the South 1/2 of Lot 32

Block 22, the South 1/2 of Lot 15, Lots 16 to 31, and the South 1/2 of Lot 32

COLFAX HEIGHTS SOUTH

Block 2, Lots 12 to 33

FARNUM'S SUBDIVISION

Block 2, Lots 1 to 7, and Lot C

HARTMANS ADDITION TO DENVER

Block 2, Lots 1 and 2

Block 3, Lot 1

RESUBDIVISION OF LOT 2 BLOCK 3 HARTMAN'S ADDITION TO THE CITY OF DENVER

Block 3, Lots 1 to 10, and Lot A

RE-SUBDIVISION OF THE NORTH HALF OF BLOCK 3 HARTMAN'S ADDITION TO THE CITY OF DENVER

Block 3, Lots 1 to 14, and 24 to 28

ROHLFING'S SUBDIVISION

Block 2, Lots 1 to 5, and 36 to 40, and Strip of land adjacent on North line of Lots 1 and 40

S.A. JOSEPHI'S RESUBDIVISION OF LOT 4 BLOCK 2 HARTMAN'S ADDITION

The South 1/2 of Lot 7, and Lot 8

In addition thereto those portions of all abutting public rights-of-way, but only to the centerline thereof, which are immediately adjacent to the aforesaid specifically described areas

SCHEDNUM	OWNER_NAME	OWNER_ADDRESS_LINE1	OWNER_CITY	SITUS_ADDRESS_LINE1	ZONE_10
0605102017000	POPLAR PLACE LLC	4949 IRONTON ST	DENVER	7175 E 14TH AVE	E-MS-3
0501109002000	SB 1468 ADAMS LLC	1480 HUMBOLDT ST STE 112	DENVER	1468 N ADAMS ST	U-MS-3
0131326007000	DENVER CHILDRENS HOME FOUNDATION	1501 ALBION ST	DENVER	1501 N ALBION ST	C-MS-5
0131327005000	DENVER CHILDRENS HOME FOUNDATION	1536 ALBION ST	DENVER	1536 N ALBION ST	U-MS-5
0606206002000	GOTLIN,DAWN ANN & LINDA	1476 ASH ST	DENVER	1476 N ASH ST	U-MS-3
0606207047047	STROH REVOCABLE TRUST	4599 ZUNI ST	DENVER	1481 N ASH ST APT 1	U-MS-3
0606207048048	FISCHLER,KYLE P	3287 AMES ST	WHEAT RIDGE	1481 N ASH ST APT 2	U-MS-3
0606207049049	STAMP,CARA MARIE	1481 ASH ST APT 3	DENVER	1481 N ASH ST APT 3	U-MS-3
0606207050050	SAMPLE,HALEY	1481 ASH ST APT 4	DENVER	1481 N ASH ST APT 4	U-MS-3
0606207051051	FLOWERS,JESSICA	1700 BASSETT ST UNIT 1505	DENVER	1481 N ASH ST APT 5	U-MS-3
0606207052052	AJS LLC	1481 ASH ST 6	DENVER	1481 N ASH ST APT 6	U-MS-3
0606207053053	EDINGFIELD,ALEX J	1481 ASH ST # 7	DENVER	1481 N ASH ST APT 7	U-MS-3
0606207054054	BEHM,LINDA RAE	212 S JASMINE ST	DENVER	1481 N ASH ST APT 8	U-MS-3
0606207055055	MANN,KARL D	13489 W AUBURN AVE	LAKESWOOD	1481 N ASH ST APT 9	U-MS-3
0606206017000	FANGANELLO,JOSEPH D	1488 BELLAIRE ST	DENVER	1483 N BELLAIRE ST	U-MS-3
0606205002000	FANGANELLO,J DUFFY	1488 BELLAIRE ST	DENVER	1488 N BELLAIRE ST	U-MS-3
0501206042000	IZUMI SHOJI CO LTD	222 S MORGAN ST STE 4D	CHICAGO	1485 N CLAYTON ST	U-MS-3
0131329006000	COLORADO CORPORATE HOUSING LLC	1563 BAGUETTE DR	CASTLE ROCK	1510 N CLERMONT ST	U-MS-3
0503105001000	C & L ACQUISITION LLC	PO BOX 18496	DENVER	320 E COLFAX AVE	C-MS-8
0234927017000	ARCHDIOCESE OF DENVER	1300 S STEELE ST	DENVER	321 E COLFAX AVE	C-MS-8
0234926025000	ARCHDIOCESE OF DENVER	1300 S STEELE ST	DENVER	401 E COLFAX AVE	C-MS-8
0503104011000	SINYUN REALTY LLC	440 E COLFAX AVE	DENVER	440 E COLFAX AVE	C-MS-8
0234925010000	MCDONALDS REAL ESTATE COMPANY	1905 S FEDERAL BLVD	DENVER	505 E COLFAX AVE	C-MS-8
0503103015000	LG COLFAX BY CAPITOL LLC	6191 N STATE HIGHWAY 161 STE IRVING		520 E COLFAX AVE	C-MS-8
0234925034000	RENAISSANCE UPTOWN LOFTS LLLP	2111 CHAMPA ST	DENVER	551 E COLFAX AVE	C-MS-8
0234925033000	RENAISSANCE UPTOWN LOFTS LLLP	2111 CHAMPA ST	DENVER	551 E COLFAX AVE	C-MS-8
0503102001000	ROBINSON COLFAX LLC	3200 E CHERRY CREEK SOUTH DF DENVER	DENVER	600 E COLFAX AVE	C-MS-8
0234924024000	BOTTLESTYX LLC	5350 YELLOWSTONE ST	BOW MAR	601 E COLFAX AVE	C-MS-8
0503102002000	ROBINSON COLFAX LLC	3200 E CHERRY CREEK SOUTH DF DENVER	DENVER	610 E COLFAX AVE	C-MS-8
0503102096000	ROBINSON COLFAX LLC	3200 E CHERRY CREEK SOUTH DF DENVER	DENVER	618 E COLFAX AVE	C-MS-8
0234924027000	PESQUALIX LTD	629 E COLFAX AVE	DENVER	629 E COLFAX AVE	C-MS-8
0503102016000	638 COLFAX LLC	PO BOX 12259	DENVER	638 E COLFAX AVE	C-MS-8
0235425023000	MOUNTAIN FINANCE & REALTY CO	2333 E OHIO AVE	DENVER	901 E COLFAX AVE	C-MS-8

0235425028000	CORN DOG LTD	930 W 7TH AVE	DENVER	935 E COLFAX AVE	C-MS-8
0502206001000	DD LLC	7024 PELICAN BAY BLVD APT 401	NAPLES	1006 E COLFAX AVE	C-MS-8
0235426021000	1007 E COLFAX LLC	PO BOX 3403	CENTENNIAL	1007 E COLFAX AVE	C-MS-8
0502206023000	K & S HOLDINGS 1010 LLC	2126 S FRANKLIN ST	DENVER	1010 E COLFAX AVE	C-MS-8
0502205059000	ROUTE 40 RE LLC	18 INVERNESS PL	ENGLEWOOD	1020 E COLFAX AVE	C-MS-8
0235426006000	TORRES,CRISTOBAL A	1027 E COLFAX AVE	DENVER	1027 E COLFAX AVE	C-MS-8
0502205060000	ROUTE 40 RE LLC	18 INVERNESS PL	ENGLEWOOD	1040 E COLFAX AVE	C-MS-8
0502205064000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	1080 E COLFAX AVE	C-MS-8
0502204051000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	1110 E COLFAX AVE APPRX	C-MS-8
0235427027000	ANDERSON,JOHN V	1300 S STEELE ST	DENVER	1111 E COLFAX AVE	C-MS-5
0235427011000	YU FAMILY TRUST	1822 MUTUAL UNION RD	CABLE	1125 E COLFAX AVE	C-MS-5
0502204052000	COLFAX DOWNING OWNER LLC	711 NAVARRO ST STE 400	SAN ANTONIO	1150 E COLFAX AVE	C-MS-8
0502204053000	COLFAX DOWNING OWNER LLC	711 NAVARRO ST STE 400	SAN ANTONIO	1150 E COLFAX AVE	C-MS-8
0235428047000	COLFAX & MARION LLC	1485 S COLORADO BLVD STE 300	DENVER	1201 E COLFAX AVE	C-MS-5
0502203041041	DWYER,AMELIA ANN	1210 E COLFAX AVE STE 101	DENVER	1210 E COLFAX AVE STE 101	C-MS-5
0502203042042	STEFFIN,SARAH	1650 S OGDEN ST	DENVER	1210 E COLFAX AVE STE 102	C-MS-5
0502203043043	BURGESS,LISA ANN	1210 E COLFAX AVE STE 103	DENVER	1210 E COLFAX AVE STE 103	C-MS-5
0502203044044	SPECHT,AARON D	6 MEADOW RUE DR	EDWARDSVILLE	1210 E COLFAX AVE STE 104	C-MS-5
0502203047047	LYNN,WILLIAM JR	3589 AKRON ST	DENVER	1210 E COLFAX AVE STE 107	C-MS-5
0502203048048	WOLFF,JUDITH A	PO BOX 1424	DENVER	1210 E COLFAX AVE STE 108	C-MS-5
0502203049049	STRICKLEY,DAVID	1210 COLFAX AVE STE 201	DENVER	1210 E COLFAX AVE STE 201	C-MS-5
0502203050050	BLUMER,COLIN GEOFFREY	1210 E COLFAX AVE STE 202	DENVER	1210 E COLFAX AVE STE 202	C-MS-5
0502203051051	ROBERTSON,MICHELLE L	1210 E COLFAX AVE STE 203	DENVER	1210 E COLFAX AVE STE 203	C-MS-5
0502203052052	DISSETT,JAMES E	1210 E COLFAX AVE STE 204	DENVER	1210 E COLFAX AVE STE 204	C-MS-5
0502203053053	REHNSTROM,BRIAN	1640 25TH AVE	MARION	1210 E COLFAX AVE STE 205	C-MS-5
0502203054054	ROTTMAN,TOBIAS L	1210 E COLFAX AVE STE 206	DENVER	1210 E COLFAX AVE STE 206	C-MS-5
0502203055055	MARLIN,DEREK P	1210 E COLFAX AVE STE 207	DENVER	1210 E COLFAX AVE STE 207	C-MS-5
0502203056056	SHIVELY,SCOTT	1210 E COLFAX AVE STE 208	DENVER	1210 E COLFAX AVE STE 208	C-MS-5
0502203057057	WEST,KENDALL	1210 E COLFAX AVE STE 301	DENVER	1210 E COLFAX AVE STE 301	C-MS-5
0502203058058	DOYLE,AMBER LYNN	1210 E COLFAX AVE STE 302	DENVER	1210 E COLFAX AVE STE 302	C-MS-5
0502203059059	COSTELLO,ALLISON JACQUELINE	1210 E COLFAX AVE STE 303	DENVER	1210 E COLFAX AVE STE 303	C-MS-5
0502203060060	EARTH LLC	10040 WOLFF ST	WESTMINSTER	1210 E COLFAX AVE STE 304	C-MS-5
0502203061061	GRAY,PATRICK	1210 COLFAX AVE STE 305	DENVER	1210 E COLFAX AVE STE 305	C-MS-5
0502203062062	TRANE,FLEMING	1210 E COLFAX AVE STE 306	DENVER	1210 E COLFAX AVE STE 306	C-MS-5

0502203063063	HARE,MEG	1128 SAUCEDO ST	AUSTIN	1210 E COLFAX AVE STE 307 C-MS-5
0502203064064	JOHNSON,KERRY	1210 E COLFAX AVE STE 308	DENVER	1210 E COLFAX AVE STE 308 C-MS-5
0502203065065	MAHON,GABRIELLE	1210 E COLFAX AVE STE 401	DENVER	1210 E COLFAX AVE STE 401 C-MS-5
0502203066066	GAUSS,ELIZABETH	1210 E COLFAX AVE STE 402	DENVER	1210 E COLFAX AVE STE 402 C-MS-5
0502203067067	SEWICK,MATTHEW	1210 E COLFAX AVE STE 403	DENVER	1210 E COLFAX AVE STE 403 C-MS-5
0502203068068	WILSON,DOUGLAS K	20621 COUNTRY WALK WAY	ESTERO	1210 E COLFAX AVE STE 404 C-MS-5
0502203069069	MONTGOMERY,THOMAS D	925 LOCUST ST	DENVER	1210 E COLFAX AVE STE 405 C-MS-5
0502203070070	THOMAS,SHINU R	1210 E COLFAX AVE STE 406	DENVER	1210 E COLFAX AVE STE 406 C-MS-5
0502203071071	PETEERSON,AIERELL	1210 E COLFAX AVE STE 407	DENVER	1210 E COLFAX AVE STE 407 C-MS-5
0502203072072	AMICK,RICHARD D JR	1210 E COLFAX AVE STE 408	DENVER	1210 E COLFAX AVE STE 408 C-MS-5
0502203073073	SPALDING,CRAIG WILLIAM	1210 E COLFAX AVE STE 106	DENVER	1210 E COLFAX AVE STE 106 C-MS-5
0502203074074	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE COMM C-MS-5
0502203078078	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 1 C-MS-5
0502203079079	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 2 C-MS-5
0502203080080	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 3 C-MS-5
0502203081081	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 4 C-MS-5
0502203082082	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 5 C-MS-5
0502203083083	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 6 C-MS-5
0502203084084	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 7 C-MS-5
0502203085085	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 8 C-MS-5
0502203086086	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 9 C-MS-5
0502203087087	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE UNIT 10 C-MS-5
0502203088088	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE SPC PK1 C-MS-5
0502203089089	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE SPC PK2 C-MS-5
0502203090090	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE SPC PK3 C-MS-5
0502203091091	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE SPC PK4 C-MS-5
0502203092092	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1228 E COLFAX AVE SPC PK5 C-MS-5
0502203075075	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1232 E COLFAX AVE C-MS-5
0502203076076	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1238 E COLFAX AVE C-MS-5
0502203077077	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1240 E COLFAX AVE C-MS-5
0502203017000	1228-1250 COLFAX LLC	17 IVALOO ST	SOMERVILLE	1244 E COLFAX AVE C-MS-5
0235428018000	STEELE STREET RE LLC	1550 LARIMER ST STE 521	DENVER	1245 E COLFAX AVE C-MS-5
0235429009000	MOTCH 1 LLC	40326 PO BOX	DENVER	1331 E COLFAX AVE C-MS-5
0502202014000	THOMAS & PATRICK ANTHONY LLC	1332 E COLFAX AVE	DENVER	1332 E COLFAX AVE C-MS-5

0502108063000	NYE PROPERTIES LLC	2770 S ELMIRA ST UNIT 49	DENVER	1500 E COLFAX AVE	C-MS-8
0235430006000	ROCKY MOUNTAIN SCOOTER CENTERS INC	1133 RACE ST UNIT 14N	DENVER	1515 E COLFAX AVE	C-MS-8
0502108059000	SFP LLC	5301 PRESERVE PKWY	GREENWOOD VIL	1528 E COLFAX AVE	C-MS-8
0502108060000	SFP LLC	5301 PRESERVE PKWY	GREENWOOD VIL	1570 E COLFAX AVE	C-MS-8
0502107001000	SOUTH BROADWAY & EAST ARIZONA LLC	205 DETROIT ST STE 200	DENVER	1600 E COLFAX AVE	C-MS-8
0502107025000	SOUTH BROADWAY & EAST ARIZONA LLC	205 DETROIT ST STE 200	DENVER	1600 E COLFAX AVE UNIT 1C	C-MS-8
0235536028000	FIRSTBANK OF DENVER	12345 W COLFAX AVE	LAKWOOD	1617 E COLFAX AVE	C-MS-8
0502107026000	SOUTH BROADWAY & EAST ARIZONA LLC	205 DETROIT ST STE 200	DENVER	1618 E COLFAX AVE COMM	C-MS-8
0235536029000	MOUNTAIN STATES BANK	PO BOX 22314	DENVER	1635 E COLFAX AVE	C-MS-5
0502107023000	BURGER KING COMPANY LLC	5707 BLUE LAGOON DR	MIAMI	1680 E COLFAX AVE	C-MS-8
0502106019000	MNG II LP	415 S CEDROS AVE STE 240	SOLANA BEACH	1700 E COLFAX AVE	G-MS-5
0235535012000	MOUNTAIN STATES BANK	PO BOX 22314	DENVER	1701 E COLFAX AVE	C-MS-5
0235535013000	CIRCLE A RANCH LLC	730 N FRANKLIN ST	DENVER	1717 E COLFAX AVE	C-MS-5
0235535014000	1775 E COLFAX AVENUE LLC	11 WAVERLY PL	NEW YORK	1775 E COLFAX AVE	C-MS-5
0502102001000	COLFAX STORAGE PARTNERS LLC	11560 TENNESSEE AVE	LOS ANGELES	2100 E COLFAX AVE	G-MS-5
0235531010000	VINE PARTNERS LLC	605 S GILPIN ST	DENVER	2101 E COLFAX AVE	C-MS-5
0235531037000	KU FAMILY LIMITED PARTNERSHIP	2538 S NEWCOMBE ST	LAKWOOD	2121 E COLFAX AVE REAR	C-MS-5
0235531038000	KU FAMILY LIMITED PARTNERSHIP	2538 S NEWCOMBE ST	LAKWOOD	2121 E COLFAX AVE	C-MS-5
0502102013000	HZ PROPS CO LLC	4415 HIGHWAY 6	SUGAR LAND	2122 E COLFAX AVE	G-MS-5
0502101001000	2200 E COLFAX AVE LLC	1770 BROADWAY	DENVER	2200 E COLFAX AVE	G-MS-5
0235530028000	JB3 LLC	88 INVERNESS CIR STE A-207	ENGLEWOOD	2205 E COLFAX AVE	C-MS-5
0502101051000	2220 EAST COLFAX LLC	1850 PLATTE ST # 2FLR	DENVER	2220 E COLFAX AVE	G-MS-5
0502101052000	2220 EAST COLFAX LLC	1850 PLATTE ST # 2FLR	DENVER	2220 E COLFAX AVE	G-MS-5
0235530029000	COLFAX YORK LLC	1509 YORK ST UNIT 201	DENVER	2223 E COLFAX AVE	C-MS-5
0502101026000	COJOYO II LLC	1850 PLATTE ST	DENVER	2230 E COLFAX AVE	G-MS-5
0501209070000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	2310 E COLFAX AVE APPRX	C-MS-8
0501209069000	JP MORGAN CHASE BANK NA	1111 POLARIS PKWY # 1E	COLUMBUS	2310 E COLFAX AVE	C-MS-8
0236309010000	COJOYO LLC	1509 YORK ST STE 201	DENVER	2325 E COLFAX AVE	C-MS-5
0236300017000	COJOYO LLC	PO BOX 711	DALLAS	2341 E COLFAX AVE	C-MS-5
0501208027000	AUSTIN REDEVELOPMENT LTD	1735 GAYLORD ST	DENVER	2400 E COLFAX AVE COMM	U-MS-5
0501208026000	AUSTIN REDEVELOPMENT LTD	1735 GAYLORD ST	DENVER	2400 E COLFAX AVE RESD	U-MS-5
0501208028000	VARCO INC	2424 E COLFAX AVE	DENVER	2424 E COLFAX AVE	U-MS-5
0501206043000	2626 E COLFAX AVE LLC	352 S EMERSON ST	DENVER	2626 E COLFAX AVE	U-MS-3
0236310014000	CONTOS,PETE K	692 S GILPIN ST	DENVER	2813 E COLFAX AVE	G-MS-5

0236310051000	DEMOS,PAUL K FAMILY TRUST	45 S HOLLY ST	DENVER	2821 E COLFAX AVE	G-MS-3
0501204028000	HARALAMPOPOULOS,VASILIOS N	2828 E COLFAX AVE	DENVER	2822 E COLFAX AVE	U-MS-3
0236310016000	DEMOS,PAUL K FAMILY TRUST	45 S HOLLY ST	DENVER	2835 E COLFAX AVE	G-MS-3
0236310017000	DEMOS,DONNA	45 S HOLLY ST	DENVER	2839 E COLFAX AVE	G-MS-3
0236311011000	MUNCHKIN PROPERTIES LLC	160 S MARION PKWY	DENVER	2901 E COLFAX AVE	G-MS-5
0236311044044	GRANDMA PROPERTIES LLC	160 S MARION PKWY	DENVER	2907 E COLFAX AVE	G-MS-5
0236311045045	GRANDMA PROPERTIES LLC	160 S MARION PKWY	DENVER	2909 E COLFAX AVE	G-MS-5
0501203033000	2910 E COLFAX LLC	9246 E 51ST DR	DENVER	2910 E COLFAX AVE	U-MS-3
0236311046046	GRANDMA PROPERTIES LLC	160 S MARION PKWY	DENVER	2911 E COLFAX AVE	G-MS-5
0236311036000	SATYA LLC	8181 E TUFTS AVE STE 560	DENVER	2925 E COLFAX AVE	G-MS-5
0236311027000	CITY PARK INVESTMENTS LLC	1199 BANNOCK ST	DENVER	2975 E COLFAX AVE	G-MS-5
0501202037000	AKINS-FRAKES,ALISHA MARCELLA	5485 TEJON ST	DENVER	3000 E COLFAX AVE	U-MS-3
0501202002000	DOHERTY,ROGER P & EILEEN	1000 KRAMERIA ST	DENVER	3006 E COLFAX AVE	U-MS-3
0501202034000	JJ888 LLC	5451 N MESA DR	CASTLE ROCK	3014 E COLFAX AVE	U-MS-3
0236312037000	INSPIRE COLFAX LLC	10940 S PARKER RD	PARKER	3015 E COLFAX AVE	G-MS-5
0236313040000	TOUCH,ANDY P	3101 E COLFAX AVE	DENVER	3101 E COLFAX AVE	G-MS-3
0501109001000	3310 EAST COLFAX LLC	1430 LARIMER ST STE 304	DENVER	3300 E COLFAX AVE	U-MS-5
0236410012000	POTWORA,FRANCIS J	5177 W LAKE PL	LITTLETON	3301 E COLFAX AVE	U-MS-3
0236410013000	BLUEBIRD RESTORATION COMPANY LLC	930 W 7TH AVE UNIT A	DENVER	3317 E COLFAX AVE	U-MS-3
0501109028000	3310 EAST COLFAX LLC	1430 LARIMER ST STE 304	DENVER	3380 E COLFAX AVE	U-MS-3
0236412010000	BASTIEN,WILLIAM BICKETT JR	3503 E COLFAX AVE	DENVER	3503 E COLFAX AVE	U-MS-3
0501104032000	3600-3608 E COLFAX AVENUE LLC	1478 BIRCH ST	DENVER	3600 E COLFAX AVE	U-MS-3
0501104027000	ROSEN INVESTMENTS LLLP	1478 BIRCH ST	DENVER	3620 E COLFAX AVE	U-MS-3
0236413041000	EVERGREEN-COLFAX & GARFIELD HOLD LLC	2390 E CAMELBACK RD STE 410	PHOENIX	3625 E COLFAX AVE	U-MS-5
0236414043000	EVERGREEN-COLFAX & GARFIELD HOLD LLC	2390 E CAMELBACK RD STE 410	PHOENIX	3705 E COLFAX AVE	U-MS-5
0236414044000	MELLOW,CATHERINE L	9580 DOUGHERTY AVE	MORGAN HILL	3725 E COLFAX AVE	U-MS-5
0236416029000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	3901 E COLFAX AVE	C-MS-8
0236416030000	ROSEN,SHARON TRUST	651 CORPORATE CIR STE 200	GOLDEN	3909 E COLFAX AVE	C-MS-8
0606207001000	ATLAS FINANCIAL CORP	600 JOSEPHINE ST	DENVER	4100 E COLFAX AVE	U-MS-3
0131327018000	G RAMPS LLC	1528 WAZEE ST	DENVER	4115 E COLFAX AVE	U-MS-5
0606207023000	FANTA,GEDION	4118 E COLFAX AVE	DENVER	4118 E COLFAX AVE	U-MS-3
0606207018000	YICK KEONG ASSN	890 GOOD HOPE DR	CASTLE ROCK	4120 E COLFAX AVE	U-MS-3
0131327007000	AMMONITE VENTURES LLC	2931 7TH ST	BOULDER	4151 E COLFAX AVE	U-MS-5
0606206001000	ROCKY MOUNTAIN LODGE #1 TEMPLE ASSO	4200 E COLFAX AVE	DENVER	4200 E COLFAX AVE	U-MS-3

0606206020000	SKANSON,DARREN C	30220 PALOMINO DR	EVERGREEN	4214 E COLFAX AVE	U-MS-3
0606206018000	MITERRENO,LLC	4230 E COLFAX AVE	DENVER	4230 E COLFAX AVE	U-MS-3
0606205001000	TOWN & COUNTRY MARKET INC	4300 E COLFAX AVE	DENVER	4300 E COLFAX AVE	U-MS-3
0131328030000	MOUNTAIN STATES TEL & TEL	930 15TH ST	DENVER	4301 E COLFAX AVE	U-MS-5
0606205019000	SEBLE REALESTATE LLC	18513 E HARVARD DR	AURORA	4328 E COLFAX AVE	U-MS-3
0131328029000	4347 EAST LLC	150 S BELLAIRE ST	DENVER	4347 E COLFAX AVE	U-MS-5
0131328014000	MENTAL HEALTH CORPORATION OF DENVER	4141 E DICKENSON PL	DENVER	4353 E COLFAX AVE	U-MS-5
0131329007000	HAVEY,MICHAEL T & EILEEN C	6490 W 41ST AVE	WHEAT RIDGE	4505 E COLFAX AVE	U-MS-3
0131329008000	SANDOVAL,MARISELA TRUST	111 HOLLY ST	DENVER	4515 E COLFAX AVE	U-MS-3
0131329009000	MEER,PETER C	6600 E 7TH AVE	DENVER	4535 E COLFAX AVE	U-MS-3
0131329032000	SWATEK & DAVIDSON LLC	415 S CEDROS AVE STE 240	SOLANA BEACH	4565 E COLFAX AVE	U-MS-3
0606202002000	CHERRY STREET PARTNERS LLC	PO BOX 6016	DENVER	4600 E COLFAX AVE	U-MS-3
0131330007000	EVELYN PEREZ REAL ESTATE SERVICES INC	7400 E 17TH AVE	DENVER	4605 E COLFAX AVE	U-MS-3
0131330008000	O&F PROPERTIES LLC	4609 E COLFAX AVE	DENVER	4609 E COLFAX AVE	U-MS-3
0131330009000	PENSCO TRUST COMPANY	974 S WILLIAMS ST	DENVER	4615 E COLFAX AVE	U-MS-3
0131330010000	4625 COLFAX REAL ESTATE LLC	12 N BROADWAY UNIT 220	DENVER	4625 E COLFAX AVE	U-MS-3
0131330042000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 1010	DENVER	4633 E COLFAX AVE	U-MS-3
0131330041000	SATO,TAKAYUKI	4633 E COLFAX AVE	DENVER	4633 E COLFAX AVE	U-MS-3
0131330012000	SPERO,PATRICK J	2420 MONACO PKWY	DENVER	4635 E COLFAX AVE	U-MS-3
0131330013000	ACQUISTO,SALVATORE	2261 ALBION ST	DENVER	4645 E COLFAX AVE	U-MS-3
0131330040000	ARMATAS,PETER N	4649 E COLFAX AVE	DENVER	4649 E COLFAX AVE	U-MS-3
0606201037000	MLD VENTURES LLC	2830 HANOVER ST	DENVER	4700 E COLFAX AVE APPRX	U-MS-3
0606201036000	MLD VENTURES LLC	2830 HANOVER ST	DENVER	4700 E COLFAX AVE APPRX	U-MS-3
0606201035000	HARTMAN SQUARE LLC	2179 E 3RD AVE	DENVER	4700 E COLFAX AVE	U-MS-3
0606108001000	QUEEN AUTO SALES LLC	7405 E COLFAX AVE	DENVER	4800 E COLFAX AVE	U-MS-3
0131436015000	4839 E COLFAX ASSOCS	910 16TH ST STE 500	DENVER	4839 E COLFAX AVE	U-MS-3
0606107028000	COLFAX CENTRAL LLC	999 S LOGAN ST STE 300	DENVER	4900 E COLFAX AVE	U-MS-3
0606107029000	COLFAX CENTRAL LLC	999 S LOGAN ST STE 300	DENVER	4900 E COLFAX AVE	U-MS-3
0131435008000	SABLE MARLOWE INVESTORS LLC	1615 PLATTE ST STE 200	DENVER	4923 E COLFAX AVE	U-MS-5
0131434010000	EAST ELM COLFAX LLC	PO BOX 371680, PMB 25981	DENVER	5083 E COLFAX AVE	U-MS-3
0131434051000	5091 LLC	5091 E COLFAX AVE	DENVER	5091 E COLFAX AVE	U-MS-3
0131434050000	5091 LLC	5091 E COLFAX AVE	DENVER	5091 E COLFAX AVE	U-MS-3
0606105032000	MARCZYK FINE FOODS INC	4850 E 39TH AVE	DENVER	5100 E COLFAX AVE	U-MS-3
0131433014000	5101 E COLFAX LLC	2 SUNSET DR	CHERRY HILLS VII	5105 E COLFAX AVE	U-MS-3

0131433015000	BACHMAN-EUDORA LLC	PO BOX 202168	DENVER	5135 E COLFAX AVE	U-MS-3
0131432012000	PARLAVANTZAS,VASSILIOS D	1040 S HUDSON ST	DENVER	5201 E COLFAX AVE	U-MS-3
0131430007000	NASSAU EAST REAL ESTATE LP	1720 S BELLAIRE ST STE 900	DENVER	5305 E COLFAX AVE	U-MS-3
0131430008000	5327 E COLFAX AVE LLC	4751 BROADWAY	DENVER	5325 E COLFAX AVE	U-MS-3
0131430009000	EAST COLFAX INVESTMENTS LLC	5335 E COLFAX AVE	DENVER	5335 E COLFAX AVE	U-MS-3
0131429040000	CHAO & WONG INVESTMENTS LLC	7482 DEPEW ST	ARVADA	5405 E COLFAX AVE	U-MS-3
0131429041000	VALERO DIAMOND METRO INC	PO BOX 691490	SAN ANTONIO	5405 E COLFAX AVE	U-MS-3
0606102028000	ESTERBROOK VENTURES LLC	5410 E COLFAX AVE	DENVER	5410 E COLFAX AVE	U-MS-3
0606102029000	5454 EAST COLFAX AVENUE LLC	950 S CHERRY ST STE 418	DENVER	5454 E COLFAX AVE	U-MS-3
0606101001000	LA VISTA DENVER LLC	PO BOX 6512	DENVER	5500 E COLFAX AVE	U-MS-3
0131428011000	WALSH,DONNA L	5386 FIR AVE	ERIE	5501 E COLFAX AVE	U-MS-3
0606101026000	SHOPS ON THE FAX LLC	5524 E COLFAX AVE	DENVER	5524 E COLFAX AVE	U-MS-3
0131428012000	SPARKLES CAR WASH LLC	2830 HANOVER ST	DENVER	5555 E COLFAX AVE	U-MS-3
0132325020000	ZARDOSHTIAN,FARHAD	5601 E COLFAX AVE	DENVER	5601 E COLFAX AVE	U-MS-3
0605209001000	WELDEMICHAEL,MICHAEL TESFAZGI	5600 E COLFAX AVE # 5612	DENVER	5602 E COLFAX AVE	U-MS-3
0605205001000	STARFIRE HOLDINGS LLC	1440 KEARNEY ST	DENVER	6000 E COLFAX AVE	U-MS-3
0132328009000	JASMINE'S INTERNATIONAL LLC	PO BOX 201234	DENVER	6005 E COLFAX AVE	U-MS-3
0605205010000	STARFIRE HOLDINGS LLC	1440 KEARNEY ST	DENVER	6030 E COLFAX AVE	C-MS-5
0132328010000	GERMAIN INVESTMENT COMPANY	1825 LAWRENCE ST STE 112	DENVER	6035 E COLFAX AVE	U-MS-3
0132329008000	ROCK CREEK INVESTMENTS LLC	605 S GILPIN ST	DENVER	6101 E COLFAX AVE	U-MS-3
0132329017000	REDWINE,ROSALYN R	365 S MONACO PKWY	DENVER	6115 E COLFAX AVE	U-MS-3
0132329010000	JOEHL,WALTER J TRUST	2424 RIDGE RD	ROCKWALL	6151 E COLFAX AVE	U-MS-3
0605203017000	LJL HOLDINGS DENVER LLC	104 WILMOT RD	DEERFIELD	6200 E COLFAX AVE	C-MS-5
0132330033000	KRAMERIA CORNERS LLC	2525 S DELAWARE ST	DENVER	6201 E COLFAX AVE	U-MS-3
0605203018000	COLORADO HEALTH NETWORK INC	6260 E COLFAX AVE	DENVER	6260 E COLFAX AVE	C-MS-5
0605202020000	6300 EAST COLFAX PLACE LLC	11840 GORHAM AVE APT 16	LOS ANGELES	6300 E COLFAX AVE	U-MS-3
0605202018000	T A INVESTMENT COMPANY	6800 S DAWSON CIR STE 201	ENGLEWOOD	6390 E COLFAX AVE	U-MS-3
0132332054000	ERJB INVESTMENTS LLC	4855 S NIAGARA ST APT 519	DENVER	6401 E COLFAX AVE	U-MS-3
0605201001000	ERB,ROBERT JR	6420 E COLFAX AVE	DENVER	6420 E COLFAX AVE	U-MS-3
0605107001000	SOPHICOLL LLC	1616 17TH ST STE 576	DENVER	6600 E COLFAX AVE	E-MS-3
0132443001000	6601 E COLFAX BUILDING LLC	6601 E COLFAX AVE	DENVER	6601 E COLFAX AVE	E-MS-3
0605107013000	MEADS INVESTMENT COMPANY	5535 E 2ND AVE	DENVER	6622 E COLFAX AVE	E-MS-3
0605106016000	SHARKEY PROPERTIES 2 LLC	1454 TAMARAC ST	DENVER	6700 E COLFAX AVE	E-MS-3
0605106019000	EL SILOE COMMUNITY CHURCH	6738 E COLFAX AVE	DENVER	6736 E COLFAX AVE	E-MS-3

0605106017000	YEAR ONE INC DBA MILE HIGH YOUTH CORP	1801 FEDERAL BLVD	DENVER	6740 E COLFAX AVE	E-MS-3
0132437020000	6767 E COLFAX LLC	6767 E COLFAX AVE	DENVER	6767 E COLFAX AVE	E-MS-3
0605102013000	POINT COMMERCE ONE LLC	PO BOX 1220	SOUTH FORK	7100 E COLFAX AVE	E-MS-5
0132441019000	PHOENIX ON FAX LIMITED LIABILITY LIMITEI	233 PARK AVE STE 201	MINNEAPOLIS	7171 E COLFAX AVE	E-MS-5
0605101001000	GRANADA ENTERPRISES INC	1478 BIRCH ST	DENVER	7200 E COLFAX AVE	E-MS-5
0132442007000	14POPLAR&FAMILY LLC	1825 S CLAYTON ST	DENVER	7225 E COLFAX AVE	E-MS-5
0605101016000	7226-7236 E COLFAX AVENUE LLC	1478 BIRCH ST	DENVER	7226 E COLFAX AVE	E-MS-5
0604208026000	C-BEC ENTERPRISE LLC	2220 N DOWNING ST	DENVER	7300 E COLFAX AVE	E-MS-5
0604208029000	C-BEC TAYLOR LLC	2220 N DOWNING ST	DENVER	7310 E COLFAX AVE	E-MS-5
0133324030000	RAKEN PROPERTY COMPANY LLC	9635 MAROON CIR STE 300	ENGLEWOOD	7313 E COLFAX AVE	E-MS-5
0133324027000	CENTURY PACIFIC HOUSING PARTNERSHIP V	2044 OVERLAND AVE	LOS ANGELES	7327 E COLFAX AVE	E-MS-5
0604208015000	C-QUIN TAYLOR LLC	2220 N DOWNING ST	DENVER	7380 E COLFAX AVE	E-MS-5
0604207002000	SQUEEKY CLEAN CAR WASH INC	507 SCHUMAKER RD	BENNETT	7400 E COLFAX AVE	E-MS-3
0133325025000	STAR 1 LLC	7453 DALE CT	WESTMINSTER	7401 E COLFAX AVE	E-MS-3
0604207015000	RAFAILOV,ANDREI	7440 E COLFAX AVE	DENVER	7440 E COLFAX AVE	E-MS-3
0133325008000	STAR 2 LLC	7453 DALE CT	WESTMINSTER	7453 E COLFAX AVE	E-MS-3
0604206001000	KOLAR,SCOTT L	7500 E COLFAX AVE	DENVER	7500 E COLFAX AVE	E-MS-3
0133326028000	STAR 3 LLC	7453 DALE CT	WESTMINSTER	7501 E COLFAX AVE	E-MS-3
0604206017000	E COLFAX LLC	PO BOX 4380	KETCHUM	7540 E COLFAX AVE	E-MS-3
0133326011000	LIU,TAI	2283 S ALTON WAY	DENVER	7579 E COLFAX AVE	E-MS-3
0604205025000	WETTSTEIN,HENRY B	5025 LIVERPOOL ST	DENVER	7600 E COLFAX AVE	E-MS-3
0133327008000	T & N ENTERPRISES LLC	445 EDISON PL	SUPERIOR	7601 E COLFAX AVE	E-MS-3
0133327023000	SEJ ASSET MANAGEMENT & INVESTMENT C	1722 ROUTH ST STE 1000	DALLAS	7675 E COLFAX AVE	E-MS-3
0604205019000	DANIEL CASTRO PROPERTIES LLC	403 N DE GAULLE CT	AURORA	7676 E COLFAX AVE	E-MS-3
0604204023000	YAMIN,NED FAMILY TRUST	9454 WILSHIRE BLVD UNIT PH	BEVERLY HILLS	7700 E COLFAX AVE	E-MS-3
0133328009000	HOTTY WATTY LLC	214 N SHERMAN ST	DENVER	7701 E COLFAX AVE	E-MS-3
0133328010000	DOMENICO,JAMES J FAM TRUST	34 TAMARADE DR	LITTLETON	7739 E COLFAX AVE	E-MS-3
0604204026000	YAMIN,NED FAMILY TRUST	9454 WILSHIRE BLVD UNIT PH	BEVERLY HILLS	7740 E COLFAX AVE	E-MS-3
0604203015000	YOHANNES,YEMANE W	2016 W 32ND AVE	DENVER	7800 E COLFAX AVE	E-MS-3
0133329010000	7801 E COLFAX AVE LLC	5700 W COLFAX AVE	LAKESWOOD	7801 E COLFAX AVE	E-MS-3
0133329037000	QUEEN AUTO SALES	7825 E COLFAX AVE	DENVER	7825 E COLFAX AVE	E-MS-3
0604203022000	ANGEL,JOSE MARIA HERRERA	5225 S HALEYVILLE WAY	AURORA	7840 E COLFAX AVE	E-MS-3
0604201001000	A & M SHERIF LLC	17701 E IDA AVE	AURORA	8000 E COLFAX AVE	E-MS-5
0133331014000	8031 E COLFAX ASSOCIATES	910 16TH ST STE 500	DENVER	8031 E COLFAX AVE	E-MS-3

0604201012000	8080 E COLFAX LLC	8882 SELLY RD	PARKER	8080 E COLFAX AVE	E-MS-5
0604108022000	GERMAIN INVESTMENT COMPANY	1825 LAWRENCE ST STE 112	DENVER	8100 E COLFAX AVE	E-MS-5
0133421012000	HALL FAMILY TRUST	20556 E 55TH AVE	DENVER	8107 E COLFAX AVE	E-MS-3
0133421014000	ZAMORA ALVARADO,VICENTE A	12098 E COLORADO PL	AURORA	8115 E COLFAX AVE	E-MS-3
0133421015000	SHARMA,N K	2920 RANCH RESERVE LN	WESTMINSTER	8135 E COLFAX AVE	E-MS-3
0133421016000	8151 COLFAX LLC	1080 W LITTLETON BLVD	LITTLETON	8141 E COLFAX AVE	E-MS-3
0604108011000	U-HAUL REAL ESTATE CO	PO BOX 29046	PHOENIX	8150 E COLFAX AVE	E-MS-5
0604107002000	GALLAN PROPERTIES LLC	1155 ASH ST APT 1208	DENVER	8200 E COLFAX AVE	E-MS-5
0133422026000	82 PROPERTIES LLC	8205 E COLFAX AVE	DENVER	8205 E COLFAX AVE	E-MS-3
0133422010000	TAKNH LLC	8275 E COLFAX AVE	DENVER	8275 E COLFAX AVE	E-MS-3
0604107017000	REGIS MOTEL LLC	8282 E COLFAX AVE	DENVER	8282 E COLFAX AVE	E-MS-3
0604106022000	ORLANDO & ORLANDO REAL ESTATE LLC	8300 E COLFAX AVE	DENVER	8300 E COLFAX AVE	E-MS-3
0604106025000	OLAWORE,MOSES O	8330 E COLFAX AVE	DENVER	8330 E COLFAX AVE	E-MS-3
0133423010000	KAFL,BSRAT	8339 E COLFAX AVE	DENVER	8339 E COLFAX AVE	E-MS-3
0604102001000	ISAAC A,LLC	8700 E COLFAX AVE	DENVER	8700 E COLFAX AVE	E-MS-5
0133427009000	DAHLAK LLC	8701 E COLFAX AVE	DENVER	8701 E COLFAX AVE	E-MS-5
0604102002000	HALIBURTON,WALLACE	8710 E COLFAX AVE	DENVER	8710 E COLFAX AVE	E-MS-5
0604102024000	CLYDE SEILER CHAPTER NO 21 DISABLED AM	8720 E COLFAX AVE	DENVER	8720 E COLFAX AVE	E-MS-5
0604102031000	GLOBAL BUSINESS GROUP LLC	22540 E RIDGE TRAIL DR	AURORA	8780 E COLFAX AVE	E-MS-5
0133427010000	PARK,MI JEONG	8787 E COLFAX AVE	DENVER	8787 E COLFAX AVE	E-MS-5
0604101001000	KLEIN,BORIS	7670 E ARIZONA DR	DENVER	8800 E COLFAX AVE	E-MS-5
0604101003000	WILSON,KIRK D	PO BOX 631	AURORA	8828 E COLFAX AVE	E-MS-5
0133428023000	BOWMAN REVOCABLE FAMILY TRUST	22209 OAK ORCHARD RD	NEWHALL	8835 E COLFAX AVE	E-MS-5
0604101024000	VARGAS,ROBERTO LOPEZ	8890 E COLFAX AVE	DENVER	8890 E COLFAX AVE	E-MS-5
0133423053000	CITY & COUNTY OF DENVER	201 COLFAX AVE DEPT 401	DENVER	8315 E COLFAX MISC AVE	E-MS-5
0133423054000	CITY & COUNTY OF DENVER	201 COLFAX AVE DEPT 401	DENVER	8315 E COLFAX MISC 2 AVE	E-MS-5
0501208013000	HEIGHTS COMMUNITY CHURCH INC	PO BOX 6895	DENVER	1477 N COLUMBINE ST	U-MS-5
0501109030000	VOGEL,KRIS R	1475 COOK ST	DENVER	1475 N COOK ST	U-MS-3
0502205066000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	1446 N CORONA ST APPRX	C-MS-8
0502205056000	ROUTE 40 RE LLC	18 INVERNESS PL	ENGLEWOOD	1446 N CORONA ST	C-MS-8
0502205057000	ROUTE 40 RE LLC	18 INVERNESS PL	ENGLEWOOD	1446 N CORONA ST	C-MS-8
0502205058000	ROUTE 40 RE LLC	18 INVERNESS PL	ENGLEWOOD	1446 N CORONA ST	C-MS-8
0502206013000	SAWAYA,JULIE K	2349 FOREST ST	DENVER	1451 N CORONA ST	C-MS-8
0502206014000	NATIONAL TRUST FOR HISTORIC PRESERVAT	1420 N OGDEN ST STE 203	DENVER	1457 N CORONA ST	C-MS-8

0606108002000	GALLATIN,SAMANTHA M	1476 DAHLIA ST	DENVER	1476 N DAHLIA ST	U-MS-3
0131330037000	FOGAL,CHRISTOPHER H	PO BOX 13902	DENVER	1501 N DAHLIA ST	U-MS-3
0236310111000	DETROIT STREET DENVER LLC	1 S DEARBORN ST FL 20	CHICAGO	1504 N DETROIT ST	G-MS-5
0236310112000	DETROIT STREET DENVER LLC	1 S DEARBORN ST FL 20	CHICAGO	1530 N DETROIT ST	G-MS-3
0235427026000	1530 DOWNING STREET LLC	PO BOX 18752	DENVER	1530 N DOWNING ST	C-MS-5
0235425012000	MOUNTAIN FINANCE & REALTY CO	2333 E OHIO AVE	DENVER	1516 N EMERSON ST	C-MS-8
0131436016000	ANAYA,MARIO A	1521 EUDORA ST	DENVER	1521 N EUDORA ST	U-MS-3
0131433013000	DECROCE,EDWARD C	1510 FAIRFAX ST	DENVER	1510 N FAIRFAX ST	U-MS-3
0131433012000	SOLBERG,JOSHUA A	1514 FAIRFAX ST	DENVER	1514 N FAIRFAX ST	U-MS-3
0131433023000	1201 LINCOLN AVENUE LLC	5591 PIONEER RD	BOULDER	1522 N FAIRFAX ST	U-MS-3
0131432011000	CHIESA,ROBERT P LLC	1520 FILBERT CT	DENVER	1520 N FILBERT CT	U-MS-3
0501204032000	FILLMORE FLATS LLC	7200 S ALTON WAY STE A310	ENGLEWOOD	1479 N FILLMORE ST	U-MS-3
0236311010000	HANCOCK,WOODROW WILSON JR	1059 GENESEE VISTA RD	GOLDEN	1508 N FILLMORE ST	G-MS-3
0236311038000	SATYA LLC	8181 E TUFTS AVE STE 560	DENVER	1512 N FILLMORE ST VCNT	G-MS-3
0606105035000	MOUNTAIN FINANCE & REALTY CO	2333 E OHIO AVE	DENVER	1475 N FOREST ST	U-MS-3
0502108058000	SFP LLC	5301 PRESERVE PKWY	GREENWOOD VIL	1445 N FRANKLIN ST VCNT	C-MS-8
0502107024000	SOUTH BROADWAY & EAST ARIZONA LLC	205 DETROIT ST STE 200	DENVER	1450 N FRANKLIN ST	C-MS-8
0235536030000	MOUNTAIN STATES BANK	PO BOX 22314	DENVER	1544 N FRANKLIN ST	C-MS-8
0503105012000	DIKEOU REALTY	1615 CALIFORNIA ST	DENVER	1470 N GRANT ST	C-MS-8
0234927019000	COLORADO EDUCATION ASSN	1500 N GRANT ST	DENVER	1500 N GRANT ST	C-MS-8
0606102003000	YOUNG,BRUCE L	1474 GRAPE ST	DENVER	1474 N GRAPE ST	U-MS-3
0606102002000	FARQUHAR,JEFFREY L	1480 GRAPE ST	DENVER	1480 N GRAPE ST	U-MS-3
0606101024000	1469 HOLLY ST LLC	PO BOX 370146	DENVER	1469 N HOLLY ST	U-MS-3
0606101002000	MILLS,MICHAEL D & LAURA	14663 MEADOWOOD DR	SAVAGE	1476 N HUDSON ST	U-MS-3
0502108061000	1480 HUMBOLDT STREET LLC	1480 N HUMBOLDT ST	DENVER	1448 N HUMBOLDT ST	C-MS-8
0502202136136	NIXON,DURAND ALBERT	1475 N HUMBOLDT ST APT 1	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202137137	BALDRIDGE,ADAM	1475 N HUMBOLDT ST APT 2	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202138138	ORMSBY,KYLE	1475 N HUMBOLDT ST APT 3	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202139139	CELLA,LINDSEY	1475 N HUMBOLDT ST APT 4	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202140140	GLENN,ROBERT L	1475 N HUMBOLDT ST APT 5	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202141141	PRICE,BRADFORD KELLY	519 DAVIDSON WAY UNIT C	SALIDA	1475 N HUMBOLDT ST APT	C-MS-5
0502202142142	DAHL,EMMA	1475 N HUMBOLDT ST APT 7	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202143143	MACIAS,OMARAH	1475 N HUMBOLDT ST APT 8	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202144144	DORWART,JOHN K	70 UPHAM CT	LAKEWOOD	1475 N HUMBOLDT ST APT	C-MS-5

0502202145145	SADAFI,CAMERON	1475 N HUMBOLDT ST APT 10	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202146146	UJKASHI,AMANDA	1475 N HUMBOLDT ST APT 11	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202147147	SVENDSEN,KRISTEN JILL	45 S PENNSYLVANIA ST	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202148148	DARNELL,DAWN E	1475 N HUMBOLDT ST APT 14	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202149149	TURNER,KATLYN M	1475 N HUMBOLDT ST APT 15	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202150150	LUGOVICH,JOHN	1475 N HUMBOLDT ST APT 16	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202151151	DELAMARTER,JEANA	1475 N HUMBOLDT ST APT 17	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202152152	MARTINEZ,EMMANUEL	1475 N HUMBOLDT ST APT 18	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202153153	PINSONNEAULT,GARY L	1081 COTTONWOOD ST	BROOMFIELD	1475 N HUMBOLDT ST APT	C-MS-5
0502202154154	EGUCHI,BRONSON	1475 N HUMBOLDT ST APT 20	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202155155	POLACEK,ALAN	1475 N HUMBOLDT ST APT 21	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202156156	SMITH,LEAH	1475 N HUMBOLDT ST APT 22	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202157157	ROITZ,ANDREW	1475 N HUMBOLDT ST APT 24	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202158158	BROWN,JASON M	1475 N HUMBOLDT ST APT 25	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202159159	HUMBOLDT LANDING LLC	965 N PEARL ST	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202160160	MARTIN,JENELLE C	1475 N HUMBOLDT ST APT 27	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202161161	COUGHLIN,MARGARET	1475 N HUMBOLDT ST APT 28	DENVER	1475 N HUMBOLDT ST APT	C-MS-5
0502202162162	BELICA,ROBERT S	14943 XENIA ST	THORNTON	1475 N HUMBOLDT ST STRA	C-MS-5
0502108062000	1480 HUMBOLDT STREET LLC	1480 N HUMBOLDT ST	DENVER	1480 N HUMBOLDT ST	C-MS-8
0235430005000	ROCKY MOUNTAIN SCOOTER CENTER INC	1133 RACE ST UNIT 14N	DENVER	1510 N HUMBOLDT ST	C-MS-8
0605209015000	DAUB,KRISTOFOR	1475 IVANHOE ST	DENVER	1475 N IVANHOE ST	U-MS-3
0605209014000	ZHOU,YIRU	1477 IVANHOE ST	DENVER	1477 N IVANHOE ST	U-MS-3
0605209012000	QUINLAN,JENNIE	1479 IVANHOE ST	DENVER	1479 N IVANHOE ST	U-MS-3
0236300013000	UNBRIDLED WEALTH LLC	1400 JOSEPHINE ST	DENVER	1525 N JOSEPHINE ST	C-MS-5
0605205009000	STARFIRE HOLDINGS LLC	1440 KEARNEY ST	DENVER	1459 N KEARNEY ST	C-MS-5
0132329011000	DENVER HOUSING LLC	1035 OSAGE ST	DENVER	1535 N KRAMERIA ST	U-MS-3
0502203020000	ALTA COURT LLC	17 IVALOO ST	SOMERVILLE	1435 N LAFAYETTE ST	C-MS-5
0502203013000	ALTA COURT LLC	17 IVALOO ST	SOMERVILLE	1441 N LAFAYETTE ST	C-MS-5
0502203014000	ALTA COURT LLC	17 IVALOO ST	SOMERVILLE	1443 N LAFAYETTE ST	C-MS-5
0502203038000	ALTA COURT LLC	17 IVALOO ST	SOMERVILLE	1459 N LAFAYETTE ST	C-MS-5
0502202170000	ALTA COURT LLC	17 IVALOO ST	SOMERVILLE	1490 N LAFAYETTE ST	C-MS-5
0502202169000	ALTA COURT LLC	17 IVALOO ST	SOMERVILLE	1490 N LAFAYETTE ST	C-MS-5
0235428029000	ANCHOR COMMUNITY	4251 KIPLING ST UNIT 405	WHEAT RIDGE	1555 N LAFAYETTE ST	C-MS-5
0605202019000	LEYDEN LLC	2044 DAHLIA ST	DENVER	1460 N LEYDEN ST	U-MS-3

0605202017000	1475 LOCUST LLC	2079 44TH AVE	DENVER	1475 N LOCUST ST	U-MS-3
0132331008000	MEIER REAL ESTATE HOLDING II LLC	5786 W 81ST PL	ARVADA	1501 N LOCUST ST	U-MS-3
0503105004000	DIKEOU REALTY	1615 CALIFORNIA ST STE 707	DENVER	1445 N LOGAN ST	C-MS-8
0503104077000	DIKEOU,ANDREA C	300 BELLAIRE ST	DENVER	1450 N LOGAN ST	C-MS-8
0503105003000	DIKEOU REALTY	1615 CALIFORNIA ST STE 707	DENVER	1455 N LOGAN ST	C-MS-8
0503105002000	1461 LOGAN STREET APTS LLC	PO BOX 1371	WHEAT RIDGE	1461 N LOGAN ST	C-MS-8
0503104030000	DIKEOU,ANDREA C	300 BELLAIRE ST	DENVER	1480 N LOGAN ST	C-MS-8
0503104029000	DIKEOU,ANDREA C	300 BELLAIRE ST	DENVER	1480 N LOGAN ST RESD	C-MS-8
0234927025000	ARCHDIOCESE OF DENVER	1300 S STEELE ST	DENVER	1525 N LOGAN ST	C-MS-8
0234926017000	ARCHDIOCESE OF DENVER	1300 S STEELE ST	DENVER	1530 N LOGAN ST	C-MS-8
0234927026000	ARCHDIOCESE OF DENVER	1300 S STEELE ST	DENVER	1535 N LOGAN ST	C-MS-8
0501105044044	WU,YANLIN	21 EVERGREEN CIR	CANTON	1488 N MADISON ST UNIT 1	U-MS-5
0501105045045	BYRNE,ALEXANDER	1488 MADISON ST UNIT 102	DENVER	1488 N MADISON ST UNIT 1	U-MS-5
0501105046046	FISCHER,MATTHEW	1488 MADISON ST UNIT 109	DENVER	1488 N MADISON ST UNIT 1	U-MS-5
0501105047047	PECTOL,BRANT P	1488 MADISON ST UNIT 110	DENVER	1488 N MADISON ST UNIT 1	U-MS-5
0501105048048	WALKER,MICHAEL	1488 MADISON ST UNIT 111	DENVER	1488 N MADISON ST UNIT 1	U-MS-5
0501105049049	EMBURY,TAYLOR	1488 MADISON ST UNIT 201	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105050050	GAJDECKI,ROBERT	1488 MADISON ST UNIT 202	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105051051	CRONEN,TRAVIS	1488 MADISON ST UNIT 203	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105052052	MAENG,SOO OK	215 N CONEJO SCHOOL RD APT 1	THOUSAND OAKS	1488 N MADISON ST UNIT 2	U-MS-5
0501105053053	ABUSALEH,BELAL	1488 MADISON ST UNIT 205	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105054054	HENRICH,KEITH M	1488 MADISON ST UNIT 206	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105055055	ESKER,BLAKE	1488 MADISON ST UNIT 207	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105056056	CLAY,WILLIAM THEE III	1488 MADISON ST UNIT 208	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105057057	BRENNAN,CHRISTOPHER	1488 MADISON ST UNIT 209	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105058058	CREAMER,DEWAYNE J	1488 MADISON ST UNIT 210	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105059059	EARNHARDT,MATTHEW TAKUYA	1488 MADISON ST UNIT 211	DENVER	1488 N MADISON ST UNIT 2	U-MS-5
0501105060060	1488 MADISON ST #301 LLC	1488 MADISON ST UNIT 301	DENVER	1488 N MADISON ST UNIT 3	U-MS-5
0501105061061	ATABAEV,GEORGE	1488 MADISON ST UNIT 302	DENVER	1488 N MADISON ST UNIT 3	U-MS-5
0501105062062	SEKLER,LIOR	1488 MADISON ST UNIT 303	DENVER	1488 N MADISON ST UNIT 3	U-MS-5
0501105063063	SAFFELL,TIMOTHY	1488 MADISON ST UNIT 304	DENVER	1488 N MADISON ST UNIT 3	U-MS-5
0501105064064	L & M CATTLE COMPANY LLC	88 HARTURA WAY	HOT SPRINGS VIL	1488 N MADISON ST UNIT 3	U-MS-5
0501105065065	WEBER,VALERIE A	1488 MADISON ST UNIT 306	DENVER	1488 N MADISON ST UNIT 3	U-MS-5
0501105066066	CIRONI,MATTHEW J	1488 MADISON ST UNIT 307	DENVER	1488 N MADISON ST UNIT 3	U-MS-5

0501105067067	COSTON,MICHAEL C	1488 MADISON ST UNIT 308	DENVER	1488 N MADISON ST UNIT 3 U-MS-5
0501105068068	FLORES,MARGARITA	1488 MADISON ST UNIT 309	DENVER	1488 N MADISON ST UNIT 3 U-MS-5
0501105069069	KEPPEL,RONALD REV LIV TRUST	14129 PARLIAMENT DR	CHESTERFIELD	1488 N MADISON ST UNIT 3 U-MS-5
0501105072072	BENITEZ, MICHAEL JR	1488 MADISON ST UNIT 403	DENVER	1488 N MADISON ST UNIT 4 U-MS-5
0501105073073	WICKNESS,SCOTT M	1488 MADISON ST UNIT 404	DENVER	1488 N MADISON ST UNIT 4 U-MS-5
0501105074074	CHRISTOPH,GRETCHEN B	1488 MADISON ST UNIT 405	DENVER	1488 N MADISON ST UNIT 4 U-MS-5
0501105075075	ORENSTEIN,LON	1488 MADISON ST UNIT 406	DENVER	1488 N MADISON ST UNIT 4 U-MS-5
0501105076076	USMAN,LIVING TRUST	1488 MADISON ST UNIT 501	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105077077	MCCABE,JOE	1488 MADISON ST UNIT 502	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105078078	PETERSON,JAMES D	1488 MADISON ST UNIT 503	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105079079	BRENNAN,CHISTOPHER	1488 MADISON ST UNIT 504	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105080080	PROVENCAL,ROBERT	7099 TORREY ST	ARVADA	1488 N MADISON ST UNIT 5 U-MS-5
0501105081081	TERYAZOS,THEO	1448 MADISON ST # 508	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105082082	LOPEZ,JUAN CARLOS GOETHE	1488 MADISON ST UNIT 509	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105083083	SCRIMENTI,DIANE	1488 MADISON ST UNIT 505	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105084084	FOUST,ABIGAIL	1488 MADISON ST UNIT 506	DENVER	1488 N MADISON ST UNIT 5 U-MS-5
0501105085085	TRAN,MARVINH	3500 E COLFAX AVE UNIT A	DENVER	1488 N MADISON ST A U-MS-5
0501105086086	TRAN,HUONG THI	3809 S ELKHART ST	AURORA	1488 N MADISON ST B U-MS-5
0236411048000	SIAHAMIS,PETE E	1485 MADISON ST	DENVER	1515 N MADISON ST U-MS-3
0502204017000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	1425 N MARION ST C-MS-8
0502204049000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	1431 N MARION ST C-MS-8
0502204048000	COLFAX DOWNING OWNER LLC	711 NAVARRO ST STE 400	SAN ANTONIO	1433 N MARION ST C-MS-8
0235428055000	COLFAX & MARION LLC	1485 S COLORADO BLVD STE 30C	DENVER	1502 N MARION ST APPRX C-MS-5
0235428057000	OPEN DOOR FELLOWSHIP CHURCH	1530 N MARION ST	DENVER	1502 N MARION ST VCNT C-MS-5
0235428058000	COLFAX & MARION LLC	1485 S COLORADO BLVD STE 30C	DENVER	1502 N MARION ST VCNT C-MS-5
0235427029000	KINGA'S LLC	1509 N MARION ST	DENVER	1509 N MARION ST COMM C-MS-5
0235427028000	KINGA'S LLC	1509 N MARION ST	DENVER	1509 N MARION ST RESD C-MS-5
0235428060000	COLFAX & MARION LLC	1485 S COLORADO BLVD STE 30C	DENVER	1518 N MARION ST C-MS-5
0235428059000	OPEN DOOR FELLOWSHIP CHURCH	1520 N MARION ST	DENVER	1520 N MARION ST C-MS-5
0235427013000	1521 MARION LLC	PO BOX 8400	DENVER	1521 N MARION ST C-MS-5
0235428056000	OPEN DOOR FELLOWSHIP CHURCH	1530 N MARION ST	DENVER	1530 N MARION ST APPRX C-MS-5
0235428053000	OPEN DOOR FELLOWSHIP CHURCH	1530 N MARION ST	DENVER	1530 N MARION ST C-MS-5
0235428054000	OPEN DOOR FELLOWSHIP CHURCH	1530 N MARION ST	DENVER	1530 N MARION ST C-MS-5
0235428061000	OPEN DOOR FELLOWSHIP CHURCH	1530 N MARION ST	DENVER	1532 N MARION ST APPRX C-MS-5

0605108008000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	1490 N MONACO STREET PK	E-MS-3
0605108007000	COLFAX AVENUE HOLDINGS LLC	2351 NW WESTOVER RD UNIT 70	PORTLAND	1490 N MONACO STREET PK	E-MS-3
0501104003000	BUSCARELLO,DANIEL R	2356 N LAFAYETTE ST	DENVER	1472 N MONROE ST	U-MS-3
0501105020000	3570 E COLFAX LLC	1478 BIRCH ST	DENVER	1477 N MONROE ST	U-MS-5
0235425063000	OGDEN STREET DEVELOPMENT LLC	5590 E YALE AVE STE 201	DENVER	1505 N OGDEN ST	C-MS-8
0235425065000	CORN DOG LLC	5590 E YALE AVE STE 201	DENVER	1515 N OGDEN ST #RPK	C-MS-5
0235425064000	CORN DOG LLC	5590 E YALE AVE STE 201	DENVER	1515 N OGDEN ST #FPK	C-MS-5
0235425066066	HATTENDORF,MATTHEW CARL	1515 OGDEN ST APT 1	DENVER	1515 N OGDEN ST APT 1	C-MS-5
0235425067067	URSPRUNG,MATTHEW	1515 N OGDEN ST APT 2	DENVER	1515 N OGDEN ST APT 2	C-MS-5
0235425068068	WITS END WEST LLC	1515 N OGDEN ST APT 3	DENVER	1515 N OGDEN ST APT 3	C-MS-5
0235425069069	SALAMON,MICHAEL	1515 N OGDEN ST APT 4	DENVER	1515 N OGDEN ST APT 4	C-MS-5
0235425070070	LORETTE,CHRISTOPHER C	1515 N OGDEN ST APT 5	DENVER	1515 N OGDEN ST APT 5	C-MS-5
0235425071071	GRANT,JOHN ALEXANDER	1515 N OGDEN ST APT 6	DENVER	1515 N OGDEN ST APT 6	C-MS-5
0235425072072	MCSTAY,CHRISTOPHER	22 VANDERBILT RD	SCARSDALE	1515 N OGDEN ST APT 7	C-MS-5
0235425073073	DAPPER,JAMES CHRISTOPHER	1515 N OGDEN ST APT 8	DENVER	1515 N OGDEN ST APT 8	C-MS-5
0503103012000	ASPEN LEAF CONSTRUCTION LLC	2 SUNSET DR	CHERRY HILLS VIL	1447 N PEARL ST	C-MS-8
0503102023000	ROBINSON COLFAX LLC	3200 E CHERRY CREEK SOUTH DF	DENVER	1450 N PEARL ST	C-MS-8
0503103013000	DUMAN,HENRY & PAULA	3 CANON DR	GREENWOOD VIL	1477 N PEARL ST	C-MS-8
0234926028000	ARCHDIOCESE OF DENVER	1300 S STEELE ST	DENVER	1501 N PENNSYLVANIA ST	C-MS-8
0234925022000	MCDONALDS REAL ESTATE COMPANY	1905 S FEDERAL BLVD	DENVER	1522 N PENNSYLVANIA ST	C-MS-8
0605102001000	POINT COMMERCE TWO LLC	PO BOX 1220	SOUTH FORK	1480 N PONTIAC ST	E-MS-5
0605102010000	DAERO LLC	1605 BOSTON ST	AURORA	1401 N POPLAR ST	E-MS-3
0605102018000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 401	DENVER	1401 N POPLAR ST APPRX	E-MS-3
0605101021000	POPLAR 21 LLC	574 SANTA FE DR STE 110	DENVER	1410 N POPLAR ST	E-MS-3
0605101003000	DAERO LLC	1605 BOSTON ST	AURORA	1422 N POPLAR ST	E-MS-3
0605101002000	COLLINS,JOHN	9396 E ASBURY PL	DENVER	1452 N POPLAR ST	E-MS-5
0604208005000	C-BEC KRUSE LLC	2220 N DOWNING ST	DENVER	1428 N QUEBEC ST	E-MS-5
0604208020000	CBEC PARK LLC	2220 N DOWNING ST	DENVER	1450 N QUEBEC ST	E-MS-5
0132442019000	ABRAHAM ENTERPRISES LLC	6503 S OURAY ST	AURORA	1515 N QUEBEC ST	E-MS-5
0604208011000	ASH,DARLENE COUSINS REVOCABLE TRUST	1435 QUINCE ST	DENVER	1435 N QUINCE ST	E-MS-5
0604208012000	C-QUIN BULLOCK LLC	2220 N DOWNING ST	DENVER	1449 N QUINCE ST	E-MS-5
0604208013000	C-QUIN DARGIL LLC	2220 N DOWNING ST	DENVER	1455 N QUINCE ST	E-MS-5
0604208030000	C-QUIN GREEN LLC	2220 N DOWNING ST	DENVER	1461 N QUINCE ST	E-MS-5
0133325024000	GIRMAY,ERMIAS	1518 QUINCE ST	DENVER	1518 N QUINCE ST	E-MS-3

0604205002000	THOMAS,KRISTOPHER JASON	1462 ROSEMARY ST	DENVER	1462 N ROSEMARY ST	E-MS-3
0604206002000	KOLAR,SCOTT L	6181 S OLATHE ST	CENTENNIAL	1456 N ROSLYN ST	E-MS-3
0133328011000	DOMENICO,JAMES J FAM TRUST	34 TAMARADE DR	LITTLETON	1527 N SPRUCE ST	E-MS-3
0604201009000	SHARKEY PROPERTIES LLC	247 GRAHAM LN	JOHNSTOWN	1454 N TAMARAC ST	E-MS-5
0133329036000	QUEEN AUTO SALES LLC	7825 E COLFAX AVE	DENVER	1503 N TRENTON ST	E-MS-3
0133329012000	RONEY,SCOTT	PO BOX 791	SANTA CRUZ	1511 N TRENTON ST	E-MS-3
0604107004000	GUARDADO,JUAN F	12934 E ELGIN DR	DENVER	1442 N UINTA ST	E-MS-3
0604107003000	GUARDADO,JUAN F	12934 E ELGIN DR	DENVER	1452 N UINTA ST	E-MS-5
0604108003000	TIGHE,PAUL	6709 E 38TH AVE	DENVER	1400 N ULSTER ST	E-MS-5
0604201011000	GLOBAL BUSINESS PARTNERS LLC	4047 S HIMALAYA WAY	AURORA	1401 N ULSTER ST	E-MS-3
0604108021000	QUEEN AUTO SALES LLC	1106 S FULTON ST	AURORA	1414 N ULSTER ST	E-MS-3
0604108020000	IRIE PROPERTY MANAGEMENT LLC	2397 POPLAR ST	DENVER	1426 N ULSTER ST	E-MS-3
0604108004000	FARKAS,ROSIE G	6701 E CENTER AVE	DENVER	1434 N ULSTER ST	E-MS-5
0604108013000	FARKAS,ROSIE G	6701 E CENTER AVE	DENVER	1444 N ULSTER ST	E-MS-5
0133423058000	MHMP 15 E COLFAX LLLP	1600 BROADWAY STE 2000	DENVER	1500 N VALENTIA ST	E-MS-5
0133422018000	KIRSTEN MILLER REALTY LLC	8300 E COLFAX AVE # 100	DENVER	1525 N VALENTIA ST	E-MS-3
0133423051000	CITY & COUNTY OF DENVER	201 W COLFAX AVE DEPT 1010	DENVER	1500 N VALENTIA MISC ST	E-MS-5
0235531009000	1510 NORTH VINE LAND LLC	158 W 27TH ST	NEW YORK	1510 N VINE ST MISC	C-MS-5
0503102022000	ROBINSON COLFAX LLC	3200 E CHERRY CREEK SOUTH DR	DENVER	1433 N WASHINGTON ST	C-MS-8
0235535015000	AIR SAFETY INC	1525 N WILLIAMS ST	DENVER	1525 N WILLIAMS ST	C-MS-5
0604102033000	CLYDE SEILER CHAPTER 21 DISABLED AMERI	8720 E COLFAX AVE	DENVER	1446 N XANTHIA ST VCNT	E-MS-5
0604102032000	CLYDE SEILER CHAPTER 21 DISABLED AMERI	8720 E COLFAX AVE	DENVER	1448 N XANTHIA ST VCNT	E-MS-5
0502101036000	NEW METROPOLITAN DEVELOPMENT LLC	4335 E 14TH AVE	DENVER	1441 N YORK ST	G-MS-5
0236309016000	COJOYO LLC	1509 YORK ST STE 201	DENVER	1514 N YORK ST	C-MS-5
0236309007000	BASCOM MITCHELL FAMILY PARTNERSHIP L	1548 COOK ST	DENVER	1520 N YORK ST RESD	C-MS-5
0235530014000	LOCUST LLC	700 LEYDEN ST	DENVER	1529 N YORK ST	C-MS-5
0235530030000	YORK STREET MANOR LLC	2045 CRESTVUE CIR	GOLDEN	1535 N YORK ST RESD	C-MS-5
0236309015000	HRW HOLDINGS INC	717 31ST ST	DENVER	1536 N YORK ST UNIT 6	C-MS-5
0236309030000	YORK OFFICES LLC	1544 YORK ST	DENVER	1544 N YORK ST	C-MS-5
0236309018000	NINA SOPHIA LLC	1100 MILWAUKEE ST	DENVER	1550 N YORK ST	C-MS-5
0236309026000	AWAKEN HEALING CENTER	1574 YORK ST	DENVER	1574 N YORK ST COMM	C-MS-5
0236309025000	AWAKEN HEALING CENTER	1574 YORK ST	DENVER	1574 N YORK ST RESD	C-MS-5
0604101010000	JBT PROPERTIES LLC	5366 S HALEYVILLE WAY	AURORA	1401 N YOSEMITE ST	E-MS-5
0604101017000	XENIA VILLAGE APARTMENTS LLLP	2111 CHAMPA ST	DENVER	1401 N YOSEMITE ST	E-MS-5

0604101019000	XENIA VILLAGE APARTMENTS LLLP	2111 CHAMPA ST	DENVER	1401 N YOSEMITE ST	E-MS-5
0604101018000	XENIA VILLAGE APARTMENTS LLLP	2111 CHAMPA ST	DENVER	1401 N YOSEMITE ST	E-MS-5
0604101011000	1415 YOSEMITE LLC	1384 GLEN CT	BOULDER	1415 N YOSEMITE ST	E-MS-5
0604101012000	YOSEMITE ST LLC	12333 E CORNELL AVE UNIT 19	AURORA	1425 N YOSEMITE ST	E-MS-5
0604101026026	GABANI,YASIR	7236 E COLFAX AVE	DENVER	1437 N YOSEMITE ST APT 1	E-MS-5
0604101027027	GABANI,YASIR	936 E PHILLIPS LN	LITTLETON	1437 N YOSEMITE ST APT 2	E-MS-5
0604101028028	GABANI,YASIR	936 E PHILLIPS LN	LITTLETON	1437 N YOSEMITE ST APT 3	E-MS-5
0604101029029	GABANI,YASIR	936 E PHILLIPS LN	LITTLETON	1437 N YOSEMITE ST APT 4	E-MS-5
0604101030030	GABANI,YASIR	936 E PHILLIPS LN	LITTLETON	1437 N YOSEMITE ST APT 5	E-MS-5
0604101031031	GABANI,YASIR	1437 N YOSEMITE ST APT 6	DENVER	1437 N YOSEMITE ST APT 6	E-MS-5
0604101032032	GABANI,YASIR A	936 E PHILLIPS LN	LITTLETON	1437 N YOSEMITE ST APT 7	E-MS-5
0604101033033	GABANI,YASIR	936 E PHILLIPS LN	LITTLETON	1437 N YOSEMITE ST APT 8	E-MS-5
0604101034034	GABANI,YASIR	1437 N YOSEMITE ST APT 7	DENVER	1437 N YOSEMITE ST APT 9	E-MS-5
0604101035035	GABANI,YASIR	936 E PHILLIPS LN	LITTLETON	1437 N YOSEMITE ST APT 10	E-MS-5
0604101036036	GABANI,YASIR	936 E PHILLIPS LN	LITTLETON	1445 N YOSEMITE ST APT 11	E-MS-5
0604101037037	GAKA LIMITED LLC	3124 S PARKER RD STE A2204	AURORA	1445 N YOSEMITE ST APT 12	E-MS-5
0604101038038	ROOTS MARKETING & CLEANING LLC	1325 6TH ST	GREELEY	1445 N YOSEMITE ST APT 13	E-MS-5
0604101039039	ARAYA,ESTIFANOS T	5436 S GRANBY CT	AURORA	1445 N YOSEMITE ST APT 14	E-MS-5
0604101040040	AWAD,MAZEN LIVING TRUST	1089 E EASTER WAY	CENTENNIAL	1445 N YOSEMITE ST APT 15	E-MS-5
0604101041041	S L S ENTERPRISES LLC	1445 YOSEMITE ST APT 16	DENVER	1445 N YOSEMITE ST APT 16	E-MS-5
0604101042042	ROOTS MARKETING & CLEANING LLC	1325 6TH ST	GREELEY	1445 N YOSEMITE ST APT 17	E-MS-5
0604101043043	M & A ENTERPRISES LLC	1022 11TH ST	GREELEY	1445 N YOSEMITE ST APT 18	E-MS-5
0604101044044	ACOSTA,CESAR PALACIOS	1445 YOSEMITE ST APT 19	DENVER	1445 N YOSEMITE ST APT 19	E-MS-5
0604101045045	M & A ENTERPRISES LLC	1022 11TH ST	GREELEY	1445 N YOSEMITE ST APT 20	E-MS-5
0604101046046	COOTS,ALAN	5947 N ORLEANS ST	AURORA	1445 N YOSEMITE ST APT 21	E-MS-5

Colfax Ave DO-8 Outreach Summary

Councilmembers Sawyer, Herndon, CdeBaca, and Hinds held three community meetings.

- [Virtual Town Hall, January 24](#)
 - o https://www.facebook.com/watch/live/?ref=watch_permalink&v=1395545881217924
- In-person meeting at Carla Madison Rec Center, January 31
- [Virtual Town Hall, July 11](#)
 - o <https://www.facebook.com/DenverCouncil5/videos/290369910027656>

Meetings with external stakeholders

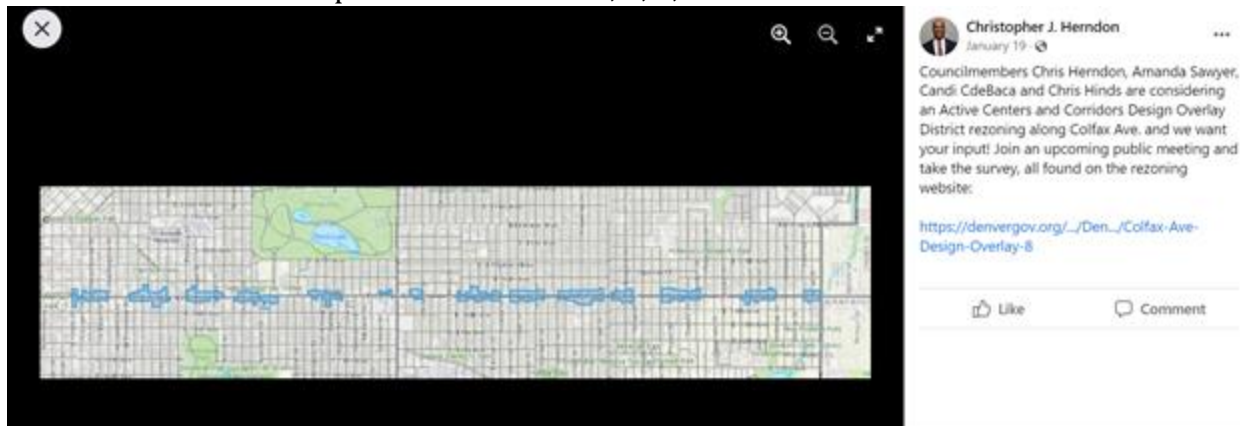
- May 23, 2022
- June 28, 2022
- July 25, 2022
- July 27, 2022

Survey – Released December 2022 and closed February 2023

- See Data presentation for more details and survey document for language

Social Media Outreach

Numerous social media posts from district 5, 8, 9, and 10





Councilwoman Amanda Sawyer 
Published by Hootsuite  · February 19 · 



The DO-8 Overlay survey will be open until March 1. Please share your feedback with us via the survey at [Bit.ly/ColfaxOverlay](https://bit.ly/ColfaxOverlay)

IMPORTANT: ZONING NEAR YOU MAY BE CHANGING!

Denver City Councilmembers Amanda Sawyer, Chris Hinds, Chris Herndon, and Candi CdeBaca are considering applying a design overlay on some parcels along Colfax Avenue. The goal is to activate ground-floor uses, create a more pedestrian-friendly environment, and better integrate future development into existing neighborhoods, in accordance with feedback from residents and business owners during the East and East Central Area Plan process.

WE WANT TO HEAR FROM YOU!

Website QR Code



Visit denvergov.org/ColfaxAveDO8 to watch the online public meeting and to learn more about this proposal.

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Please find out more and share your thoughts with us at DenverCouncil5@denvergov.org!

The city is considering changing zoning near you! For more information in your language, follow the website link or scan the QR code.

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မြို့ဝေးဝေးကမ်းခြေ သစ်များ ထည့်သွင်းရန် စောင့်ဆိုင်းနေခြင်း අදාළနှင့် ဆက်စပ်၍ အදိုင်းအခြေ ပြုစုခြင်း ပြင်ဆင်မှုနှင့် ဆက်စပ်၍ မြို့ဝေးဝေးကမ်းခြေ ပြင်ဆင်မှုများ ပြင်ဆင်ခဲ့ပါသည်။

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 2



Councilwoman Amanda Sawyer ✓

Published by Hootsuite · January 17 · 🌐



Denver City Councilmembers Amanda Sawyer, Chris Hinds, Chris Herndon, and Candi CdeBaca are considering applying a zoning overlay on some parcels along Colfax Avenue. The goal is to activate ground-floor uses, create a more pedestrian-friendly environment, and better integrate future development into existing neighborhoods, in accordance with feedback from residents and business owners during the East and East Central Area Plan process. Visit denvergov.org/ColfaxAveDO8 to lea... See more

IMPORTANT: ZONING NEAR YOU MAY BE CHANGING!

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WE WANT TO HEAR FROM YOU!

Website QR Code



Visit denvergov.org/ColfaxAveDO8 to learn more, register for our informational events, and to take our community survey!

- Virtual Meeting: January 24, 2023 at 6:00 p.m.
- In-person Meeting: January 31, 2023 at 6:00 p.m. at Carla Madison Rec Center



1 share



Like



Comment



Share



Write a comment...



Mailer – Sent to over 5000 properties along the Colfax corridor

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ကျွန်ုပ်တို့ ဆိုက်မိတ်လား၊ ကဆိတလဲ ဟိုက်ကဝီလား၊ အဘူးဒီးနားလီလီ။ လာနက မာနာအါထီပိတ် တာဂျီတက်ကျီလား၊ နကျီအဂီ၊ လဲဆူပျံယံသန့အဲတ ကျီ



Website QR Code

Our Neighbor At (or Current Resident)

Flyer – dropped at same properties along Colfax

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မြို့သက်ဆိုင်ရာမှ သင်နေထိုင်သော ဘေ့တည်နေရာ အနီးတွင် နယ်မြေ အပိုင်းအခြား ၎င်းပြင် ၎င်းလဲရန် စီစဉ်ထားကြောင်း အသိပေး အပ်ပါသည်။ သင့်၏ ဘာသာစကားဖြင့် သို့မဟုတ် ငါ့လိုချင်သော အချက်အလက်များရှိပါက ဝက်ဘ်ဆိုက်တွင် ရှာဖွေ နှိပ်ပါသည်။

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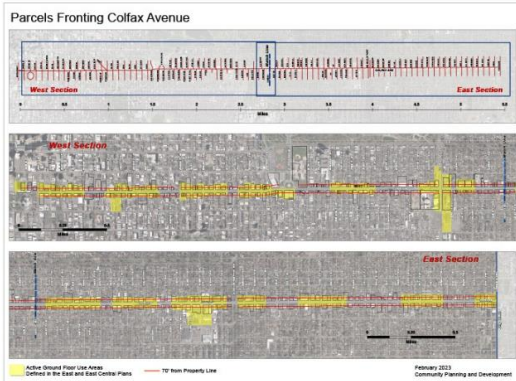
Colfax Ave Design Overlay-8

Councilmembers Amanda Sawyer, Chris Herndon, Candi CdeBaca and Chris Hinds are considering a rezoning that would change the zoning of parcels (including G-MS-5, G-MS-8, U-MS-3, U-MS-5, E-MS-3, E-MS-5, and some FC59) along Colfax Ave from Sherman St to Yosemite St to a zoning of "Active Centers and Corridors Design Overlay District," known as Design Overlay-8 (DO-8). This proposed legislative rezoning intends to implement adopted plan guidance and neighborhood input.

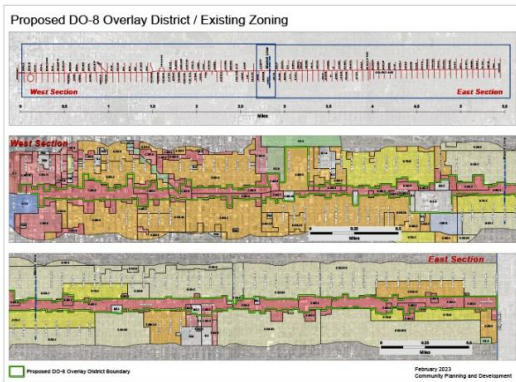
According to the [Denver Zoning Code](#) 9.4.5.12.B, the intent of the DO-8 Zone District is to encourage neighborhood mixed-use areas that support nonresidential active uses at the Street Level, promote active pedestrian-oriented building frontages, and provide sufficient space for transitions between the public realm and private residential dwellings.

To learn more about the rezoning process, check out the [Rezoning Page](#).

Click [HERE](#) (LPG, 10MB) to enlarge map below.



Click [HERE](#) (LPG, 4MB) to enlarge map below.



- Community Meetings +
- Consistency with existing plans +
- Frequently Asked Questions +

Current Status

We are in the phase of receiving feedback from the community on this proposal. No formal steps have been taken.

Please review our meeting resources below and thank you to those that completed our survey which closed on March 1st.

Contact Us

- [Find your council district here.](#)
- District 5, Councilperson [Amanda Sawyer](#): DenverCouncil5@denvergov.org.
- District 8, Councilperson [Chris Herndon](#): leva.hartman@denvergov.org or 720-337-8888
- District 9, Councilperson [Candi CdeBaca](#): brea.zeise@denvergov.org
- District 10, Councilperson [Chris Hinds](#): district10@denvergov.org

[Website on City's servers](#)

<https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Denver-City-Council/Colfax-Ave-Design-Overlay-8#:~:text=The%20DO%2D8%20requires%20nonresidential,a%20more%20pedestrian%2Dfriendly%20environment.>



E. Colfax Ave. D0-8 Overlay

Pre-Application Request: G-MS-5, G-MS-8, U-MS-3, U-MS-5, E-MS-3, E-MS-5, and some FC59 to add D0-8 Design Standards

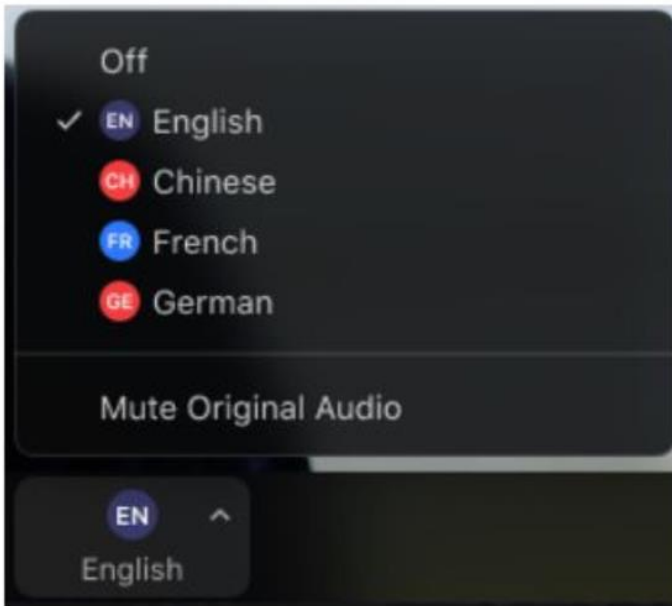
January 2023

TRANSLATION SERVICES:

1. In your meeting/webinar controls, click **Interpretation**.



2. Click the language that you would like to hear.



3. (Optional) To hear the interpreted language only, click **Mute Original Audio**.

To listen in Amharic, choose the French audio channel

To listen in Burmese, choose the Japanese audio channel

To listen in Karen, choose the Russian audio channel

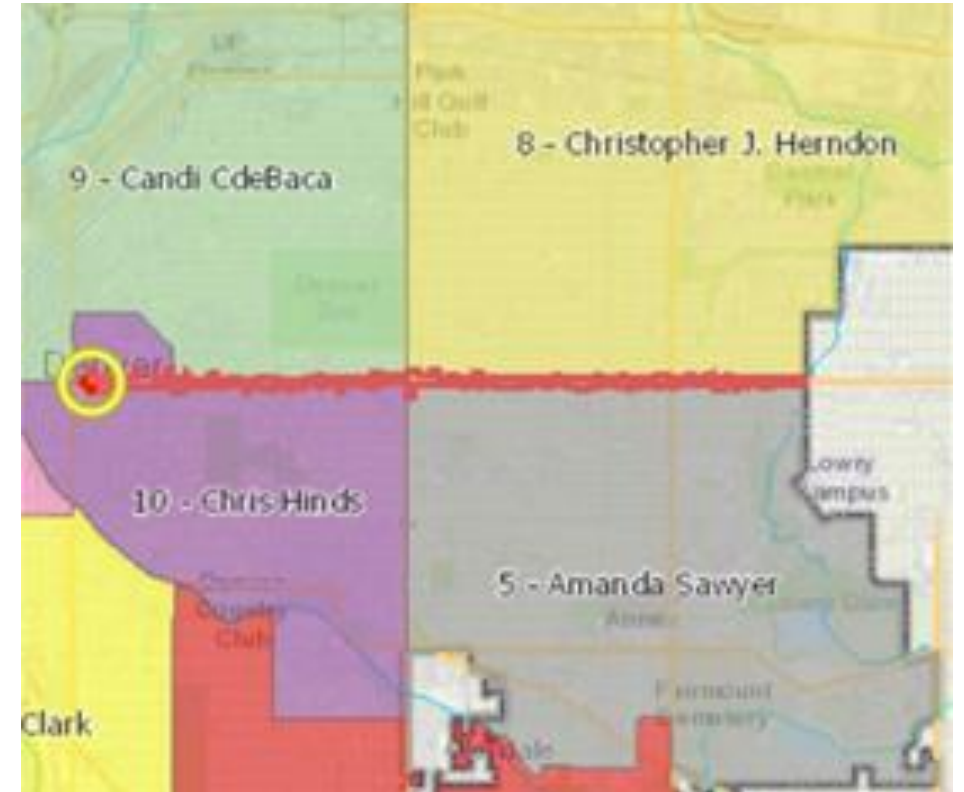
To listen in Spanish, choose the Spanish audio channel

OVERVIEW:

- Introductions
- Proposal
- Project Goals
- Overlay Information
- Existing Conditions
- Consistency with Adopted Plans
- FAQs & Additional Information
- Q&A/Discussion

THE PROPOSAL:

- Councilmembers Amanda Sawyer, Chris Herndon, Candi CdeBaca and Chris Hinds are considering a legislative rezoning that would add the DO-8 design overlay to most parcels along Colfax Ave. from Sherman to Yosemite.
- Current zone districts along this corridor include G-MS-5, G-MS-8, U-MS-3, U-MS-5, E-MS-3, E-MS-5, and some FC59.
- This proposed legislative rezoning intends to implement adopted plan guidance and neighborhood input from the East Central & East Area Plans.
- The intent of the DO-8 Overlay is to encourage mixed-use areas that support nonresidential active uses at the Street Level, promote active pedestrian-oriented building frontages, and provide sufficient space for transitions between the public realm and private residential dwellings.



REASON FOR REZONING:

- The purpose of this proposed rezoning is to achieve better development outcomes for future growth along the corridor.
- The Colfax corridor is currently focused on automobile and auto-oriented uses.
- The City intends to build a Bus Rapid Transit line along this corridor by 2026.
- By adding design guidelines set forth in the D0-8 overlay to existing zoning, future development along Colfax will shift towards a truly multi-modal corridor with vibrant commercial and residential spaces.

PROJECT GOALS:

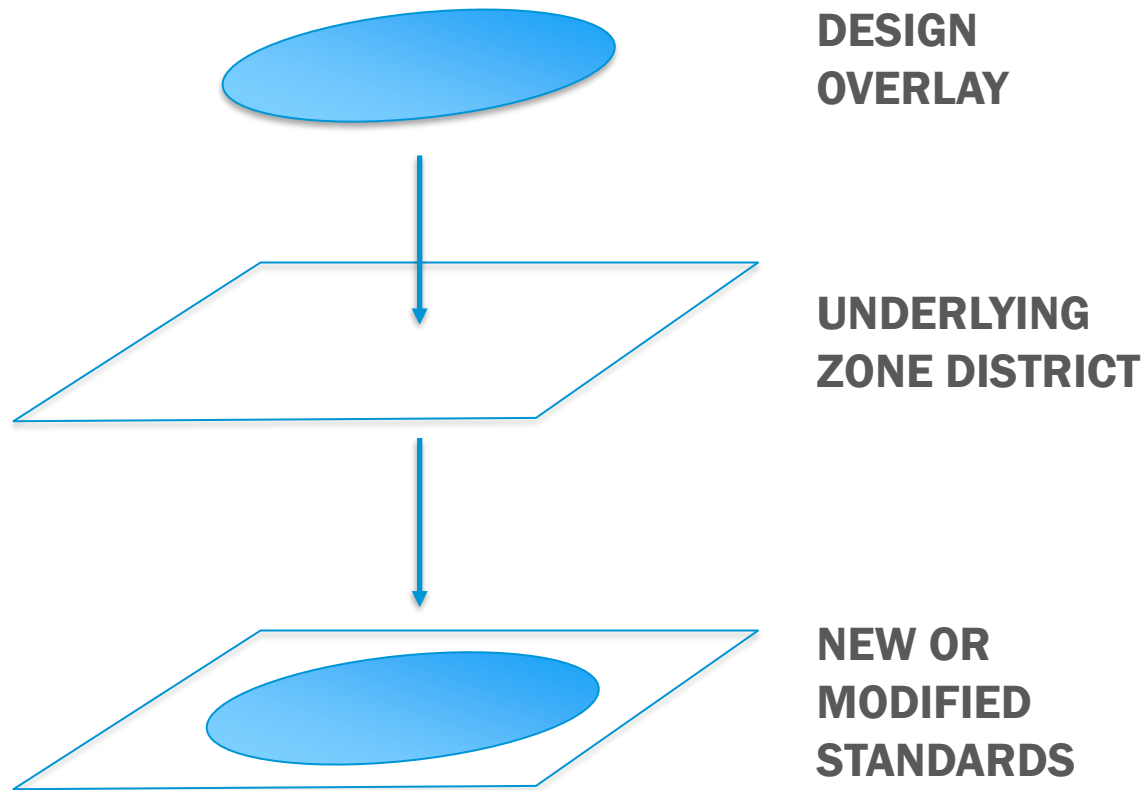
Map Amendment:

- To implement land-use recommendations made in the East Central and East Area Plans in response to community feedback.
- To encourage transit-oriented development and active street use on properties with frontage along the Colfax corridor from Sherman Street to Yosemite Street.

Outreach Process:

- To build awareness of the proposal, collect community feedback, and identify potential concerns.
- To modify the proposed map amendment based on community feedback if needed.

WHAT IS A DESIGN OVERLAY?



- Does not change the underlying zoning on a parcel
- Intended to reinforce the desired character for newly developing or redeveloping areas
- May add, remove, or modify the zoning standards of the underlying zone district
- May apply more than one design overlay to an area

ACTIVE CENTERS & CORRIDORS:

Active Centers and Corridors Design Overlay (DO-8)

DESIGN OVERLAY DISTRICT NAME	ZONING MAP DESIGNATOR
Uptown Design Overlay District	DO-1
Washington Street Design Overlay District	DO-2
Lafayette Street Design Overlay District	DO-3
Side Interior Setback Design Overlay District	DO-4
South Sloan's Lake Design Overlay District	DO-5
Peña Station Next Design Overlay District	DO-6
River North Design Overlay District	DO-7
<u>Active Centers and Corridors Design Overlay District</u>	<u>DO-8</u>

- Eight Design Overlays currently exist in the DZC
- The DO-8 overlay has broad applicability to many different types of mixed-use Centers and Corridors
- “8” does not refer to number of stories allowed!

DO-8 OVERLAY OBJECTIVES



- Mixed use areas, especially areas with Main Street zoning, should provide goods, services and amenities alongside residential
- Supports neighborhood quality of life, economy, and resiliency
- Encourages high levels of pedestrian activity
- Activates ground floor spaces to create a more welcoming environment

DO-8 OVERLAY OBJECTIVES



- Strong streetwall presence, but with flexibility for outdoor dining, retail, etc.
- Space for streetscape amenities and generous pedestrian areas
- High levels of transparency
- Comfortable transitions between public and private space
- Generous ground floor heights that support vibrant commercial activity

DO-8 OVERLAY STANDARDS – SUMMARY

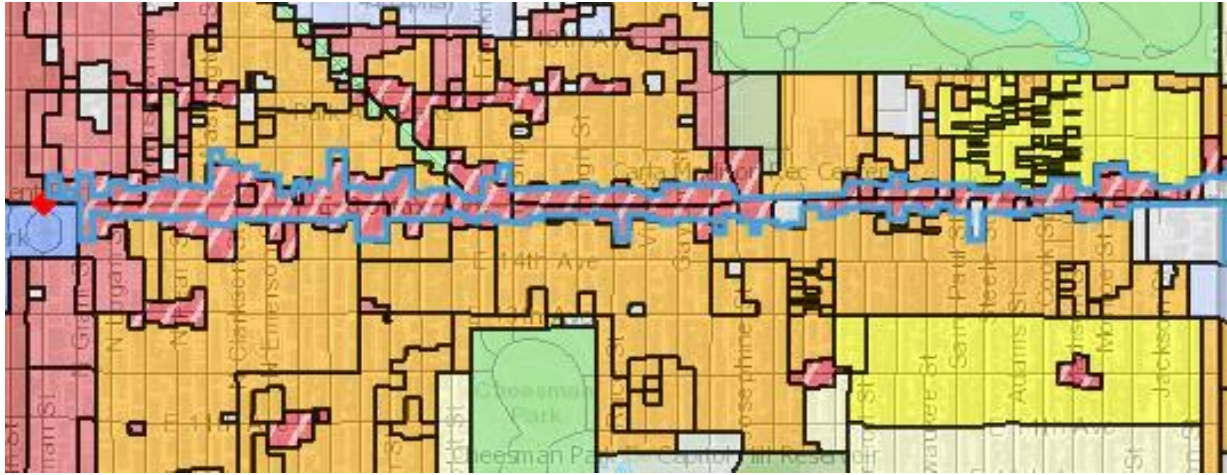
1. Requires nonresidential active uses for a portion of the Primary Street frontage on larger-sized lots
2. Limits primary building forms to Shopfront and Townhouse
3. Increases Build-to Range from 5 feet to 10 feet to allow more flexibility for outdoor dining and pedestrian area
4. Requires a minimum 2-foot setback to increase pedestrian area
5. Requires a minimum 7-foot setback for any street level residential units to allow for patios or stoops
6. Allows Permanent Art (30% max) as the only transparency alternative
7. Requires a minimum 14-foot street level height (measured from floor-to-floor)

AFFECTED NEIGHBORHOODS:

North Capitol Hill, Capitol Hill, City Park West, Cheesman Park, City Park, Congress Park, South Park Hill, Hale, Montclair, East Colfax



PROPOSED AREA: Main Street Zoning



Sherman to Colorado



Colorado to Yosemite

CONSISTENCY WITH ADOPTED PLANS: East Central Area Plan

C-15

Discourage low utilization of land and auto-oriented uses along Colfax.

Drive-thrus and other small buildings with large parking lots are incompatible with this plan's vision for a vibrant and walkable Colfax corridor. Restricting these types of development will encourage more efficient use of land, ensuring more residents, employees, and business patrons can enjoy the area.

- A. Consider modifications to regulations to discourage drive-thrus and encourage multi-story, mixed-use development, such as:
 1. Updating limitations on the drive through building form to include the Colfax corridor.
 2. Changing the current minimum height in MS-5 or higher from 24 feet to two stories.

- C. Strengthen standards for Ground Floor Active Use areas. Primary elements to consider include:
 1. Limiting residential units on the ground floor
 2. Discourage parking on the ground floor and upper levels fronting primary streets.
 3. Inviting and accessible plazas, greens and other types of public open spaces integrated with well-designed green stormwater management. (See Quality of Life section)
 4. Healthy trees with well designed green stormwater management. (See Quality of Life section)
 5. Enhanced streetscape amenities such as café seating, benches, pedestrian-scaled lighting, bike/scooter parking, and curbside management. (See Mobility section)

CONSISTENCY WITH ADOPTED PLANS: East Area Plan

COLFAX CORRIDOR RECOMMENDATIONS

LAND USE

C-L4

Discourage low utilization of land and auto-oriented uses near future BRT stations.

Drive thrus and other small buildings with large parking lots near transit stations are incompatible with this plan's vision for a vibrant and walkable Colfax corridor. Restricting these types of uses will encourage more efficient use of land, ensuring more residents, employees, and businesses benefit from proximity to transit.

- A.** Consider modifications to regulations to discourage automobile oriented uses, drive thru building forms and encourage multi-story, mixed use development, such as:
1. Updating limitations on the drive thru building form to include high capacity transit station proximity.
 2. Changing the current minimum height in zone district MS-5 or higher from 24 feet to two stories.



Active Ground Floor Use Area

An Active Ground Floor Use Area is a location where uses that enliven the sidewalk should be on the ground floor. Areas include existing pedestrian-friendly neighborhood destinations, such as former streetcar stations, or properties directly adjacent to existing or planned high capacity transit stations. Activity may be in the form of ground floor retail or other active uses with windows and patio seating along the sidewalk, a small plaza that offers areas for people to sit, play or gather, or other form of activation that has a positive contribution to the surrounding street and sidewalk area. (Photo: Kearney and 22nd, South Park Hill) See Policy L7.

CONSISTENCY WITH ADOPTED PLANS: East Area Plan

L7

Encourage high-quality design and neighborhood compatibility in commercial and mixed use areas

- A. Modify regulations to improve design quality in Centers and Corridors. Primary elements to consider include:
 - 1. Transition to adjacent residences
 - 2. Ground floor activation
 - 3. Parking and loading location and design
 - 4. Building materials
 - 5. Streetscape
 - 6. Ground floor residential frontages
- B. Prepare additional rules for sensitive transitions to adjacent to low residential areas and historic buildings. Primary elements to consider include:
 - 1. Increasing side setbacks to be more compatible with front setbacks of buildings on side streets.
 - 2. Increasing building setbacks and upper story step-backs adjacent to low residential places.
 - 3. Four-sided façade treatments and including contextual building materials, especially brick, masonry, and wood.
 - 4. Parking and loading buffers, such as increased screening and setbacks, to adjacent residences.
 - 5. Ventilation and refuse container buffers, such as placement and orienting away from adjacent residences.
 - 6. Reducing spill-over lighting on adjacent residences.
 - 7. Limiting drive thru restaurants.
 - 8. Enhanced landscape buffers, including an option to create agreements with adjacent homeowners to install landscaping on their property.
 - 9. Transitional uses to buffer higher intensity commercial uses from adjacent residences. For example, allowing a house adjacent to a restaurant to be converted into a small office, if the residential building is preserved.
 - 10. Preserving solar energy access of adjacent residences.
 - 11. Balcony and window location and design to enhance privacy.
 - 12. Landscaped facades, such as climbing vines, "green screens", and balcony planters.
- C. Strengthen standards for Ground Floor Active Use areas. Primary elements to consider include:
 - 1. Limiting residential units on the ground floor
 - 2. Discourage parking on the ground floor and upper levels fronting primary streets.
 - 3. Inviting and accessible plazas, greens and other types of public open spaces integrated with well-designed green stormwater management. (See Quality of Life section)
 - 4. Healthy trees with well designed green stormwater management. (See Quality of Life section)
 - 5. Enhanced streetscape amenities such as café seating, benches, pedestrian-scaled lighting, bike/scooter parking, and curbside management. (See Mobility section)

WILL THIS REZONING CHANGE PROPERTY VALUES?:

- In short, it is unlikely to have an effect on property values or property taxes.
- Property taxes are directly tied to property value.
- Subtle, larger-scale zoning changes like this do not automatically change property values.
- Likewise, this rezoning will have a negligible, if any, impact on property values in the future.

ADDITIONAL INFORMATION

- Visit www.DO-80verlay.com to learn more and register for our informational events.
- Please let your voice be heard by completing our community survey. It will be open until February 15, 2023!
- Want more information? Contact the Councilmembers to set up an individual conversation:
 - Amanda.Sawyer@denvergov.org
 - Chris.Hinds@denvergov.org
 - Christopher.Herndon@denvergov.org
 - Candi.CdeBaca@denvergov.org

ADDITIONAL INFORMATION

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Website QR Code



Survey QR Code

Q&A/DISCUSSION

FAQs

- What does a DO-8 do and why?
 - The DO-8 requires nonresidential active uses; this may include office space, retail, or any type of light commercial use for a portion of the building at the ground floor along the street. The goal is to create a more pedestrian-friendly environment.
- What is the process and timeline?
 - Rezoning is a public process that changes a property's zone district. From the time an application is submitted, rezoning can take four to six months, depending on the complexity of the case, and involves public hearings before the Planning Board and Denver City Council. All rezoning requests will be reviewed and voted upon by City Council. Because the process amends the City's official zoning map, a rezoning is also referred to as a "map amendment." For more information, visit CPD's [rezoning page](#).
- What is the community engagement process?
 - The community engagement process began years ago with the creation of the East Central and East Area plans (see "Consistency with existing plans" tab for more information). This proposed rezoning intends to deliver on what the community told us they wanted to see along Colfax Ave. Please attend our meetings and take our survey so we can continue to hear from you. We will meet virtually on January 24, 2023 at 6:00 p.m. and in-person on January 31st, 2023 at the Carla Madison Recreation Center, 2401 E Colfax Ave. The survey will be live until **February 15, 2023**.
- As a nearby resident, how will this affect me?
 - As stated, the DO-8 would create the opportunity for a more pedestrian-friendly space. Application of the DO-8 would not change parking requirements or allow for additional development that is not currently allowed.
- As a property owner, how will this affect me?
 - Existing structures and development would not have to meet the requirements of the DO-8. However, new construction and additions to the ground floor along Colfax Avenue would have to meet overlay requirements.
- What else exists that is similar in Denver or other peer cities?
 - The DO-8 overlay is currently applied along Tennyson and portions of Lowell in the Berkeley and Regis neighborhoods.
 - A number of other cities around the country, including New York City, San Francisco, Arlington, VA and Grand Rapids, MI require nonresidential uses at the ground floor along important commercial streets to support an active, pedestrian-oriented environment.
- Why did you pick a 70-foot minimum for lot depth?
 - DO-8 zoning requires new construction to be set back two feet from the Right of Way (existing zoning has no setback requirement) to expand the pedestrian area and provide space for outdoor dining and projecting utility elements. Properties with less than 70 feet of lot depth are exempt to ensure they are able to accommodate the required setback without interfering with overall development feasibility.
- Why do the area maps identify these specific properties?
 - These areas are identified as active ground floor uses in the area plans because they are where future Bus Rapid Transit stations are planned.



E. Colfax Ave. D0-8 Overlay

July 11, 2023

INTRODUCTIONS:

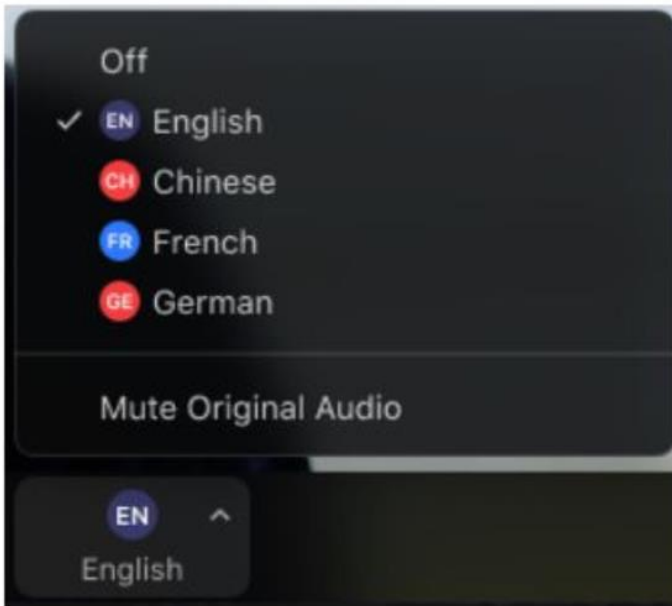
- Councilmember Amanda Sawyer, District 5
- Councilmember Chris Herndon, District 8
- Councilmember-Elect Shontel Lewis, District 8
- Councilmember Candi CdeBaca, District 9
- Councilmember-Elect Darrell Watson, District 9
- Councilmember Chris Hinds, District 10
- Abe Barge, Community Planning and Development
- Keith Erffmeyer, Department of Finance
- Johnathan Norloff, Department of Finance

TRANSLATION SERVICES:

1. In your meeting/webinar controls, click **Interpretation**.



2. Click the language that you would like to hear.



3. (Optional) To hear the interpreted language only, click **Mute Original Audio**.

To listen in Amharic, choose the French audio channel

To listen in Burmese, choose the Japanese audio channel

To listen in Karen, choose the Russian audio channel

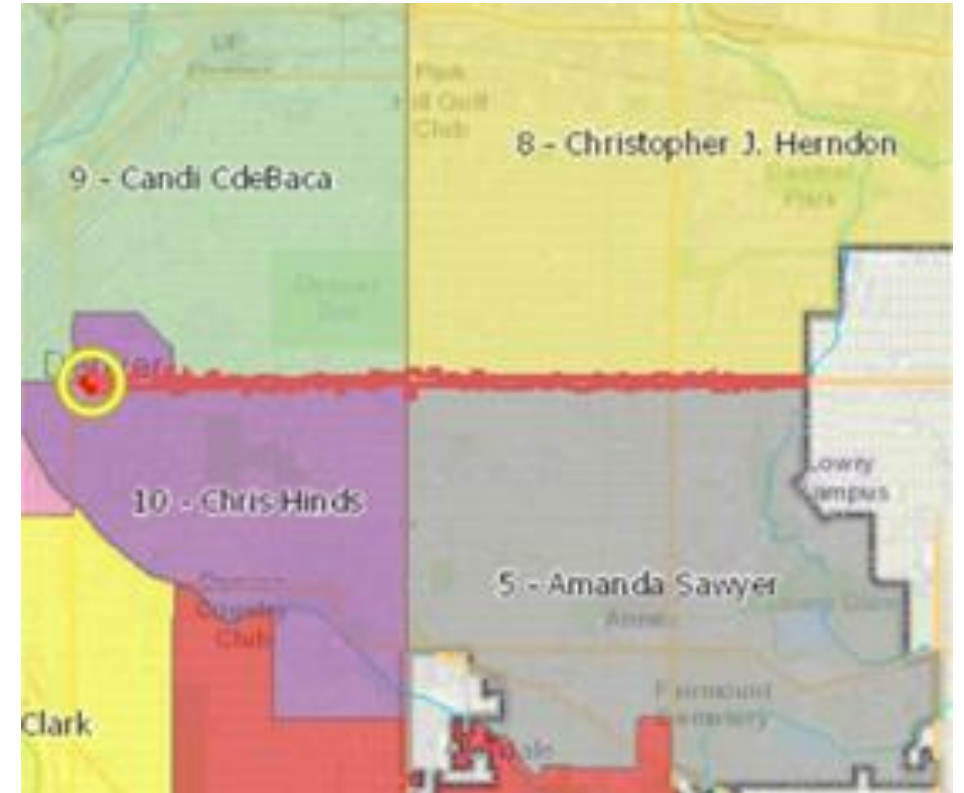
To listen in Spanish, choose the Spanish audio channel

AGENDA:

- Introductions
- Proposal & Goals
- Overlay Information
- Consistency with Adopted Plans
- Survey Analysis
- Next Steps
- Q&A/Discussion

THE PROPOSAL:

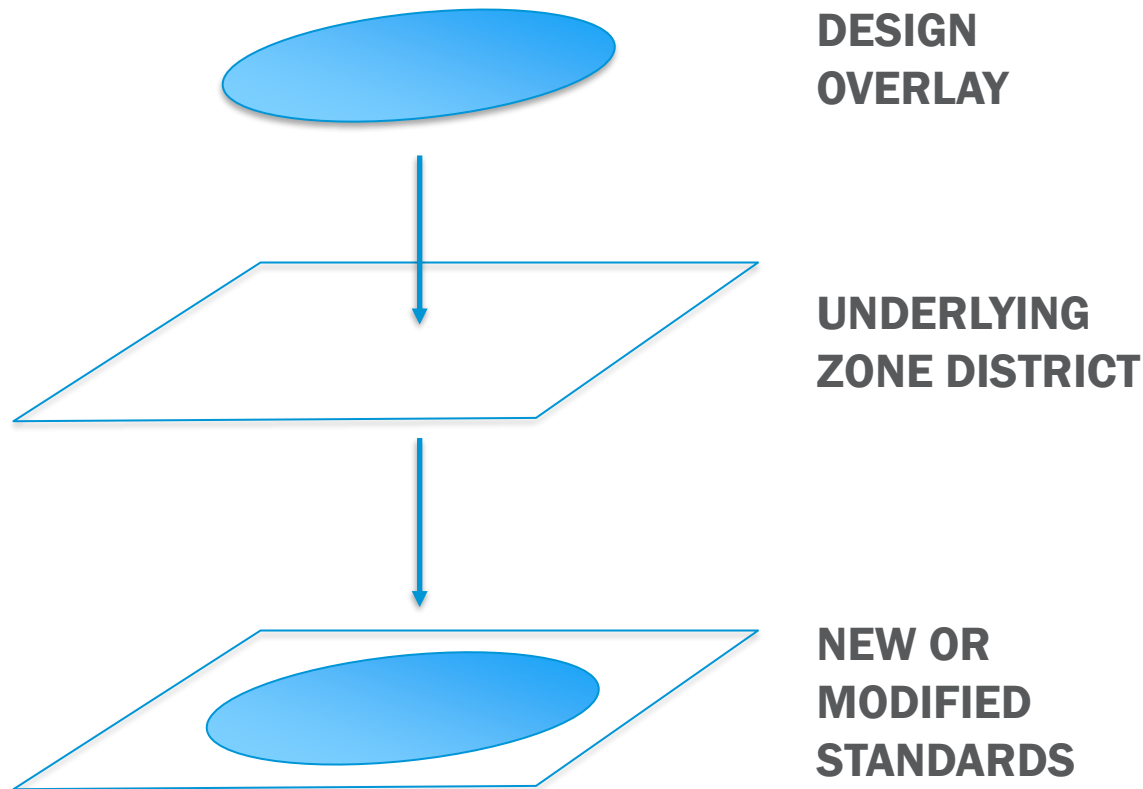
- Councilmembers Amanda Sawyer, Chris Herndon, Candi CdeBaca, and Chris Hinds are considering a legislative rezoning that would add the DO-8 design overlay to **most parcels along Colfax Ave. from Sherman to Yosemite.**
- Current zone districts along this corridor span across many neighborhood contexts, heights, and versions of the code. The DO-8 design overlay would apply only to **DZC MS districts near future BRT stops.**
- This proposed legislative rezoning intends to **implement adopted plan guidance and neighborhood input** from the East Central & East Area Plans.
- The intent of the DO-8 Overlay is to encourage mixed-use areas that support **nonresidential active uses** at the Street Level, promote active **pedestrian-oriented building frontages**, and provide sufficient **space for transitions** between the public realm and private residential dwellings.



REASON FOR REZONING:

- The purpose of this proposed rezoning is to achieve better development outcomes for future growth along the corridor, a goal shared by residents during the East Central and East Area Plan process.
- The Colfax corridor is currently focused on automobile and auto-oriented uses.
- The City intends to build a Bus Rapid Transit line along this corridor by 2026.
- By adding design guidelines set forth in the D0-8 overlay to existing zoning, future development along Colfax will shift towards a truly multi-modal corridor with vibrant commercial and residential spaces.

WHAT IS A DESIGN OVERLAY?



- Does not change the underlying zoning on a parcel
- Intended to reinforce the desired character for newly developing or redeveloping areas
- May add, remove, or modify the zoning standards of the underlying zone district

ACTIVE CENTERS & CORRIDORS:

Active Centers and Corridors Design Overlay 8 (DO-8)

9.4.5.3 Design Overlay Districts Established

The following Design Overlay Districts are established:

DESIGN OVERLAY DISTRICT NAME	ZONING MAP DESIGNATOR
Uptown Design Overlay District	DO-1
Washington Street Design Overlay District	DO-2
Lafayette Street Design Overlay District	DO-3
Side Interior Setback Design Overlay District	DO-4
South Sloan's Lake Design Overlay District	DO-5
Peña Station Next Design Overlay District	DO-6
River North Design Overlay District	DO-7
Active Centers and Corridors Design Overlay District	DO-8
Cherry Creek East Mixed Use Design Overlay District	DO-9
Cherry Creek East Residential Design Overlay District	DO-10

The zoning code currently includes 10 design overlays

The DO-8 overlay has broad applicability to many different types of mixed-use Centers and Corridors

“8” does not refer to number of stories allowed!

OBJECTIVE OF DESIGN OVERLAY 8 (DO-8)



- Ensure that areas intended for a mix of uses develop to provide goods, services and amenities alongside residential
- Support neighborhood quality of life
- Promote pedestrian activity
- Create a more welcoming public environment

✓ DO-8 Overlay WOULD

✓ Apply to the construction of new buildings and addition to existing buildings

✓ Change zoning rules to promote a more active sidewalk frontage for new buildings

✓ Prohibit vehicle-oriented Drive Thru development

✓ Require that a portion of the street frontage include nonresidential uses

✓ Create more space for pedestrians use along the sidewalk

✓ Ensure that any residential units on the ground floor relate to the street

✗ DO-8 Overlay WOULD NOT

✗ Apply to existing buildings (including the reuse of existing buildings)

✗ Change the height, size or general intensity of development that is allowed

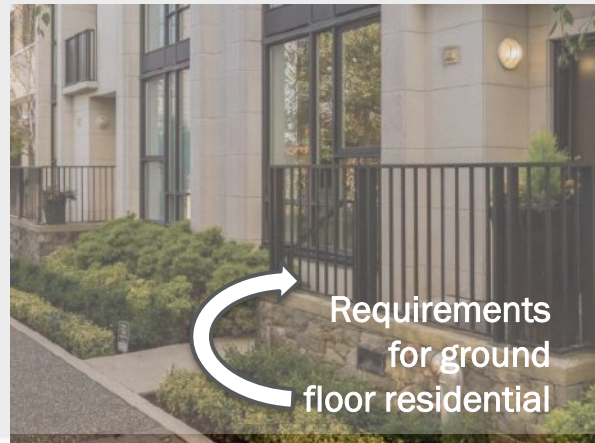
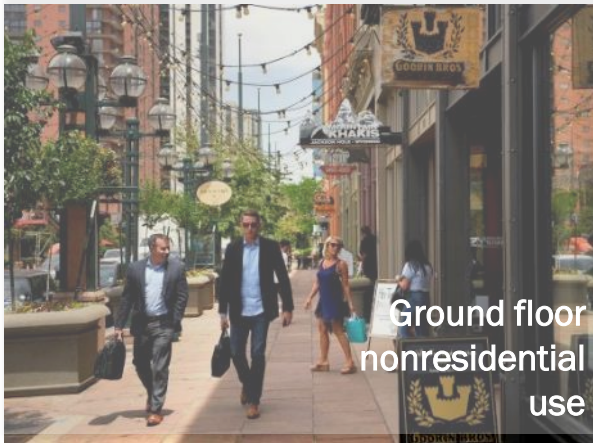
✗ Change the design of the street or the amount of traffic

✗ Require specific uses like restaurants

✗ Require outdoor dining or patio areas

✗ Require residential units

REQUIREMENTS IN DESIGN OVERLAY 8 (DO-8)



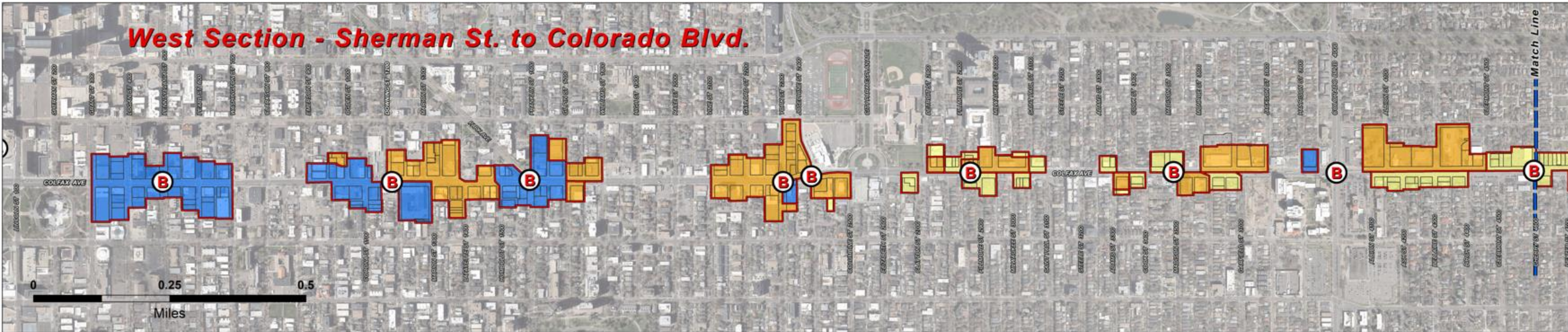
- No Drive Thru Services building forms
- Nonresidential uses on the ground floor
- At least a 2' setback along the sidewalk ...and relaxed requirements for amenities like outdoor dining between the sidewalk and building
- At least a 7' setback for residential units on the ground floor and requirement for street-facing unit entrances
- Minimum ground floor height requirement to support vibrant commercial activity

DO-8 OVERLAY STANDARDS – SUMMARY

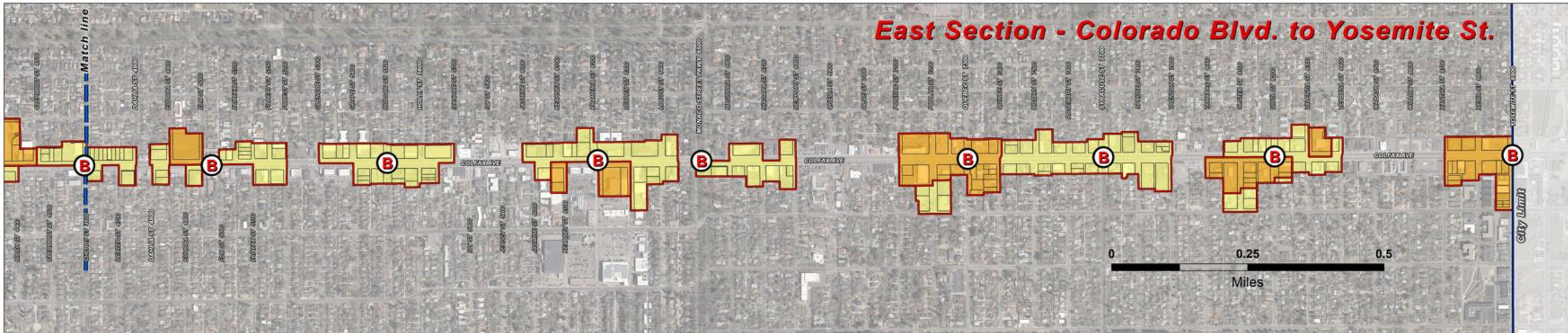
1. Requires nonresidential active uses for a portion of the Primary Street frontage on larger-sized lots
2. Limits primary building forms to Shopfront and Townhouse
3. Increases Build-to Range from 5 feet to 10 feet to allow more flexibility for outdoor dining and pedestrian area
4. Requires a minimum 2-foot setback to increase pedestrian area
5. Requires a minimum 7-foot setback for any street level residential units to allow for patios or stoops
6. Allows Permanent Art (30% max) as the only transparency alternative
7. Requires a minimum 14-foot street level height (measured from floor-to-floor)

PROPOSED APPLICATION OF DESIGN OVERLAY 8 (DO-8)

West Section - Sherman St. to Colorado Blvd.



East Section - Colorado Blvd. to Yosemite St.



- Area to add DO-8 Overlay District
- E-MS-5; U-MS-5; G-MS-5; C-MS-5
- E-MS-3; U-MS-3; G-MS-3
- C-MS-8

B Proposed BRT Station Location

CONSISTENCY WITH ADOPTED PLANS: East Central Area Plan

C-15

Discourage low utilization of land and auto-oriented uses along Colfax.

Drive-thrus and other small buildings with large parking lots are incompatible with this plan's vision for a vibrant and walkable Colfax corridor. Restricting these types of development will encourage more efficient use of land, ensuring more residents, employees, and business patrons can enjoy the area.

- A. Consider modifications to regulations to discourage drive-thrus and encourage multi-story, mixed-use development, such as:
 1. Updating limitations on the drive through building form to include the Colfax corridor.
 2. Changing the current minimum height in MS-5 or higher from 24 feet to two stories.

- C. Strengthen standards for Ground Floor Active Use areas. Primary elements to consider include:
 1. Limiting residential units on the ground floor
 2. Discourage parking on the ground floor and upper levels fronting primary streets.
 3. Inviting and accessible plazas, greens and other types of public open spaces integrated with well-designed green stormwater management. (See Quality of Life section)
 4. Healthy trees with well designed green stormwater management. (See Quality of Life section)
 5. Enhanced streetscape amenities such as café seating, benches, pedestrian-scaled lighting, bike/scooter parking, and curbside management. (See Mobility section)

CONSISTENCY WITH ADOPTED PLANS: East Area Plan

COLFAX CORRIDOR RECOMMENDATIONS

LAND USE

C-L4

Discourage low utilization of land and auto-oriented uses near future BRT stations.

Drive thrus and other small buildings with large parking lots near transit stations are incompatible with this plan's vision for a vibrant and walkable Colfax corridor. Restricting these types of uses will encourage more efficient use of land, ensuring more residents, employees, and businesses benefit from proximity to transit.

- A.** Consider modifications to regulations to discourage automobile oriented uses, drive thru building forms and encourage multi-story, mixed use development, such as:
1. Updating limitations on the drive thru building form to include high capacity transit station proximity.
 2. Changing the current minimum height in zone district MS-5 or higher from 24 feet to two stories.



Active Ground Floor Use Area

An Active Ground Floor Use Area is a location where uses that enliven the sidewalk should be on the ground floor. Areas include existing pedestrian-friendly neighborhood destinations, such as former streetcar stations, or properties directly adjacent to existing or planned high capacity transit stations. Activity may be in the form of ground floor retail or other active uses with windows and patio seating along the sidewalk, a small plaza that offers areas for people to sit, play or gather, or other form of activation that has a positive contribution to the surrounding street and sidewalk area. (Photo: Kearney and 22nd, South Park Hill) See Policy L7.

CONSISTENCY WITH ADOPTED PLANS: East Area Plan

L7

Encourage high-quality design and neighborhood compatibility in commercial and mixed use areas

- A. Modify regulations to improve design quality in Centers and Corridors. Primary elements to consider include:
 - 1. Transition to adjacent residences
 - 2. Ground floor activation
 - 3. Parking and loading location and design
 - 4. Building materials
 - 5. Streetscape
 - 6. Ground floor residential frontages
- B. Prepare additional rules for sensitive transitions to adjacent to low residential areas and historic buildings. Primary elements to consider include:
 - 1. Increasing side setbacks to be more compatible with front setbacks of buildings on side streets.
 - 2. Increasing building setbacks and upper story step-backs adjacent to low residential places.
 - 3. Four-sided façade treatments and including contextual building materials, especially brick, masonry, and wood.
 - 4. Parking and loading buffers, such as increased screening and setbacks, to adjacent residences.
 - 5. Ventilation and refuse container buffers, such as placement and orienting away from adjacent residences.
 - 6. Reducing spill-over lighting on adjacent residences.
 - 7. Limiting drive thru restaurants.
 - 8. Enhanced landscape buffers, including an option to create agreements with adjacent homeowners to install landscaping on their property.
 - 9. Transitional uses to buffer higher intensity commercial uses from adjacent residences. For example, allowing a house adjacent to a restaurant to be converted into a small office, if the residential building is preserved.
 - 10. Preserving solar energy access of adjacent residences.
 - 11. Balcony and window location and design to enhance privacy.
 - 12. Landscaped facades, such as climbing vines, "green screens", and balcony planters.
- C. Strengthen standards for Ground Floor Active Use areas. Primary elements to consider include:
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WILL THIS REZONING CHANGE PROPERTY VALUES?:

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- Subtle, larger-scale zoning changes like this do not automatically change property values.
- Likewise, this rezoning will have a negligible, if any, impact on property values in the future.



Survey Results

Overall Statistics

- 525 Total Responses
- 481 responded to the entire survey
- 395 respondents identified as working, living, or both working and living along the corridor
- 371 of the 395 living or working along the corridor completed the entire survey
- Data are divided into all respondents, respondents living, working, or both along the corridor, respondents living and working along the corridor, respondents living along the corridor, and respondents working along the corridor

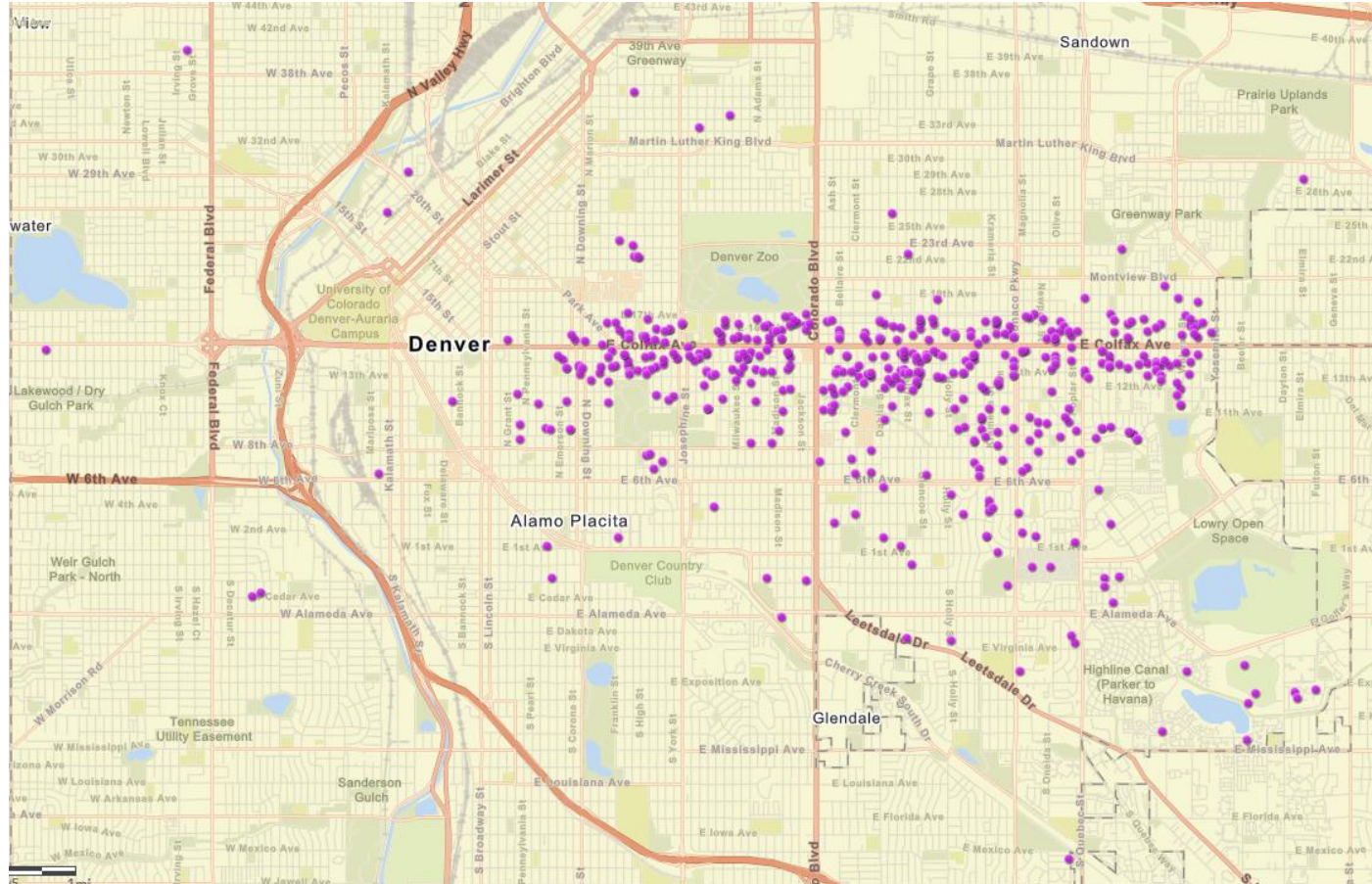
Overall Statistics Continued

- Approximately 30,000 persons in the subject area
- Survey represents ~ 1.5% of persons in subject area
- At 95% confidence levels the margins of error for each set of data are the following:
 - All respondents -> 4.5%
 - Respondents living, working, or both along the corridor -> 5%
 - Respondents living along the corridor -> 6%
 - Respondents working along the corridor -> 20%

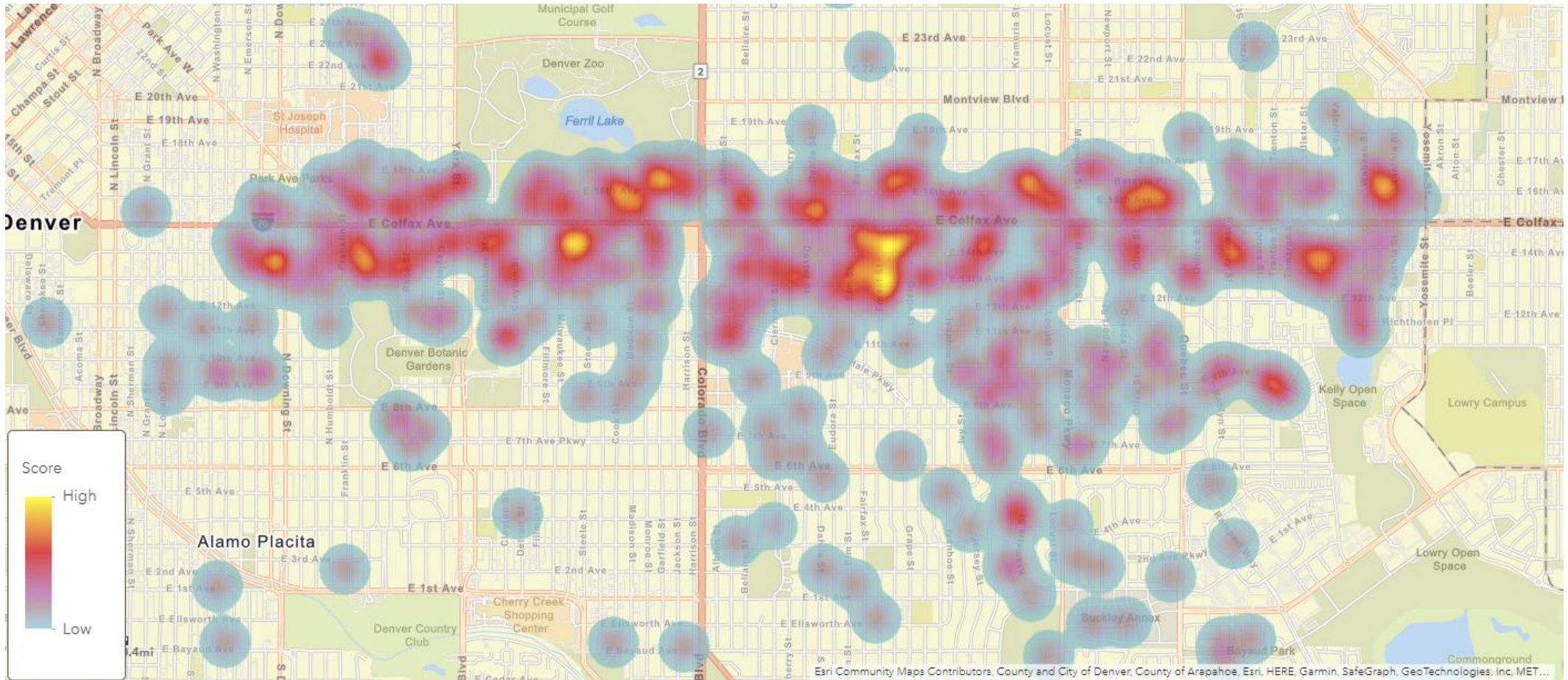
Overall Statistics Continued

- Because of these margins of error we have only focused on all respondents and respondents who identified as living, working, or both along the corridor as they are the only samples which meet criteria for statistical significance

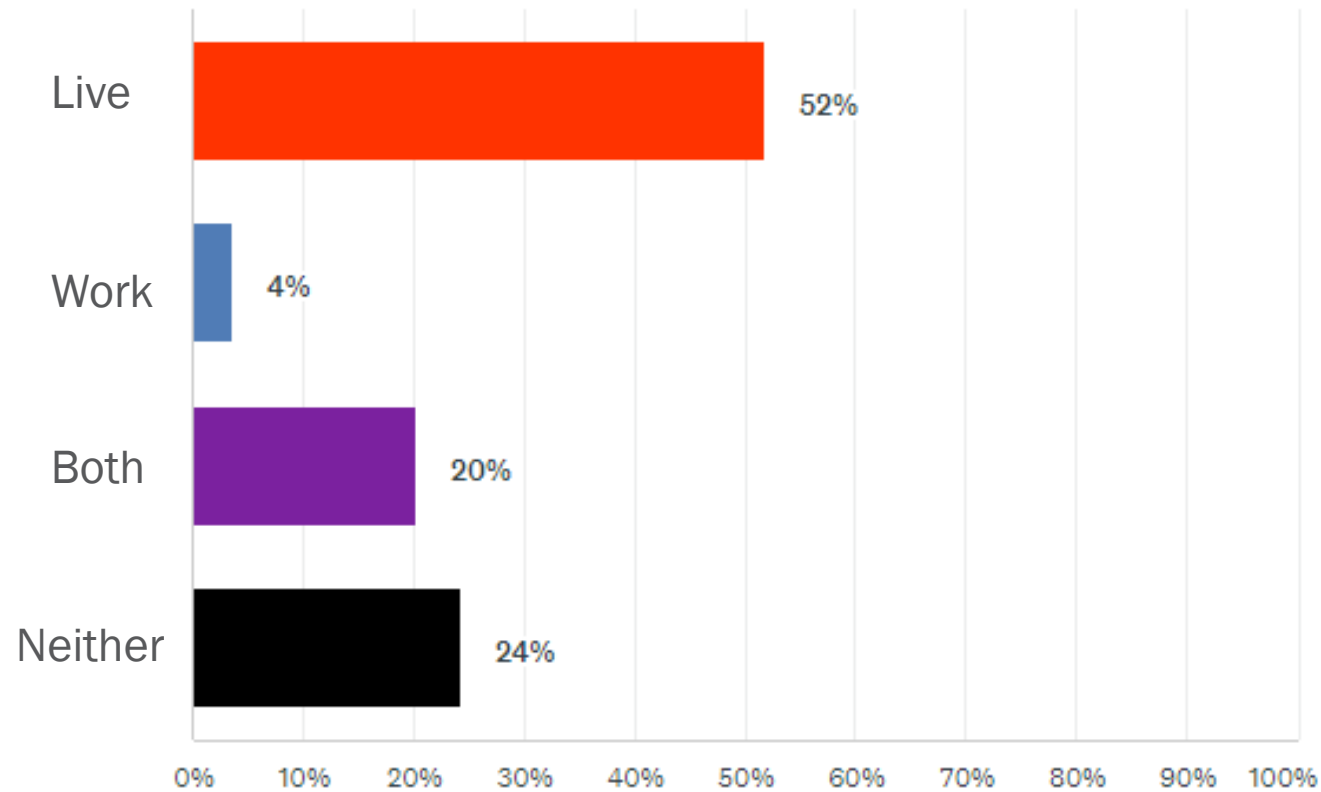
Respondents



Respondents Continued



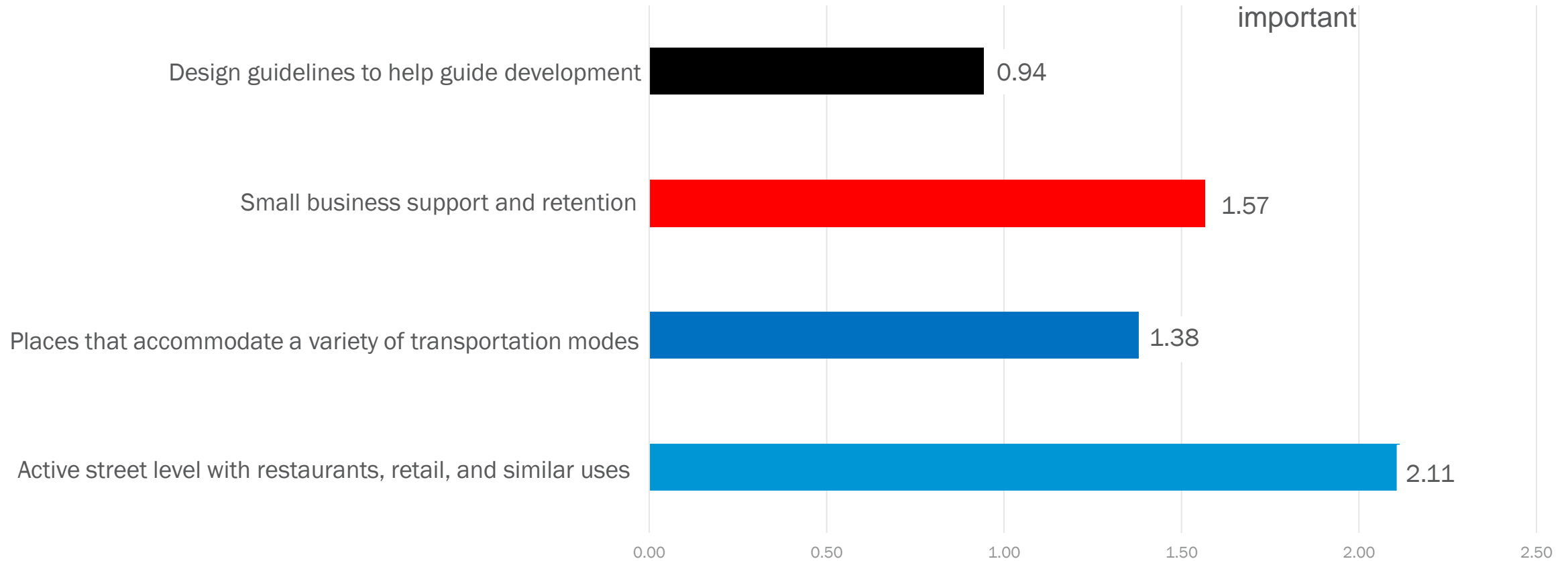
Live and Work Along Colfax



Ranking Development Factors

Most Important Development Factors – All Respondents (481)

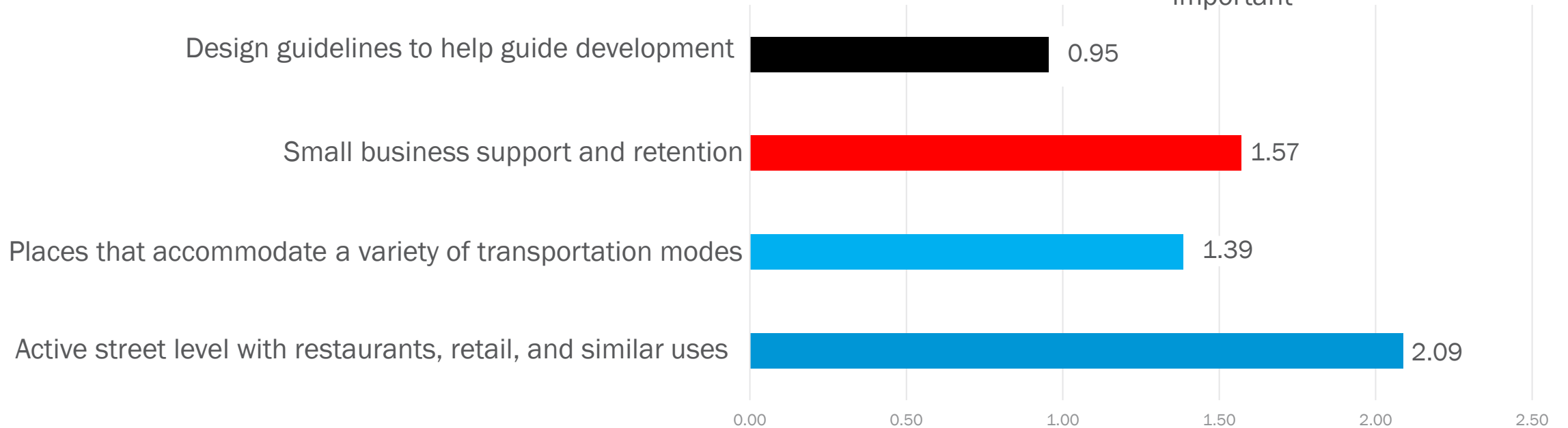
*Average weighted score out of 4, with 4 being the most important



Ranking Development Factors Continued

Most Important Development Factors. Respondents Living, Working, or Both Along Corridor (371)

*Average weighted score out of 4, with 4 being the most important



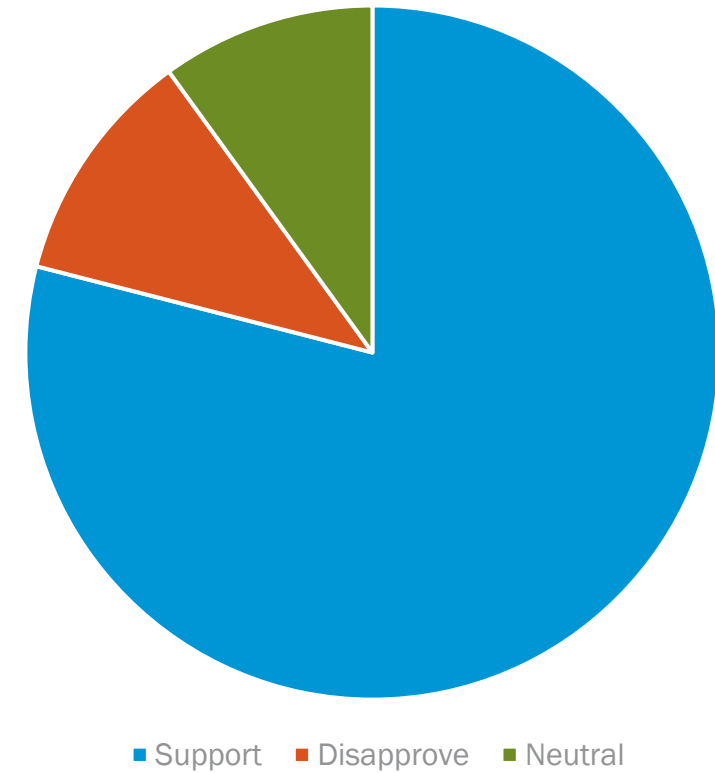
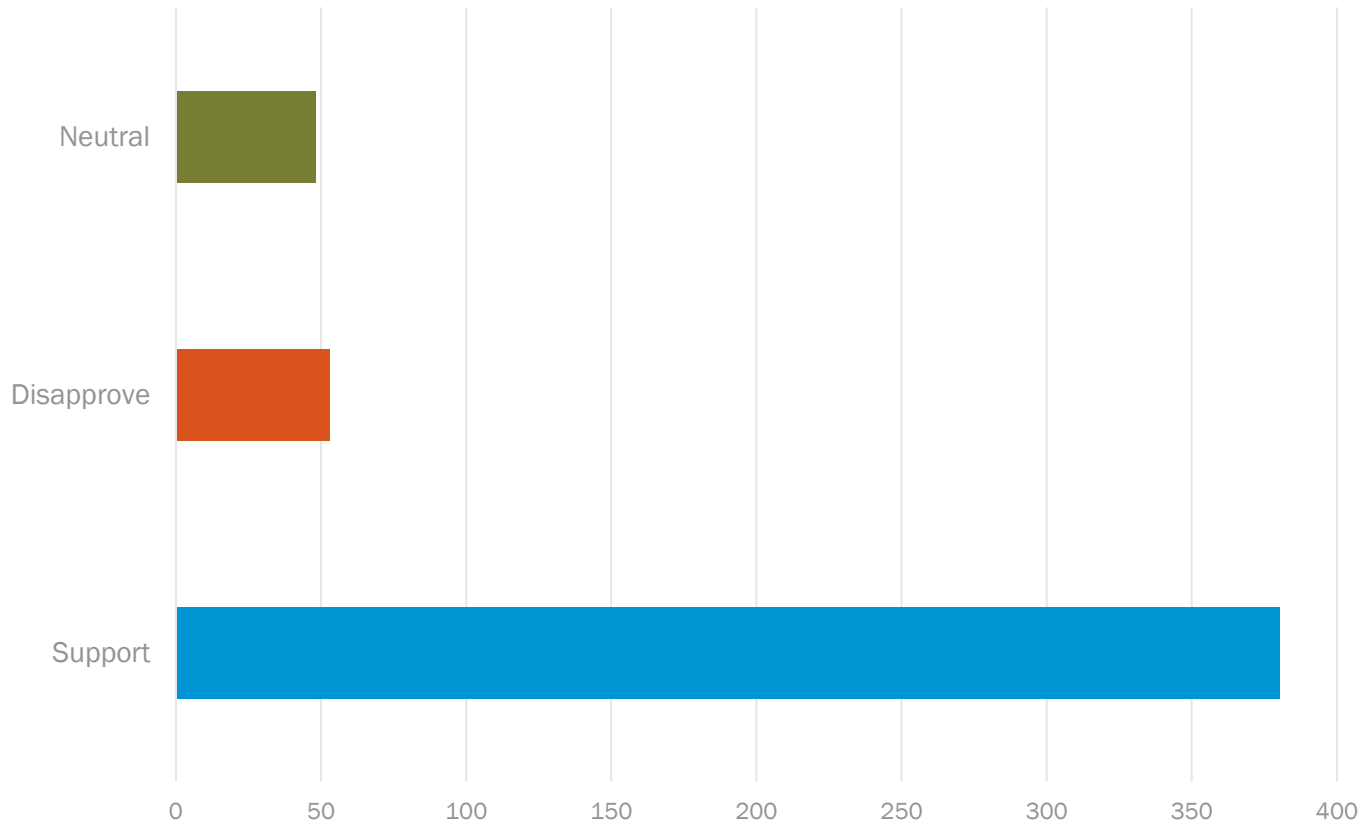
Proposal 1

Only allow Shopfront and Town House building forms along the East Colfax corridor.

All Respondents	Count	Percentage
Strongly disapprove	23	5%
Disapprove	30	6%
Neutral	48	10%
Support	148	31%
Strongly support	232	48%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	21	6%
Disapprove	25	7%
Neutral	40	11%
Support	99	27%
Strongly support	185	50%

Proposal 1 Continued



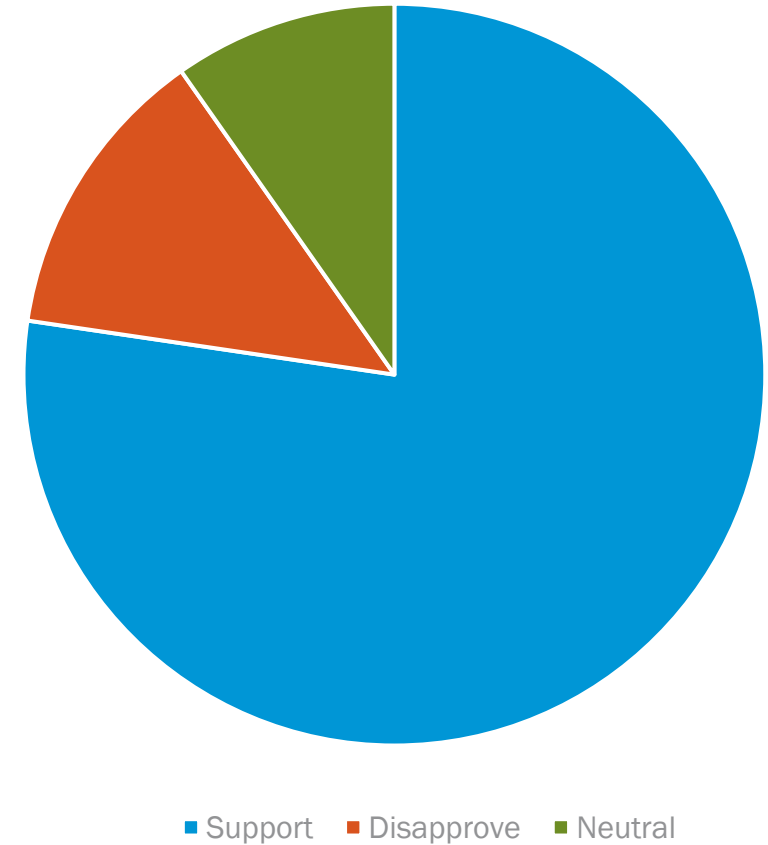
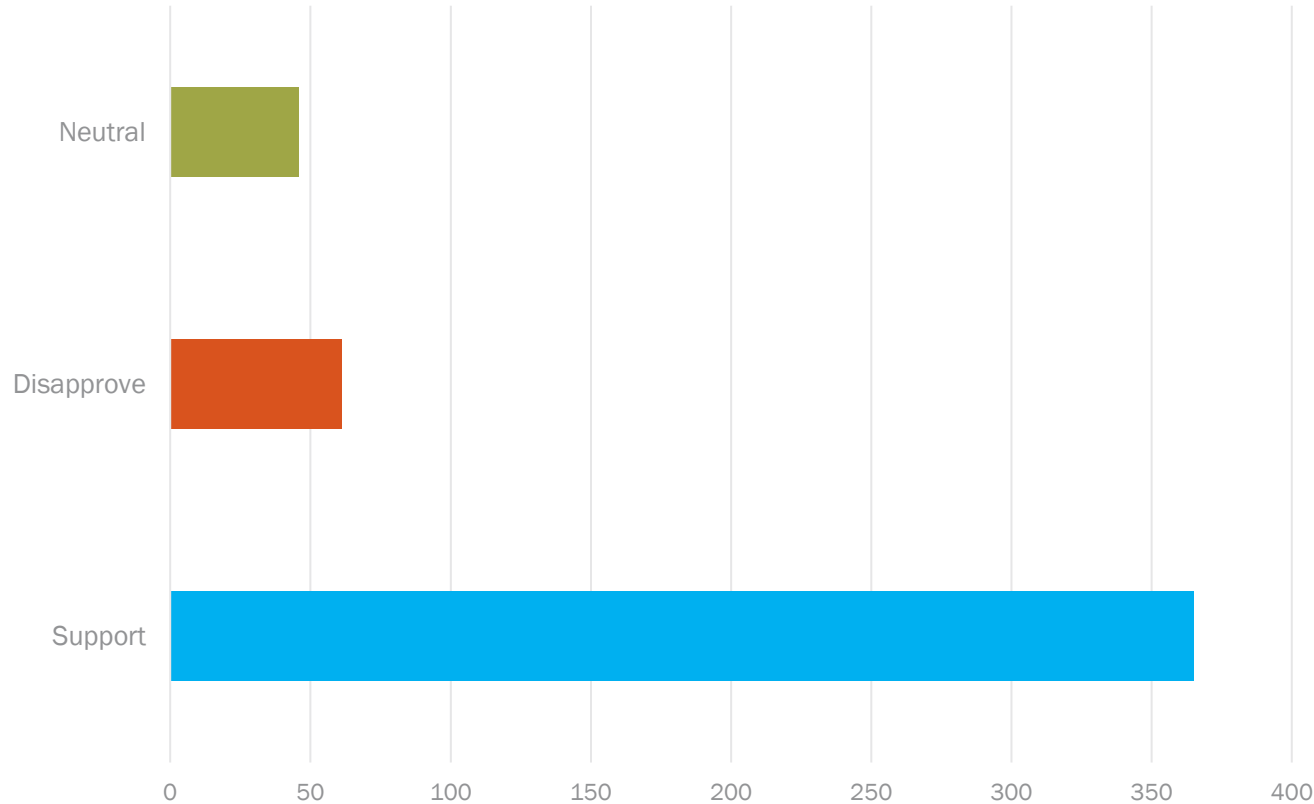
Proposal 2

In any zone district with a height greater than 2 stories, commercial uses are required for 75% of the building frontage. This requirement is reduced to 50% for lots that are 37.5 feet wide and up to 50 feet wide, and waived for lots less than 37.5 feet wide

All Respondents	Count	Percentage
Strongly disapprove	26	6%
Disapprove	35	7%
Neutral	46	10%
Support	191	40%
Strongly Support	174	37%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	23	6%
Disapprove	27	7%
Neutral	36	10%
Support	142	39%
Strongly support	135	37%

Proposal 2 Continued



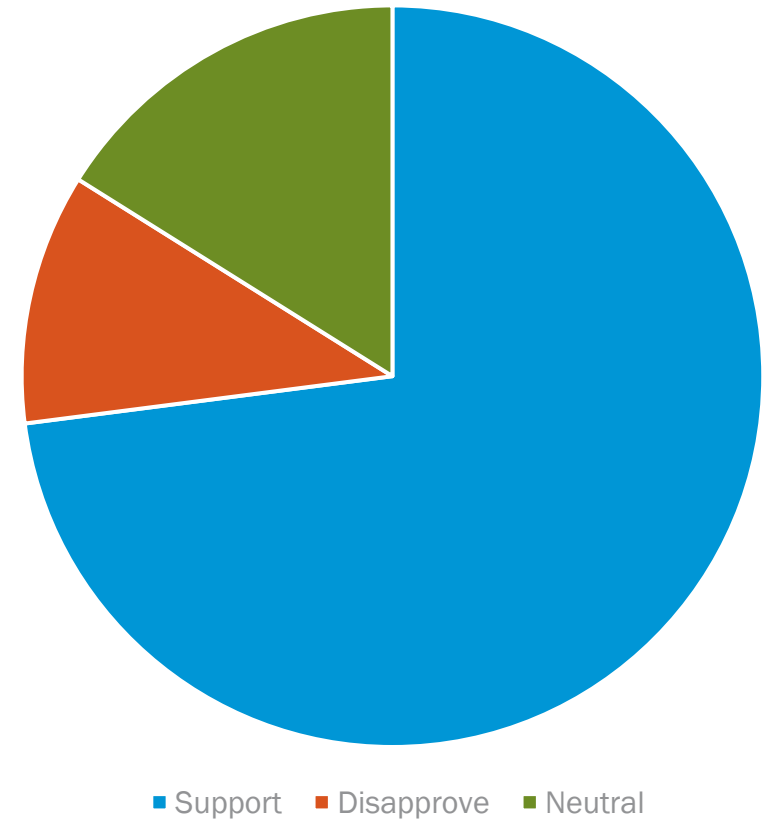
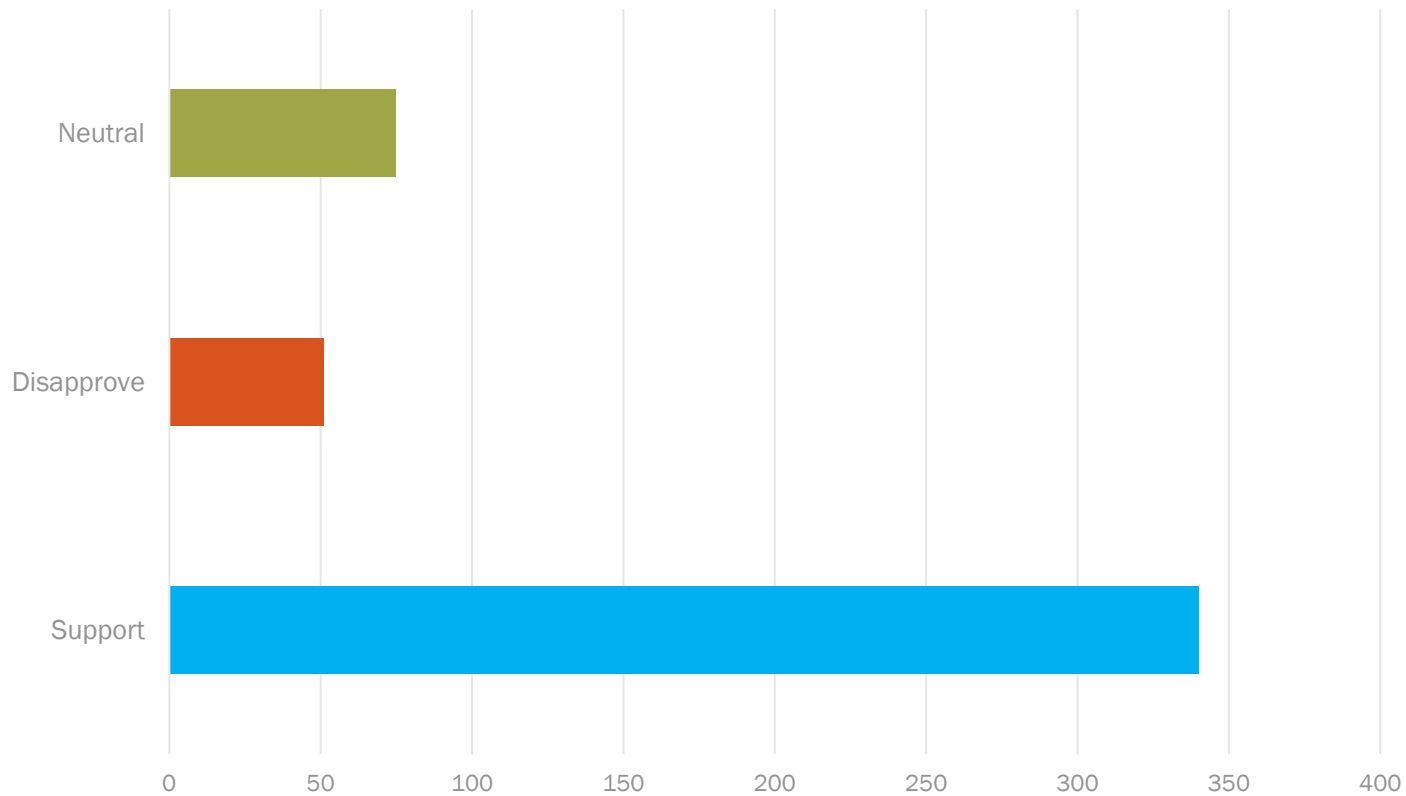
Proposal 3

Any dwelling unit at the street level must be set back from the sidewalk property line by at least 7 feet. Any such residential unit must also have a usable outdoor space in the setback, i.e. patio, porch, or deck with a minimum depth of 5 feet. The 7-foot setback would not apply to a lobby, entryway, etc. to access upstairs units.

All Respondents	Count	Percentage
Strongly disapprove	21	5%
Disapprove	30	6%
Neutral	75	16%
Support	189	41%
Strongly support	151	32%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	17	5%
Disapprove	22	6%
Neutral	58	16%
Support	147	41%
Strongly support	114	32%

Proposal 3 Continued



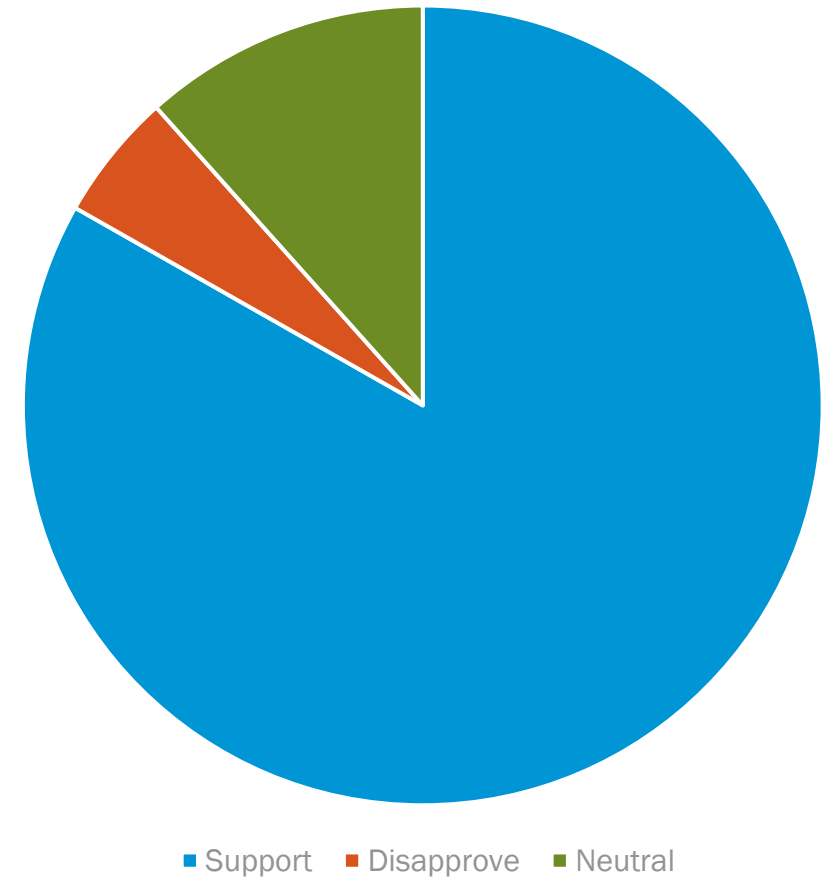
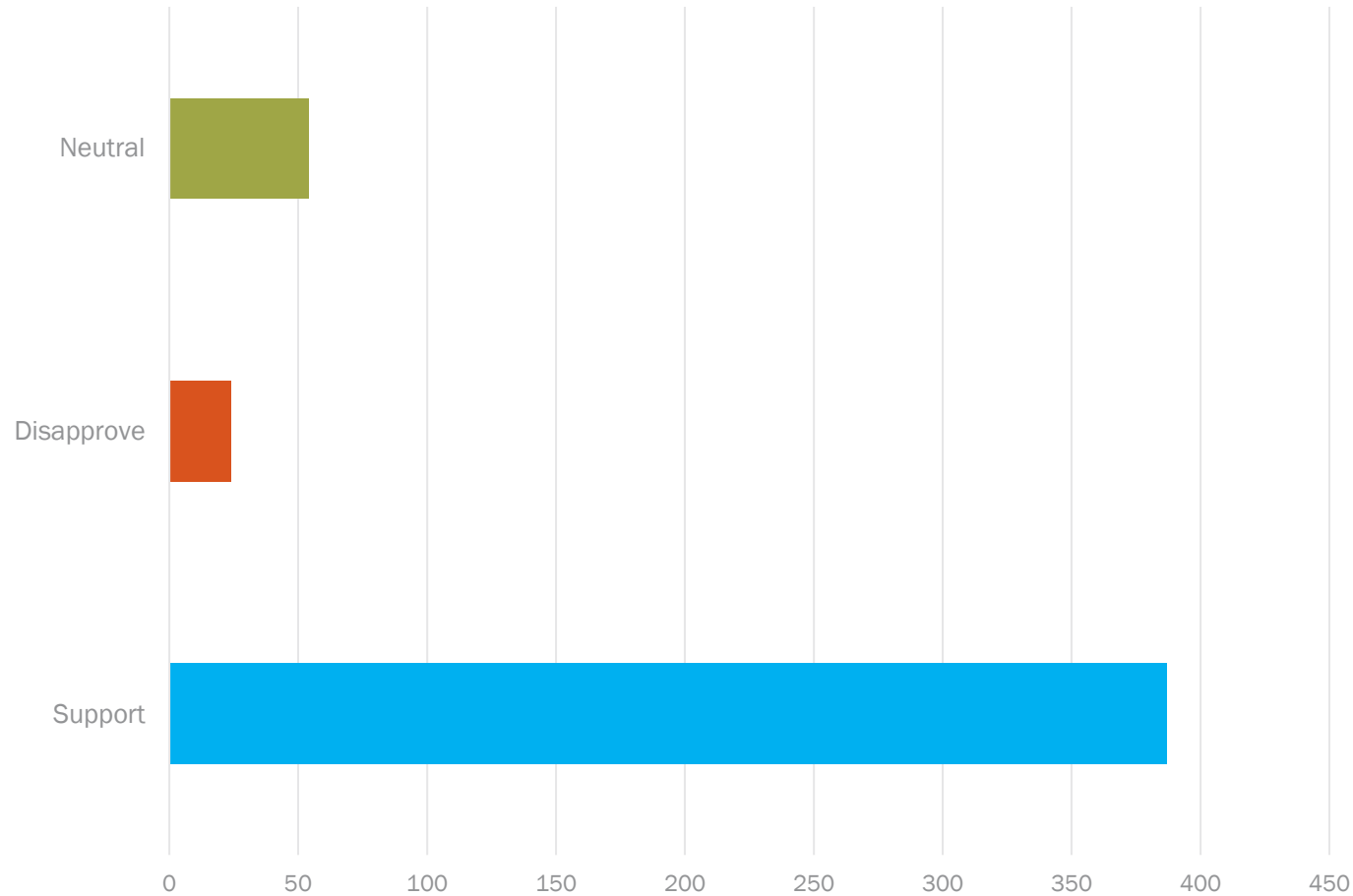
Proposal 4

Change the range of 75% of building frontage from 0-5 feet to 0-10 feet

All Respondents	Count	Percentage
Strongly disapprove	12	3%
Disapprove	12	3%
Neutral	54	12%
Support	174	37%
Strongly support	213	46%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	9	3%
Disapprove	9	3%
Neutral	44	12%
Support	131	37%
Strongly support	165	46%

Proposal 4 Continued



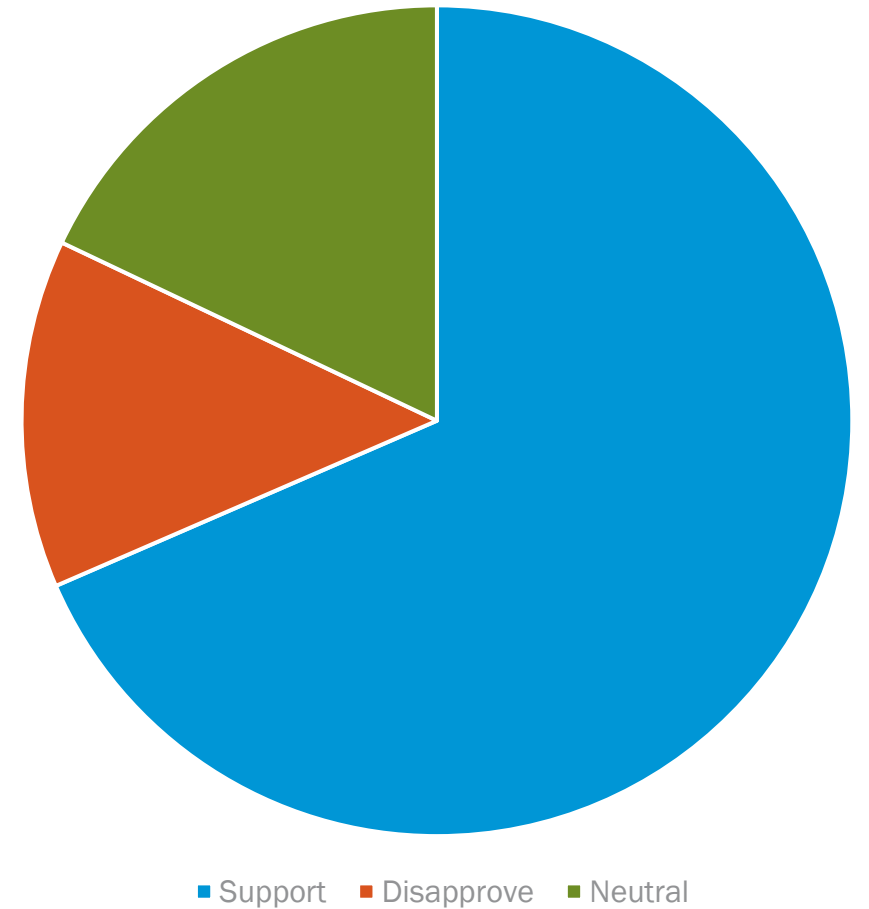
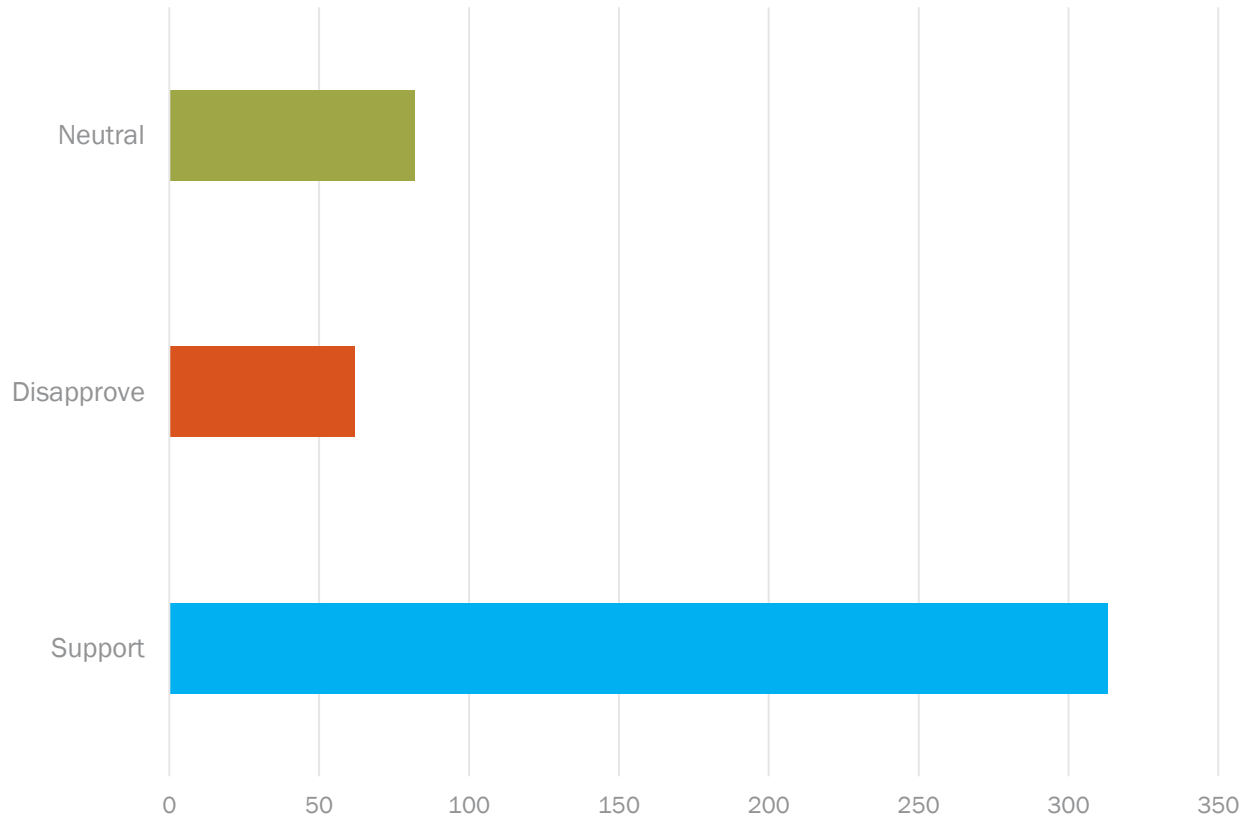
Proposal 5

Remove all alternatives except for "Permanent Art" that can substitute for actual windows on the ground floor.

All Respondents	Count	Percentage
Strongly disapprove	21	5%
Disapprove	41	9%
Neutral	82	18%
Support	190	42%
Strongly support	123	27%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	19	5%
Disapprove	30	9%
Neutral	62	18%
Support	147	42%
Strongly support	93	26%

Proposal 5 Continued



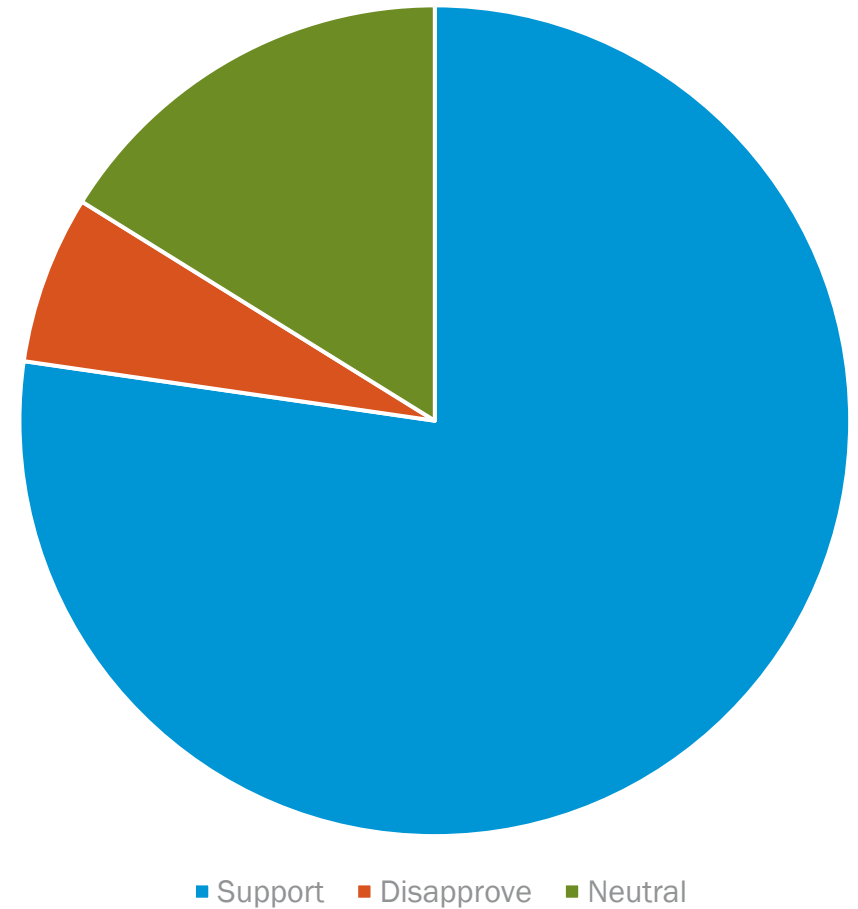
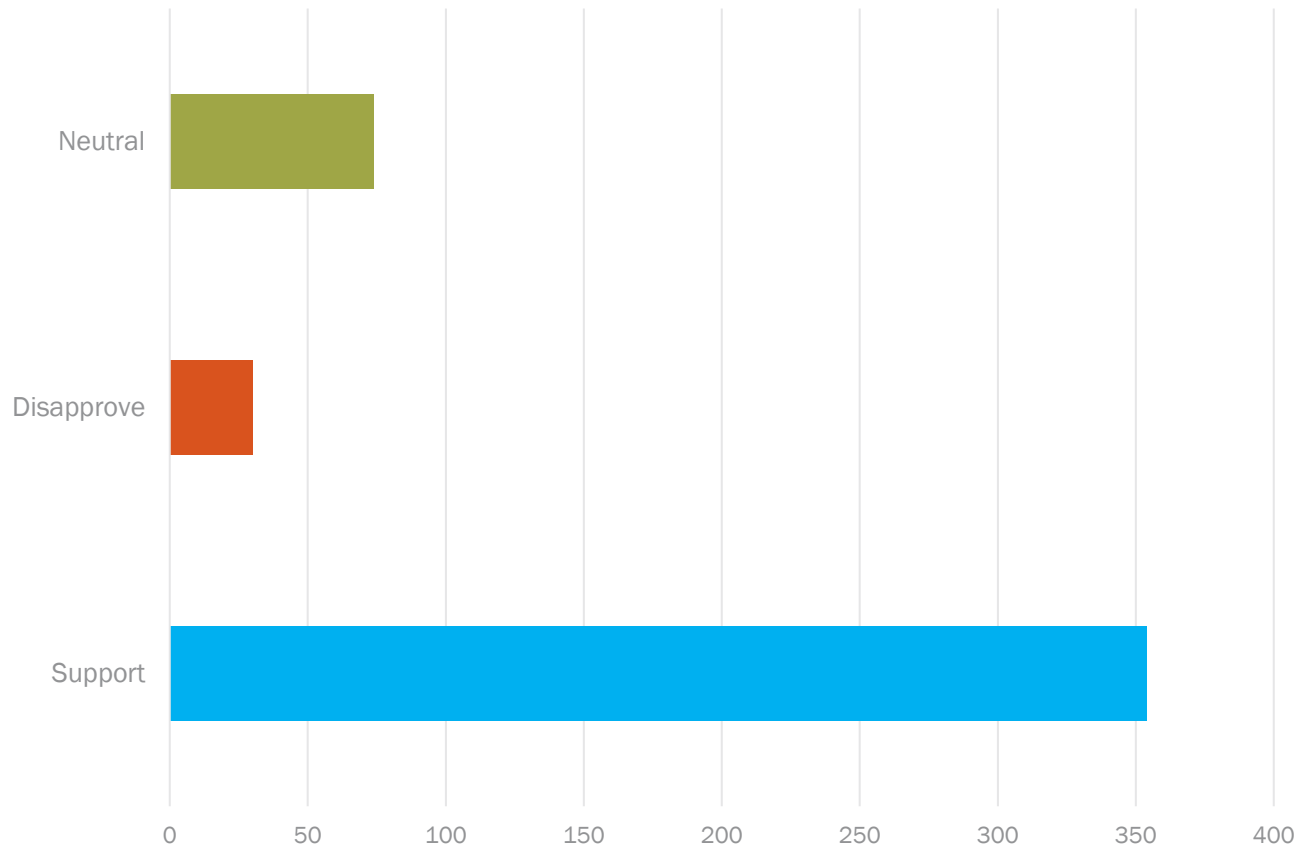
Proposal 6

A minimum of one entrance is required for every 50' of building frontage. No more than 65' can be between each entrance.

All Respondents	Count	Percentage
Strongly disapprove	14	3%
Disapprove	16	3%
Neutral	74	16%
Support	205	45%
Strongly support	149	33%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	11	3%
Disapprove	14	4%
Neutral	59	17%
Support	163	46%
Strongly support	105	30%

Proposal 6 Continued



Survey Conclusions

Ranking Development Factors

- Active uses are the most important factor, by far

Proposals

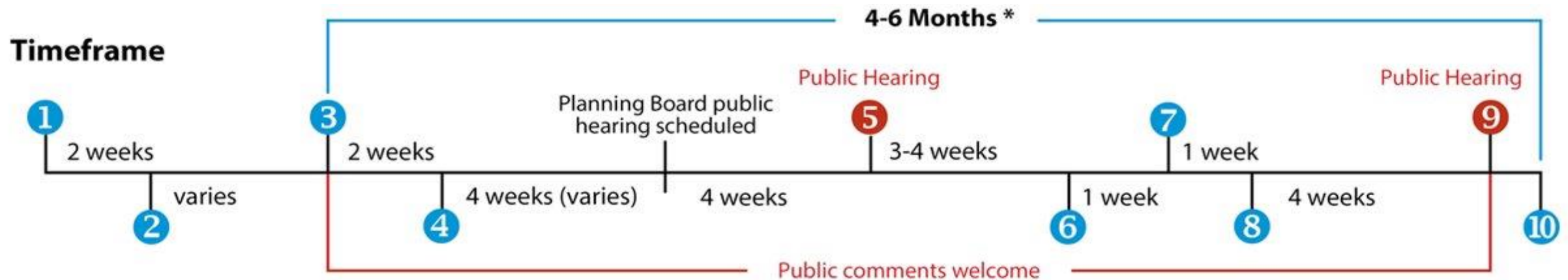
- Overwhelming support for all six proposal

Area for Implementation

- Main street zoned areas are significantly more preferred. With the caveat that level of “unsure” in ground floor activation alludes people didn’t understand as clearly as MS zone districts

Next Steps

- File formal application with Community Planning & Development
- Outreach to affected property owners who have filed site development plans
- Rezoning Process



** This is a typical timeframe estimate. Unique circumstances and/or rezoning complexity will adjust the timeframe.*

ADDITIONAL INFORMATION

- Visit denvergov.org/ColfaxAveD08 to learn.
- Sign up to speak at the Planning Board hearing. Visit <https://bit.ly/RezoneSignup> to learn more.
- Sign up to speak at public comment at City Council. Visit <https://bit.ly/GiveInput> to learn more.



Website QR
Code

Q&A/DISCUSSION



Amanda
SAWYER
DENVER CITY COUNCIL ★ DISTRICT 5

D0-8 Overlay Survey Data

DENVER DISTRICT 5 ★ CONNECTING PEOPLE & GOVERNMENT



Overall Statistics

- **525 Total responses**
- **481 Responded to the entire survey**
- **395 Respondents identified as working, living, or both working and living along the Corridor.**
- **371 of the 395 living or working along the corridor completed the entire survey**
- **Data are divided into all respondents, respondents living, working, or both along the corridor, respondents living and working along the corridor, respondents living along the corridor, and respondents working along the corridor**

Overall Statistics Continued

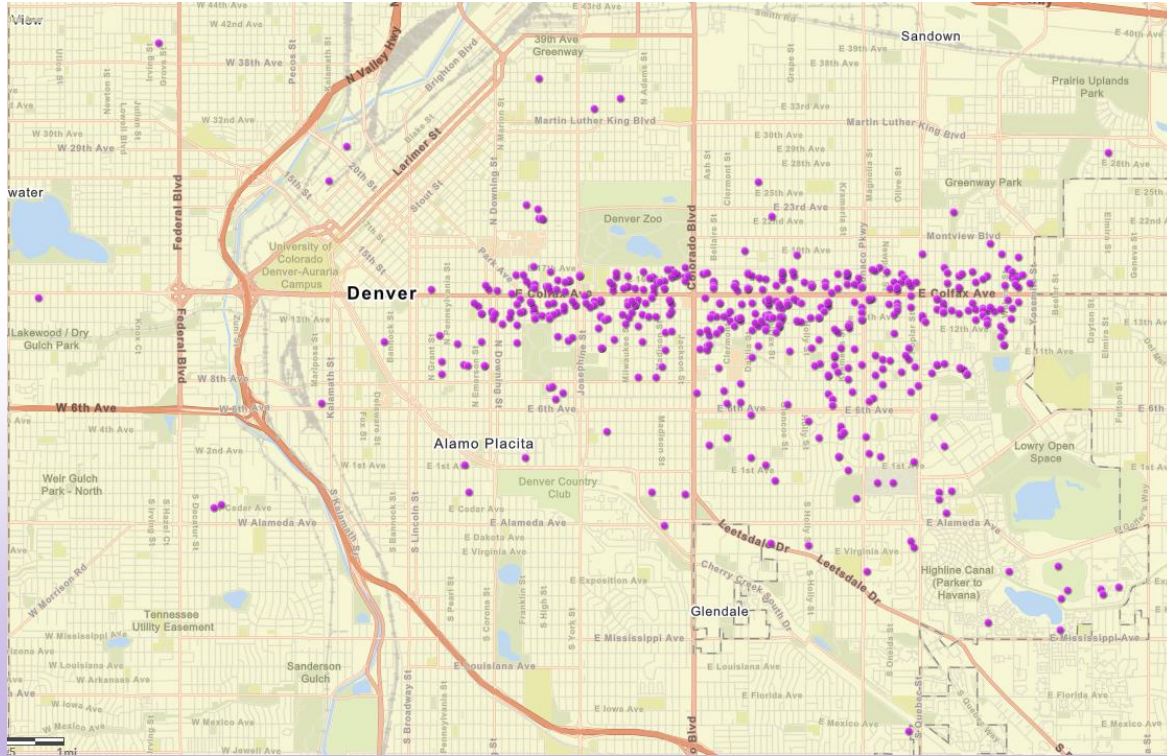
- **Approximately 30,000 persons in the subject area.**
- **Survey represents ~ 1.5% of persons in subject area.**
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- **All respondents -> 4.5%**
- **Respondents living, working, or both along the corridor -> 5%**
- **Respondents living and working along the corridor -> 9.5%**
- **Respondents living along the corridor -> 6%**
- **Respondents working along the corridor -> 20%**

Overall Statistics Continued

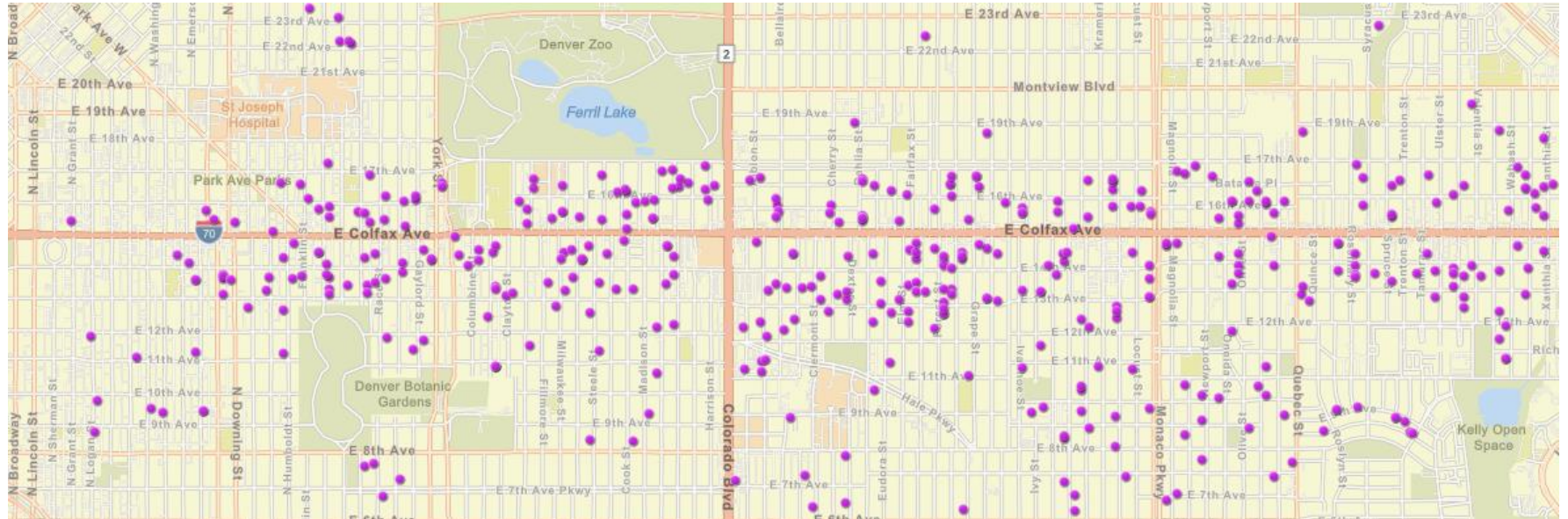
- **Because of these margins of error we have only focused on all respondents and respondents who identified as living, working, or both along the corridor as they are the only samples which meet criteria for statistical significance**



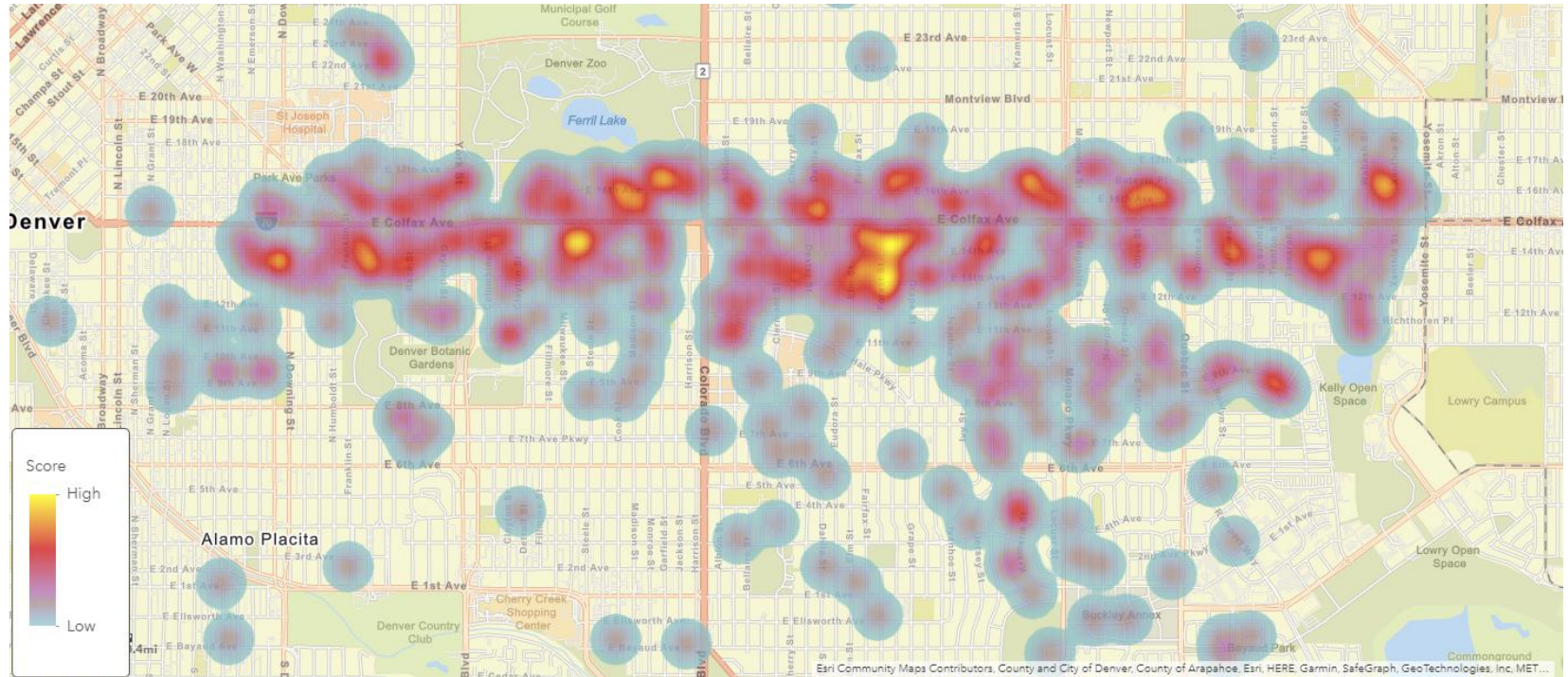
Respondents



Respondents Continued

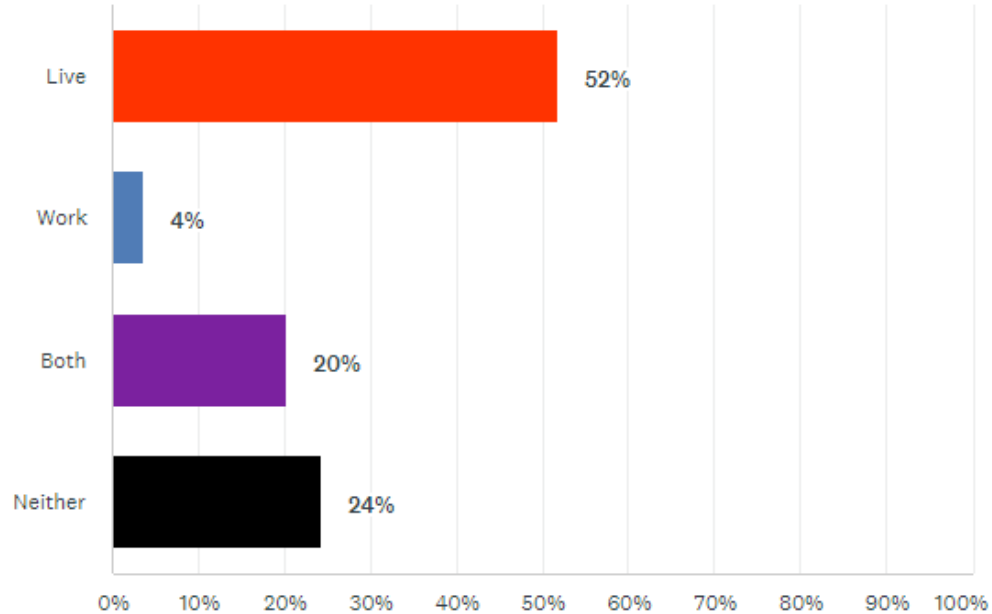


Respondents Continued





Live & Work Along Colfax

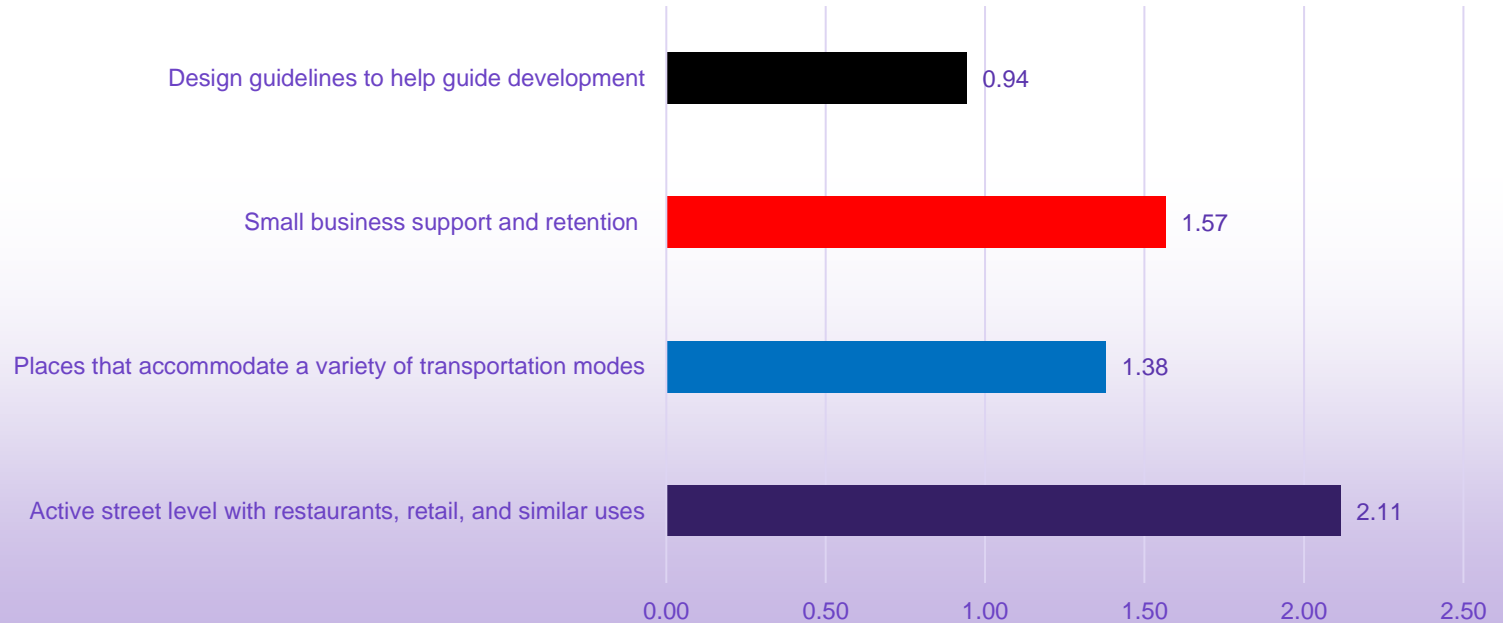




Ranking Development Factors

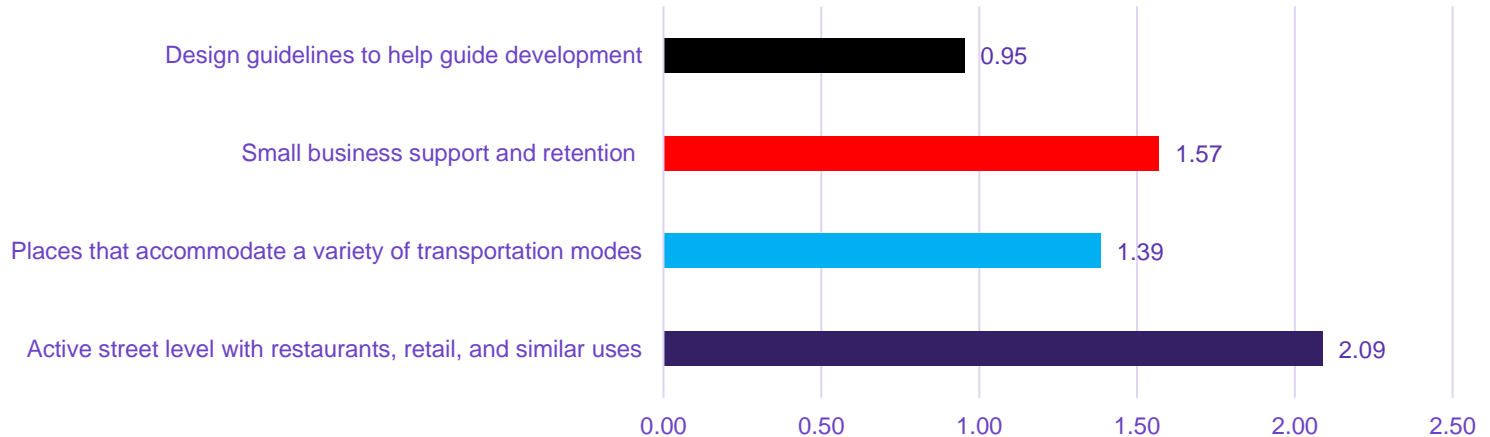
Average weighted score out of 4, with 4 being the most important

Most Important Development Factors – All Respondents (481)



Ranking Development Factors Continued

Most Important Development Factors. Respondents Living, Working, or Both Along Corridor (371)



Ranking Development Factors Continued

Number one priority by response category	<i>Active street level with restaurants, retail, and similar uses</i>		<i>Places that accommodate a variety of transportation modes</i>		<i>Small business support and retention</i>		<i>Design guidelines to help guide development</i>		<i>Total</i>
All Respondents	223	46%	104	22%	91	19%	63	13%	481
All Along Corridor	166	45%	80	22%	74	20%	51	14%	371
Live and Work Along Corridor	42	44%	21	22%	23	24%	10	10%	96
Live Along Corridor	119	46%	55	21%	47	18%	38	15%	259
Work Along Corridor	5	31%	4	25%	4	25%	3	19%	16

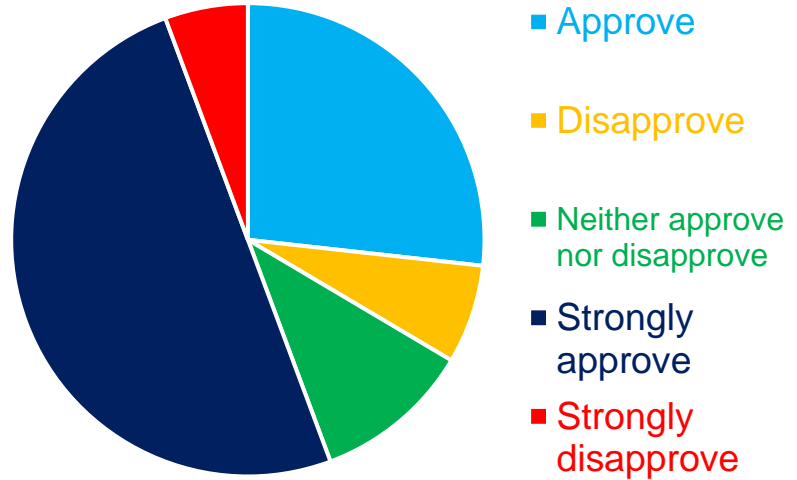
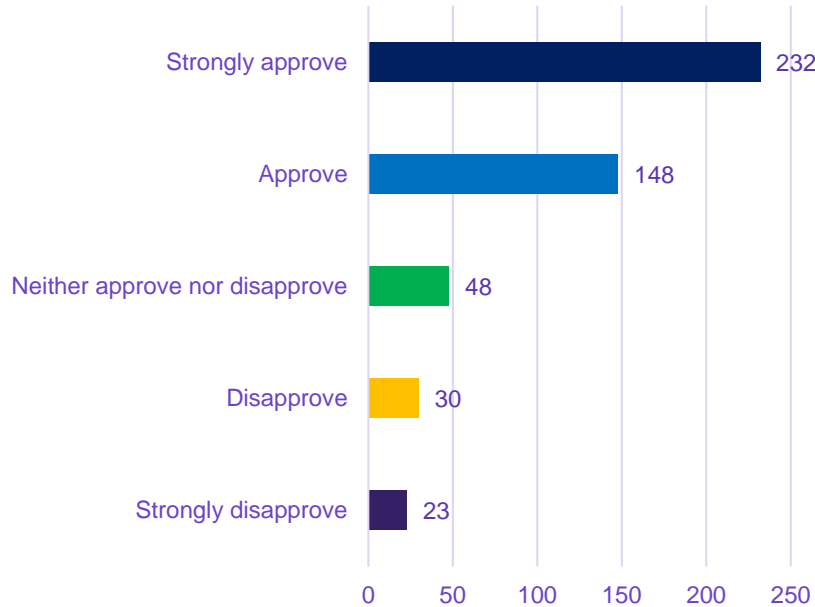
5 | Proposal 1

Only allow Shopfront and Town House building forms along the East Colfax corridor.

All Respondents	Count	Percentage
Strongly disapprove	23	5%
Disapprove	30	6%
Neither approve nor disapprove	48	10%
Approve	148	31%
Strongly approve	232	48%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	21	6%
Disapprove	25	7%
Neither approve nor disapprove	40	11%
Approve	99	27%
Strongly approve	185	50%

Proposal 1 Continued



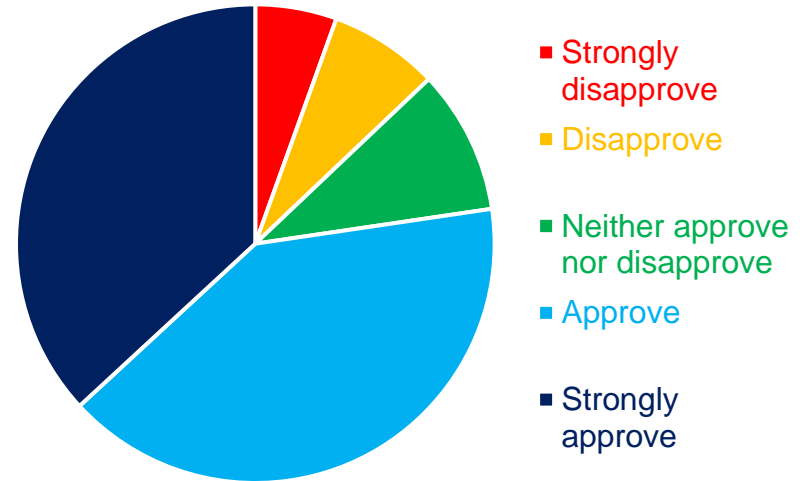
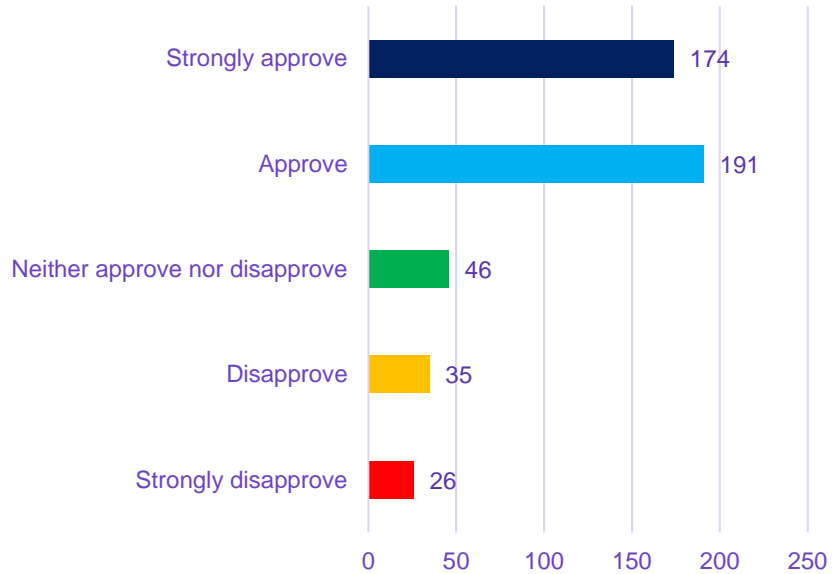
5 | Proposal 2

In any zone district with a height greater than 2 stories, commercial uses are required for 75% of the building frontage. This requirement is reduced to 50% for lots that are 37.5 feet wide and up to 50 feet wide, and waived for lots less than 37.5 feet wide

All Respondents	Count	Percentage
Strongly disapprove	26	6%
Disapprove	35	7%
Neither approve nor disapprove	46	10%
Approve	191	40%
Strongly approve	174	37%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	23	6%
Disapprove	27	7%
Neither approve nor disapprove	36	10%
Approve	142	39%
Strongly approve	135	37%

Proposal 2 Continued



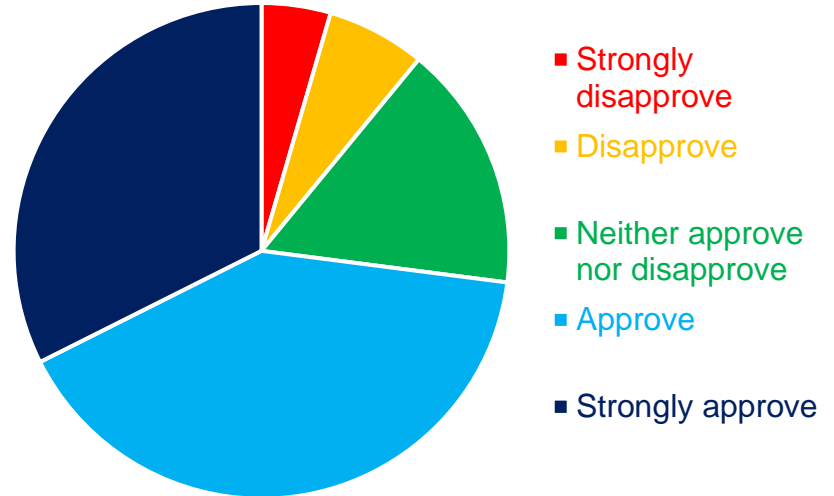
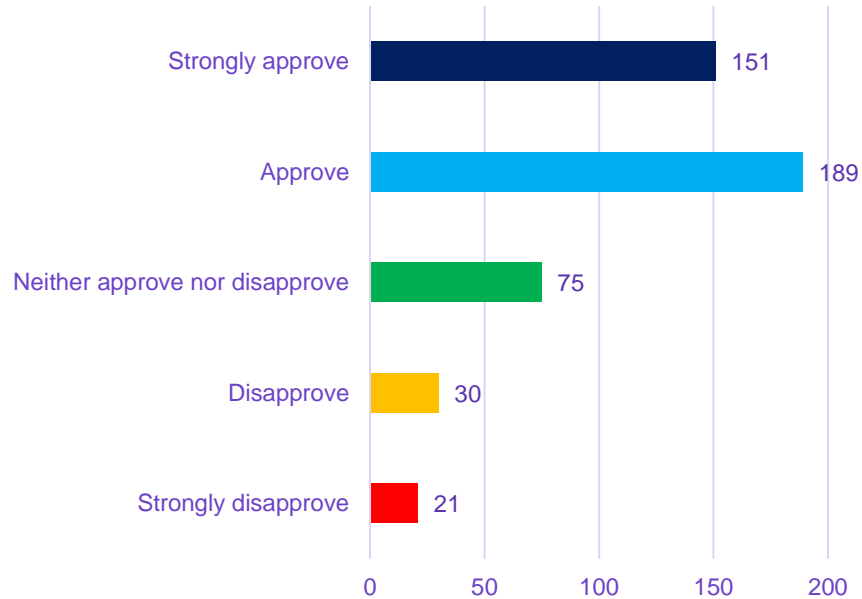
5 | Proposal 3

Any dwelling unit at the street level must be set back from the sidewalk property line by at least 7 feet. Any such residential unit must also have a usable outdoor space in the setback, i.e. patio, porch, or deck with a minimum depth of 5 feet. The 7-foot setback would not apply to a lobby, entryway, etc. to access upstairs units.

All Respondents	Count	Percentage
Strongly disapprove	21	5%
Disapprove	30	6%
Neither approve nor disapprove	75	16%
Approve	189	41%
Strongly approve	151	32%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	17	5%
Disapprove	22	6%
Neither approve nor disapprove	58	16%
Approve	147	41%
Strongly approve	114	32%

Proposal 3 Continued



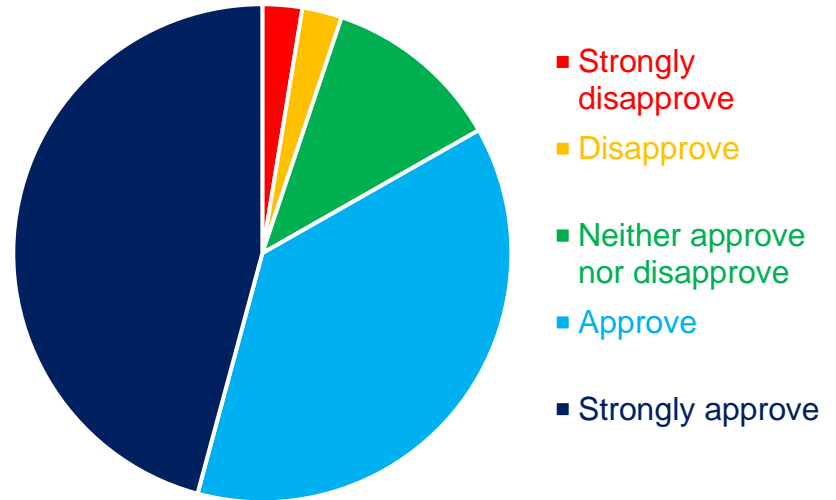
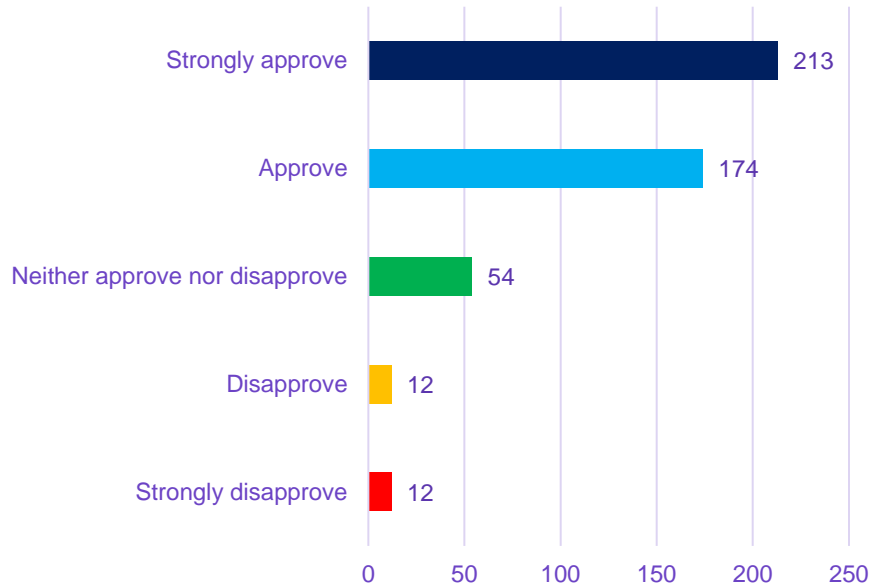
5 | Proposal 4

Change the range of 75% of building frontage from 0-5 feet to 0-10 feet

All Respondents	Count	Percentage
Strongly disapprove	12	3%
Disapprove	12	3%
Neither approve nor disapprove	54	12%
Approve	174	37%
Strongly approve	213	46%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	9	3%
Disapprove	9	3%
Neither approve nor disapprove	44	12%
Approve	131	37%
Strongly approve	165	46%

Proposal 4 Continued



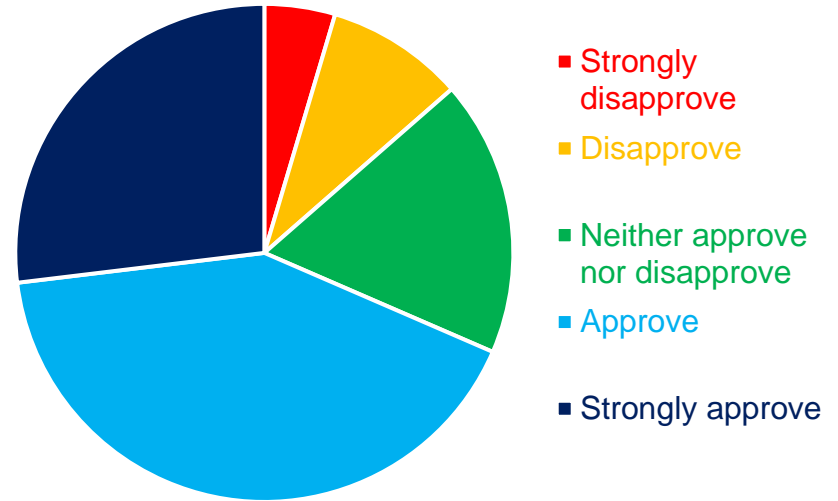
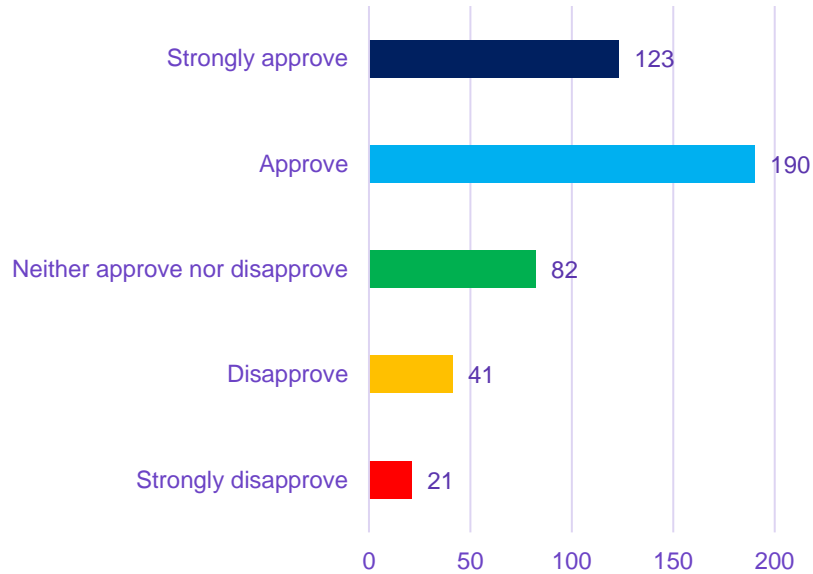
5 | Proposal 5

Remove all alternatives except for "Permanent Art" that can substitute for actual windows on the ground floor.

All Respondents	Count	Percentage
Strongly disapprove	21	5%
Disapprove	41	9%
Neither approve nor disapprove	82	18%
Approve	190	42%
Strongly approve	123	27%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	19	5%
Disapprove	30	9%
Neither approve nor disapprove	62	18%
Approve	147	42%
Strongly approve	93	26%

Proposal 5 Continued



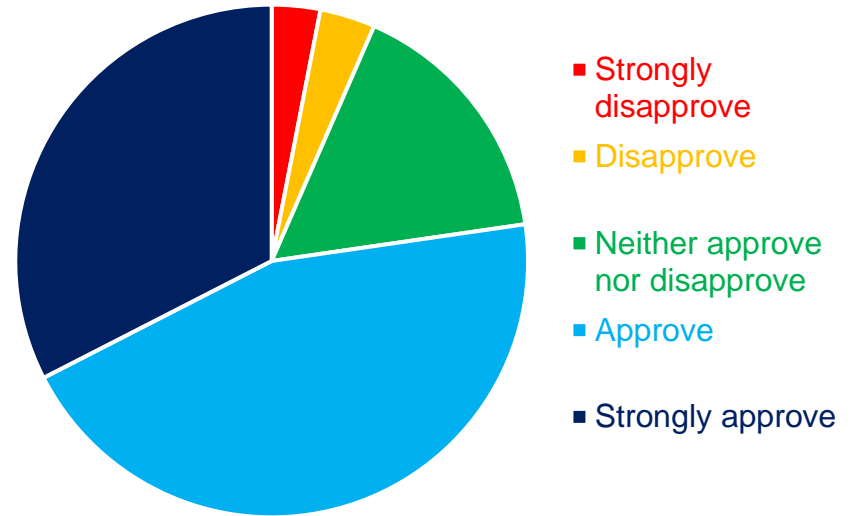
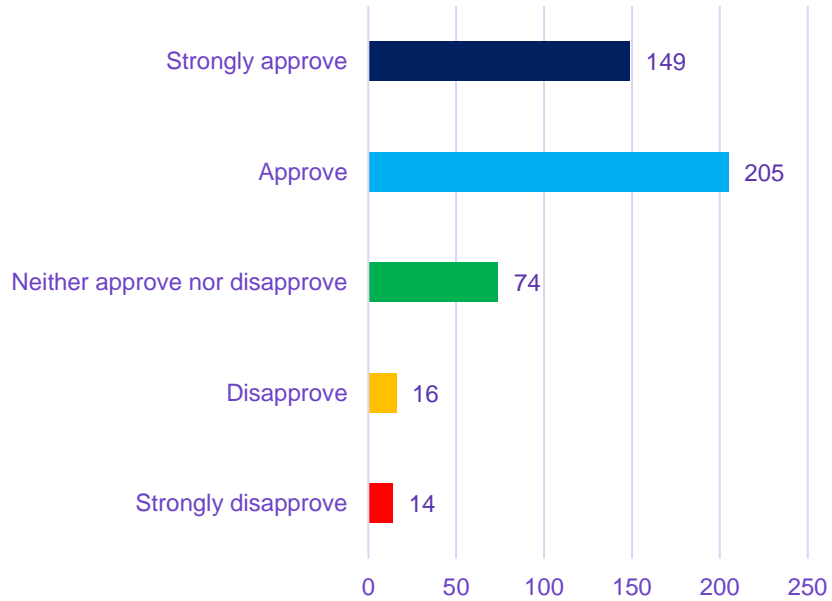
5 | Proposal 6

A minimum of one entrance is required for every 50' of building frontage. No more than 65' can be between each entrance.

All Respondents	Count	Percentage
Strongly disapprove	14	3%
Disapprove	16	3%
Neither approve nor disapprove	74	16%
Approve	205	45%
Strongly approve	149	33%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
Strongly disapprove	11	3%
Disapprove	14	4%
Neither approve nor disapprove	59	17%
Approve	163	46%
Strongly approve	105	30%

Proposal 6 Continued

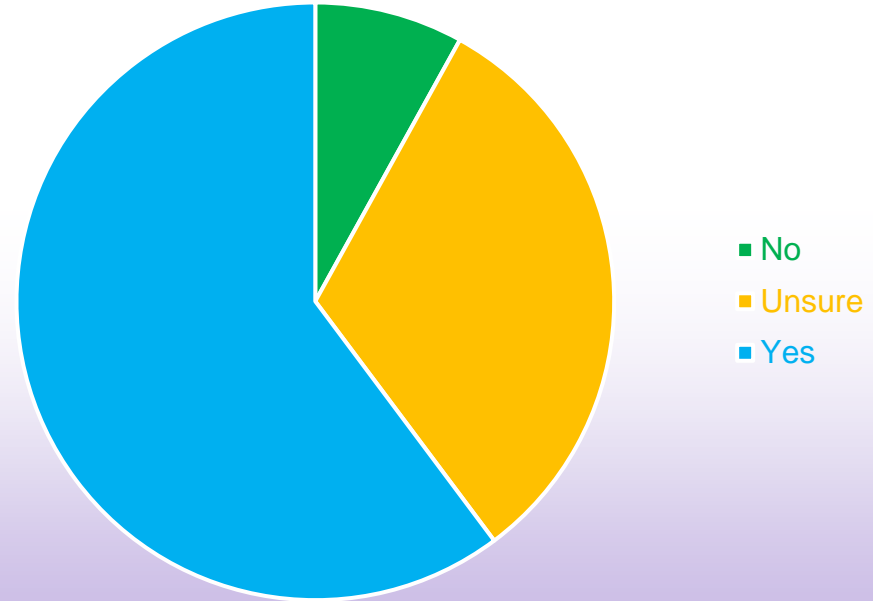




Overlay Areas – Main Street

All Respondents	Count	Percentage
No	37	8%
Unsure	146	32%
Yes	277	60%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
No	30	8%
Unsure	107	30%
Yes	217	61%

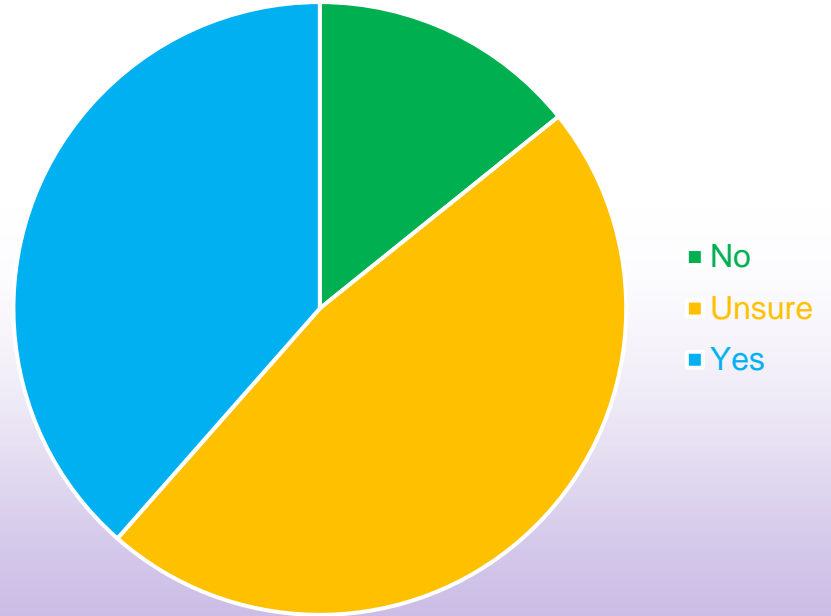




Overlay Areas – Ground Floor Activation

All Respondents	Count	Percentage
No	65	14%
Unsure	216	47%
Yes	176	39%

Respondents Living, Working, or Both Along Corridor	Count	Percentage
No	48	14%
Unsure	161	46%
Yes	143	41%



5 | Comments

Comment Totals	
Ranking Question	261
Prop 1	158
Prop 2	115
Prop 3	107
Prop 4	87
Prop 5	96
Prop 6	52
Other	194
Total	1070

I haven't finished an in-depth analysis of the comments. I have several anecdotal observations:

- Comments tended to be more about current situation than proposal, i.e. crime is bad or more infrastructure
- The general tone of the comments felt significantly more negative than data showed, which tracks with previous survey experiences: folks who do not like something are much more vocal than folks who love it.
- Positive comments tend to focus on the vision of Colfax as a thriving street for businesses and people
- Negative comments tend to focus on over regulation, loss or worries over parking, or raising cost of development and thus discouraging investment

Comments Continued

Overall Comments

survey character create Avenue increase small businesses structure
 thing even bus already without improvements know
 place much support example lot crime concerned
 home want traffic parking businesses better plan bring
 adjacent changes neighborhood area make many hope shops
 waiting way BRT Please **Colfax** need going allowing work
 Main Street buildings **Colfax** people pedestrian
 feeling adding time see **street** city will think develop side
 stop Thank cars development along Colfax one along
 exist design residents overlay property help really
 spaces 14th issues now become use housing coming effort
 near move don't residential problem developers
 homeless Denver love also Colfax corridor

Ranking Question Comments

considered homeless smaller improvement problems
 required address lighting homes already homelessness access
 Please speeding bikes development places even think zones
 know allow East Colfax cars better residential want family
 community design increase need buildings important critical
 Stop look bus people **traffic** businesses corridor crime trees
 bicycle live use will **Colfax** safety keep issue close
 planning properties make **Colfax** along Colfax transit
 along existing walking city **street** parking area see lots impact
 affected hope feel safe neighborhood pedestrians housing 13th 14th
 sidewalks put support safe residents Ensuring
 spend help around side streets Denver new trash great Must
 work going pedestrian friendly promote
 green space current pedestrian traffic changes small businesses
 encourage



Conclusions

Ranking Development Factors

- Active uses are the most important factor, by far

Proposals

- Overwhelming support for all six proposal

Area for Implementation

- Main street zoned areas are significantly more preferred. With the caveat that level of “unsure” in ground floor activation alludes people didn’t understand as clearly as MS zone districts

Questions & Discussion

Councilwoman Sawyer, Councilman Herndon, Councilman Hinds, and Councilwoman CdeBaca's offices are considering putting forward legislation that would create a Zoning Overlay along Colfax Ave from Sherman St to Yosemite St, and we would like your feedback.

During the East and East Central Area Plan process, many residents expressed concern over properties developing along Colfax without clear guidance and/or oversight. A Zoning Overlay would address this issue by creating design standards for future development.

A Zoning Overlay is an additional regulation that is intended to reinforce the desired character for new developing or redeveloping areas. Overlays may add, remove, or modify zoning standards of the current underlying zone district. Overlays already exist in the Denver Zoning Code and have been used to good effect in other parts of Denver.

In our research and discussions with the Planning Department, we settled on Design Overlay 8 (DO-8). This Overlay is named the Active Centers and Corridors Design Overlay. It's primary purpose is to help better integrate properties along commercial corridors with the surrounding residential neighborhoods. It does this in a number of ways, but the biggest requirements are its limitation of potential building forms and the requirement of a portion of the ground floor to be used in a non-residential way. Together these, and all the requirements, serve to activate the ground floors of buildings and promote a welcoming and multi-modal atmosphere along streets that may have only one form of transportation previously.

Please peruse our website denvergov.org/ColfaxAveDO8 and learn more about this proposal and then take our survey, below to help us understand if these changes are something that you think would benefit the future development of Colfax Ave.

Thank you!

* 1. What is your address?

2. Do you live or work along the East Colfax corridor?

- Live
- Work
- Both
- Neither

3. Please rank the following from most (1) to least (4) important to you when it comes to what you would like to see in development along East Colfax.

- Active street level with restaurants, retail, and similar uses
- Places that accommodate a variety of transportation modes (bikes, transit, pedestrians)
- Small business support and retention
- Design guidelines to help guide development

4. Is there something we missed or that you think is more important?

The following six questions are regarding specific proposals that are covered in the overlay.

5. Proposal 1: Refine allowed building forms

Current Standard:

Between U-MS and U-MX zones, there are five allowed building forms:

1. Shopfront
2. Town House
3. General
4. Drive-through Services
- 5 Drive-through Restaurants

Proposal:

Only allow Shopfront and Town House building forms along the East Colfax corridor.

Reasoning:

Drive-thru forms are not appropriate in a traditional main street area. The drive-thru forms don't promote street level activation or pedestrian safety. Additionally, the General building form has minimal design standards and has recently resulted in the least-pedestrian friendly development. The shopfront form has the most design requirements but also allows of the largest mix of commercial and residential, and promotes walkability and activity on the ground floor of buildings.

- Strongly approve
- Approve
- Neither approve nor disapprove
- Disapprove
- Strongly disapprove

6. Do you have any additional comments about this proposal?

7. Proposal 2: Limit Residential Uses on the Ground Floor

Current standard:

Residential uses ("Dwelling Units") are allowed on 100% of the ground floor.

Proposal:

In any zone district with a height greater than 2 stories, commercial uses are required for 75% of the building frontage. This requirement is reduced to 50% for lots that are 37.5 feet wide and up to 50 feet wide, and waived for lots less than 37.5 feet wide

Reasoning:

The change will ensure that the majority of the ground floor of a building has commercial or retail uses. At the same time, it allows a bit of flexibility for a single dwelling unit, a lobby, stairwell, other entryway, etc to access upstairs units on the ground floor. This will mimic the pattern seen in many historical mixed-use buildings. It also allows reasonable flexibility for narrower lots, recognizing that development on these lots can be more complex.

- Strongly approve
- Approve
- Neither approve nor disapprove
- Disapprove
- Strongly disapprove

8. Do you have any additional comments about this proposal?

9. Proposal 3: Require a Residential Setback

Current MS standard:

Residential uses in the shopfront form can be located on the property line with a front setback of 0 feet.

Proposal:

Any dwelling unit at the street level must be set back from the sidewalk property line by at least 7 feet. Any such residential unit must also have a usable outdoor space in the setback, i.e. patio, porch, or deck with a minimum depth of 5 feet. The 7-foot setback would not apply to a lobby, entryway, etc. to access upstairs units.

Reasoning:

This creates a better transition between the public and private realm, benefiting both the public and residents. Residents will be less likely to just keep blinds/curtains shut if they have a buffer between their window and the sidewalk. The setback would provide space for landscaping and encourage more visual interest at the street level.

- Strongly approve
- Approve
- Neither approve nor disapprove
- Disapprove
- Strongly disapprove

10. Do you have any additional comments about this proposal?

11. **Proposal 4: Increase Build-To Range**

Current MS standard:

For a shopfront building in U-MS zoning, 75% of building frontage must be within 0-5 feet of the property line along the primary street.

Proposal:

Change this range to 0-10 feet.

Reasoning:

Moderately expanding the build-to would give developers the option to create flexible courtyard space. It might help curb the problem of properties “privatizing the right of way” with requests to put patio seating, etc. in the sidewalk.

- Strongly approve
- Approve
- Neither approve nor disapprove
- Disapprove
- Strongly disapprove

12. Do you have any additional comments about this proposal?

13. Proposal 5: Ensure buildings have plentiful windows at the street level

Current MS standard:

The Zoning Code requires buildings to have certain amount of windows facing the street on the ground floor. This is called "transparency." The existing Shopfront standard in MS is 60% transparency towards the primary street and 25% towards the side street.

For example:

A building is 100 feet long on the Primary Street side. Sixty percent of that length must have windows.

$100 \times .6 = 60$ feet of windows

At the same time, certain elements are allowed to substitute for the required window area. These are "transparency alternatives." This section allows building elements like display cases or ATMs, "art," wall design elements like changes in material/color, or outdoor eating/serving areas, to count toward the transparency requirement. Currently, they can count for a lot of window space: maxing out allowed "Transparency Alternatives" for a Shopfront form in MS can reduce actual window space down to only 30%.

Proposal:

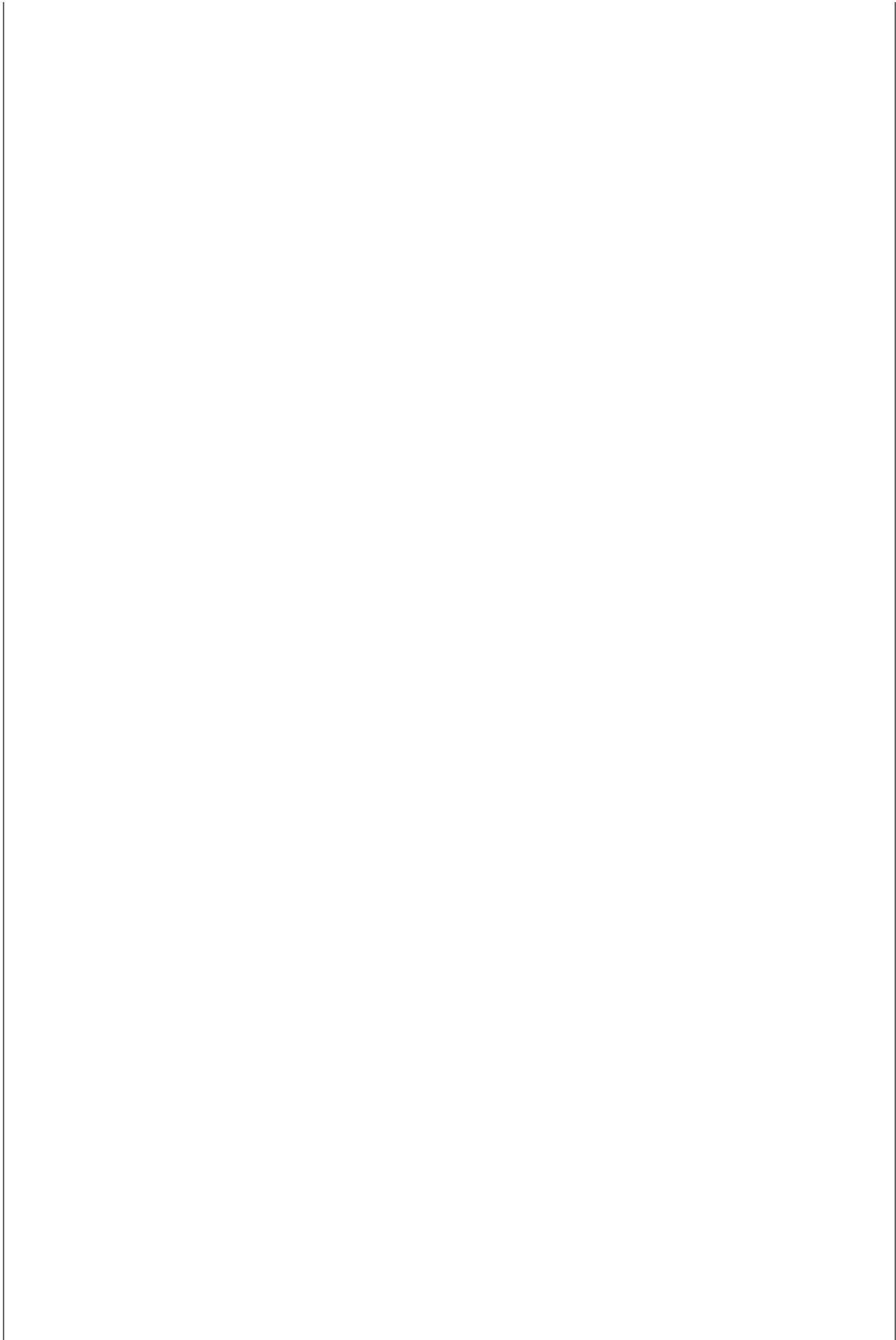
Remove all alternatives except for "Permanent Art" that can substitute for actual windows on the ground floor.

Reasoning:

Windows are incredibly important to an historic main street. They create "eyes on the street" and a friendly sidewalk experience. In addition, many of the alternatives that have been used are not high quality. "Permanent Art" is retained because it is an exceptional category with high-quality standards that must be approved by Denver Arts and Venues.

- Strongly approve
- Approve
- Neither approve nor disapprove
- Disapprove
- Strongly disapprove

14. Do you have any other comments about this proposal?



15. **Proposal 6: Require Street-Facing Entrances**

Current MS standard:

Buildings are required to have one entrance facing the primary street.

Proposal:

A minimum of one entrance is required for every 50' of building frontage.

No more than 65' can be between each entrance.

Reasoning:

Prevents long, uninterrupted expanses of façade and encourages smaller commercial spaces which may be more economically viable.

- Strongly approve
- Approve
- Neither approve nor disapprove
- Disapprove
- Strongly disapprove

16. Do you have any other comments about this proposal?

The next several questions involve the proposed areas where this overlay would take effect. In this graphic the red hatched area is Main Street zoning along Colfax Ave.

17. Would you support an overlay that was limited to the parts of East Colfax Ave that are already zoned Main Street (red hatched)?

- Yes
- No
- Unsure

This graphic shows the areas, in black hatch, that are identified by the neighborhood plans that call for ground floor activation. These areas are where future Bus Rapid Transit Stations are planned.

18. Would you support an overlay that was limited to the areas identified for ground floor activation (black hatched) along East Colfax Ave?

- Yes
- No
- Unsure

19. Do you have any other comments, thoughts, or concerns?*

* Please note, comments may be used publicly but will remain anonymous.

Q4 Is there something we missed or that you think is more important?

Answered: 261 Skipped: 264

#	RESPONSES	DATE
1	I would like to stress the importance of making this area extraordinarily more friendly to alternative forms of transportation (outside of cars/motorized vehicles). I am not talking about simply adding a unprotected bike lane, it is insulting to bicyclists and does little good. I'm talking about a radical transformation to make it centered around pedestrians, public transit, and bicyclists. It is next to impossible to ride a bicycle on East Colfax and walking feels tedious and unsafe. Because of how unsafe and burdensome it is to travel using alternative forms of transportation, I actively choose not to go patronize businesses along East Colfax. Furthermore, there is no true public third place on East Colfax, it is either you're in a business or actively traveling to another. It would be nice to see a public area where residents can go to while on East Colfax.	3/1/2023 1:57 AM
2	Safety should be a major concern. Congestion, sight lines for transportation, worry for higher crime, trash, reduced property values. Anytime population density increases there is an increase in all the above. Look at the development of Colorado Blvd as a guide of what not do. There is more congestion, traffic, air quality is low, and accidents of all kinds are high	2/28/2023 8:22 PM
3	Making it as easy as possible to build housing!!	2/28/2023 2:42 PM
4	We need to know how this will impact existing residential homes, what you will do to update crumbling infrastructure (we're still filtering water for lead) and expected future implications. You cannot keep businesses open now - what makes you think that we need more retail? We have empty storefronts now. Why introduce more?	2/28/2023 12:58 PM
5	Maintain and Elevate the charming, brick and mortar, unique character of the East Colfax corridor.	2/28/2023 9:39 AM
6	Focus on investing in the local businesses owned and operated by residents in East Colfax. Impact on gentrification and the squeezing of the neighborhood by Central Park and Lowry.	2/28/2023 8:32 AM
7	I don't know what you mean by "design guidelines." I've lived in places where uniform signage seems to have been imposed--a single awning over a row of business with the names of the establishments in identical typefaces--and it invariably looks corporate, unimaginative, uninviting, and low-end. As unseemly or ricky-ticky as some businesses on Colfax look, at least they have character, each inviting to some demographic. Please do not make the street more generic by imposing an overarching, single-look design. Also, the appeal of any new building or signage can be immediately destroyed with graffiti, and the neighborhood made less inviting by the presence of loiterers and urban campers. I think the best thing the city could do on Colfax would be to PLANT TREES. People don't normally deface trees, and rows of planters in the sidewalk would gently discourage urban camping. Every urban environment is improved with a little nature. Imagine all those gorgeous old buildings on Colfax--especially the landmark capital dome and Cathedral spires--with our big sky and mountains as a backdrop. Now add a row of tall (eventually) shade trees on either side of the street--absolutely breathtaking, yes? We could do this!! The view looking up Colfax towards the Capitol could become our new post card image!	2/27/2023 7:59 PM
8	Orientation toward smaller spaces for neighborhood-scale services for accessing without a vehicle over large spaces for foreign tenants (those not of or by a neighborhood entity) as a destination focused on drive-to destinations. More door-based storefronts than window-only. Emphasize despite to relate all sides of the building to their respective desired use types, including the alley side & "back" toward the residential area where walk up & live-work units can be accessed without needing or desiring street frontage.	2/27/2023 2:23 PM
9	what does design guidelines to help guide development mean? This is too vague to properly rank against the other more tangible options.	2/27/2023 12:26 PM
10	Ensuring affordable housing where possible.	2/27/2023 10:04 AM
11	Alleviate traffic	2/27/2023 9:50 AM

East Colfax Ave Overlay Zoning Survey

12	Slow and reduce the volume of car traffic to make the corridor safer and more hospitable.	2/27/2023 9:49 AM
13	In Montclair, 100 homes were put into Landmark. 85 of them have no historical value. The denver city council should consider eliminating Landmark. If someone wants to put their home into landmark, great. But, individuals homes should not be dumped into landmark by an individual without the homeowner having a right to withdraw their home.	2/27/2023 9:38 AM
14	Safety and regular maintenance. Affordable, low-income housing.	2/27/2023 9:28 AM
15	access, road maintenance, make it less of a speeding highway.	2/27/2023 9:20 AM
16	Don't forget about cars and water... Someday we're going to run out of it	2/27/2023 7:59 AM
17	Addressing the improvement of sidewalks all up and down Colfax is an important issue. In many areas, the sidewalks are in disrepair and unsafe. I believe it is also important to address the issue of parking. We need to make sure there is enough parking in new developments so that people don't end up parking on our residential streets.	2/26/2023 11:49 PM
18	Add more green space. Increase set-backs.	2/26/2023 11:06 PM
19	Cleaning up Colfax both aesthetically and crime wise to make it a place people would want to frequent	2/26/2023 10:36 PM
20	Bicycles can not drive safely down Colefax. They're a danger to themselves and to cars.	2/26/2023 9:24 PM
21	More evening lighting to improve safety.	2/26/2023 9:02 PM
22	Development will only occur with an increase in safety. Please continue to support the efforts of our police and star programs and continue to invest in the 911 infrastructure to ensure that this overlay is in parallel to improving the safety of this corridor. Thanks	2/26/2023 8:59 PM
23	We don't need more low income housing near Olive St. With the fax building at Pontiac .	2/26/2023 8:18 PM
24	More High Density Housing to help support the businesses and transit infrastructure (plus help address the housing crisis).	2/26/2023 8:08 PM
25	safety safety safety - I live near East Colfax and it does not feel safe. And parking.	2/26/2023 8:03 PM
26	Working on homeless issues	2/26/2023 5:03 PM
27	Studies of the effect of economic considerations as opposed to guidelines to direct development	2/26/2023 4:55 PM
28	Prevent vagrant and criminal activity	2/26/2023 4:35 PM
29	Supporting current business and property owners along that corridor,not let developers ruin their businesses	2/26/2023 3:57 PM
30	Clean up Colfax - it looks like trash and has increased crime	2/26/2023 3:02 PM
31	Traffic safety control devices with more frequency to increase safety for pedestrian use along colfax	2/26/2023 2:31 PM
32	Owner occupied spaces	2/26/2023 2:26 PM
33	How to accommodate people with disabilities who walk & rely on bus & other public transportation	2/26/2023 1:33 PM
34	Getting the bicycles off the sidewalk and/or sidewalks wide enough to walk on without bumping into a pole -- and wide enough for bicycles, if they're to continue to stay off the street. If they're to stay on the street, they'll need a safe bike lane. Why in heaven is Colfax, a highway, a designated bike route?	2/26/2023 1:27 PM
35	I would love there to be emphasis on walkability. East Colfax currently is not very walkable, no sidewalks on 13th and 14th is a major contributor to that. Get more people on Colfax in East Colfax and I think it will make the neighborhood feel much better.	2/26/2023 1:08 PM
36	Easy, free parking	2/26/2023 12:39 PM
37	Safety & cleanliness	2/26/2023 12:34 PM
38	Access to the 2nd story and higher residential and parking for a minimum of one space per unit	2/26/2023 12:19 PM

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	needs to be prioritized	
39	low to moderate income housing	2/26/2023 12:05 PM
40	You don't specifically call out ensuring adequate space for safe pedestrian and bicycle use. To me this is most important because walking along Colfax right now is a highly unpleasant experience.	2/26/2023 11:52 AM
41	Do not discourage revitalizing Colfax with restrictions.	2/26/2023 11:43 AM
42	With this type of improvement, you will be bringing more people into this Colfax area which means even more traffic into these neighborhoods. Where are people supposed to park? What will happen to the traffic and parking along the side streets where residents already have a difficult time keeping parking spaces for their friends and relatives that come to visit. I totally agree that Colfax needs a lot of revamping, but why are we spending this kind of money on a new street design when homelessness, drugs and crime are running rampant in this city. I live in Hilltop, which is a fairly well-to-do area and crime is running rampant with break-ins and car thefts right here in Hilltop as well as most areas around Denver. When you do something to address Denver's homelessness problems, drug addiction problems and crime and gun problems in this City, then maybe it will be time to spend our hard earned tax dollars on fixing up Colfax?!?!?	2/26/2023 11:34 AM
43	integral parking required for any business and residential options. Parking overflow to the neighborhoods adjacent to Colfax is a current issue and proposed developments to Colfax do not address the consequential increases on parking.	2/26/2023 10:57 AM
44	leave colfax alone	2/26/2023 10:53 AM
45	These are all equally important. They can't be ranked.	2/26/2023 10:30 AM
46	Preserve the neon signs and require more of them for businesses of a certain size to maintain the character of the thoroughfare	2/26/2023 10:23 AM
47	No	2/26/2023 10:22 AM
48	Safety design considerations.	2/26/2023 10:21 AM
49	Quick, efficient flow of automobile traffic, at least two lanes in each direction.	2/26/2023 10:12 AM
50	I would like to see a push to renovate more of the motels for low income or safe transitional housing- or as community support centres . the people currently on the street need someplace to go both during the day and at night, otherwise new business will never thrive and it will not be a safely walkable area . I hope to see current business owners, long time residents and communities of color receive extra support to open and maintain small businesses and organizations. We also need more green infrastructure especially trees.	2/26/2023 10:10 AM
51	I avoid Colfax at all costs when I am in capital hill. The sidewalk on the south side is a patchwork of tripping hazards and the area is populated by people without homes or impulse control. I don't feel safe because of the infrastructure and the other people. The places I used to go have disappeared and I don't have any reason to go to Colfax. I think that you should be focused on getting the number 3 bus running at least every 30 minutes on the east side instead of every hour. But apparently it's more important to spend lots of money on a street that the city has previously abandoned to the point that substantial investment is necessary. It's infuriating to have all the focus on spending for Colfax, when disabled people can't even get there because of the lack of planning that Denver is notorious for. I don't care about Colfax. I want to be able to be able to get food and medication but because I live on the#3 route, I don't deserve to be within 15 minutes of any services, and I don't have a car, use a walker. There are multiple streets with residents that deserve public transportation more than hourly. I don't agree with ignoring the disabled and other areas for investing in Colfax. If the business district on Colfax is unable to improve the situation with their own income and investment in the community, why are you wasting taxpayer money?	2/26/2023 10:10 AM
52	landscaping/streetscaping	2/26/2023 10:08 AM
53	Limit the number of liquor stores and dispensaries	2/26/2023 10:03 AM
54	Let the busy motor vehicle corridors remain the busy corridors. Stop with the narrowing of streets. Require the bicyclist to actually use the bikeway streets and not the busy corridor. The sidewalk is where pedestrians belong. You are incredible idiots to think permitting jaywalking,	2/26/2023 10:02 AM

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pedestrians in the street, bikes everywhere will be a good thing. People are going to get hit. Especially at night with the idiots drinking/ high stepping into the street and getting hit by an equally drunk or high driver. This is a deadly mix of stupid!

55	Fix the crime	2/26/2023 10:01 AM
56	Parking	2/26/2023 10:00 AM
57	Streets that are not choked by needless bike lanes. No changes should be made that further restrict traffic.	2/26/2023 9:59 AM
58	Traffic calming design. People speeding through red lights are a constant menace on colfax	2/26/2023 9:53 AM
59	crime addressed. feel safe walking/biking on east colfax.	2/26/2023 9:44 AM
60	Denver's DOTI has been killing business access (and aesthetics) with their implantation of protected bike lanes that avid cyclists like me don't want and don't use. It's been a mess and counterproductive. Nobody in Denver cycles year-round; is impossible. Denver needs to recognize that cycling as transportation is a seasonal alt to other forms, and so those other forms need to fully solve all transportation needs.	2/26/2023 9:37 AM
61	BRT lanes on outside, not in the middle. Center BRT lanes do not work as well and are less safe. See for example Albuquerque.	2/26/2023 9:36 AM
62	Get rid of all the drugs and prostitution along the entire avenue. That should be the first priority.	2/26/2023 9:36 AM
63	Are there plans to address or refine existing properties?	2/26/2023 9:36 AM
64	They are all important	2/26/2023 9:35 AM
65	Safety of course.	2/26/2023 9:32 AM
66	Drug dealers at 1452 Uinta need to be arrested	2/26/2023 9:31 AM
67	More density, more housing	2/26/2023 9:28 AM
68	Zone for increased density so that we can expand Denver's housing supply	2/26/2023 9:16 AM
69	Don't forget to allow for homeless encampments, public defecation availability, safe injection sites, and the promotion of LGBTQ+ prostitution centers.	2/26/2023 9:12 AM
70	More green spaces and plans to address the high number of people experiencing homelessness who make up a lot of the population that spends time on Colfax. Make more parts of Colfax car free zones. Make more family and child friendly places.	2/26/2023 9:12 AM
71	Safety and cleanliness	2/26/2023 9:10 AM
72	Safety	2/26/2023 9:10 AM
73	Allowing NIMBYs power in our local governments is how we ended up with unsustainable sfh communities that exacerbate the housing crisis and contain no small businesses, groceries, or other walkable services necessary for life.	2/26/2023 9:08 AM
74	safety	2/26/2023 9:07 AM
75	the survey was not allowing me to move the choices to where I wanted them to be in terms of most to least important	2/26/2023 9:07 AM
76	Make it safer	2/26/2023 9:05 AM
77	All existing on-street vehicle parking along Colfax MUST NOT be eliminated, contrary to DO-8 requirements. Doing so would simply force that parking traffic into the adjacent neighborhoods, and is completely contrary to the goal of improving the integration of commercial corridors with surrounding neighborhoods. Any attempt to offset the loss of parking by promoting other transportation modes, e.g., bikes, transit, pedestrians, will fail because convenient vehicle access is one of the key benefits businesses along Colfax have to offer. If there are numerous examples of commercial corridors substantially similar to Colfax, as it is now, that have begun to flourish after vehicle parking was eliminated, then I stand corrected. But I cannot think of any. In fact, I can think of far more examples of places that have a much higher utilization of non-vehicle transportation, much higher nearby population densities, yet still heavily rely on, and benefit from, on-street parking, e.g., Downtown Denver in general, Larimar Square, Wynkoop Street, Amsterdam, Paris, Aspen, Boston, NYC, San Francisco, etc. If and when	2/24/2023 2:07 PM

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Colfax faces the problem of having so much pedestrian traffic that that it cannot safely mix with on-street vehicle parking, then eliminating on-street parking will be practical. Until then, the parking standards imposed by DO-8 will act as more of a liability than then benefits of the rest of the standards of DO-8.

78	Preventing new large buildings from overshadowing nearby residences and reducing quality of life and the city.	2/23/2023 12:06 PM
79	Historic preservation and human scale buildings	2/22/2023 2:04 PM
80	Discourage loitering/camping.	2/22/2023 11:15 AM
81	LESS CRIME PLEASE!!	2/22/2023 10:44 AM
82	More police presence in the area to ensure the safety of the neighborhood at night. There are too many incidents of aimless shooting and car racing during the late evenings. We also have many areas with homeless congregation that is making the area unsafe for young families and doesn't promote sense of safety. Our children deserve to have fun and safe areas that they are able to enjoy in a walking distance from home without fear. Thank you for developing this beautiful side of the city!	2/21/2023 9:08 PM
83	Incorporation of trees and landscaping into street level planning.	2/21/2023 3:47 PM
84	The mixed use properties have not been very successful overall. The rents are higher and turnover of tenants is frequent, with small businesses the most harmed.	2/21/2023 11:02 AM
85	Maintain human scale, low height buildings (none over 2 stories), increase green space	2/20/2023 11:26 AM
86	I'd like to see RTD update bus stops to be sustainable with garden roofs that grow native pollinator plants. Would this create any funding for that to happen perhaps with East Colfax as a pilot area? I don't think it should be just "small business" I think there should be added incentivization for: women-owned, BIPOC-owned, LGBTQ-owned businesses.	2/19/2023 9:23 PM
87	Tax incentives to promote development of old outdated structures in favor of new business	2/19/2023 2:26 PM
88	Why continue to mess with the current structure? This seems to be a solution in search of a problem	2/19/2023 11:56 AM
89	More housing. Colfax development should prioritize more multi family housing	2/19/2023 8:06 AM
90	It would be nice if bike lanes were protected by barriers, so that bikers felt safe enough to use them.	2/18/2023 7:43 PM
91	Planting more trees along the Colfax corridor to create a shade canopy to help with the extreme heat experienced in this area.	2/18/2023 1:47 PM
92	To keep colfax as is with parking and not to impact the traffic if you close a lane in each direction. Since the bus lane is not going to increase ridership	2/18/2023 12:00 PM
93	Dedicated bike lanes protected by steel bollards. Most residents don't feel safe riding bikes on the street because of safety concerns with cars. More bikes = more pedestrian traffic (plus less pollution and better health).	2/17/2023 3:50 PM
94	Safety. Ensuring Safety Along the Colfax Corridor. Lighting. Cameras. NO homeless encampments.	2/17/2023 3:39 PM
95	Traffic is not good!! Or safe. The fast traffic treats Park Hill like a drive thru. It's not fun anymore.	2/17/2023 9:21 AM
96	Do you still intend to run buses down the middle of colfax. I am totally opposed to that. Traffic in neighborhood will be a nightmare	2/17/2023 9:01 AM
97	Affordable housing and gentrification needs to be considered!	2/16/2023 6:19 PM
98	One way, one lane streets adjacent to Colfax Ave (ie 16th and 19th) to increase safety for pedestrian traffic on those small sidewalks	2/16/2023 5:05 PM
99	Nothing larger than one story to include business and residential.	2/16/2023 2:39 PM
100	Road diets, traffic calming, sidewalks, protected bike lanes with diverters, bus rapid transit (sometime within the next hundred years!)	2/16/2023 9:55 AM

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101	Streamline the permit process for businesses looking to move to Colfax. Clean up delapidated buildings.	2/16/2023 8:30 AM
102	I don't think current regulations are enforced. Required Main Street entrances are often locked or inaccessible. Many windows are not truly transparent but covered with paint or bland, opaque shades.	2/15/2023 7:51 PM
103	No	2/15/2023 7:17 PM
104	Livability	2/15/2023 6:01 PM
105	security patrols	2/15/2023 4:53 PM
106	Get the homeless off the streets and provide mandatory rehabilitation for health issues and job placements. Reduce crime by enforcing laws. Both will help people feel safer when they go out to enjoy their neighborhoods.	2/15/2023 4:22 PM
107	street widening would be helpful. But a consistent look for the entire corridor when exteriors of buildings are considered.	2/15/2023 1:25 PM
108	Improvement of traffic enforcement and speeding.	2/15/2023 1:17 PM
109	Make the area more pedestrian friendly	2/15/2023 12:52 PM
110	This whole corridor should become more pedestrian friendly- it is one of the denser parts of the cities yet Colfax, 13th, and 14th are all dangerous to cross and prone to speeding drivers. It hurts small businesses (as walking to or even parking in front of them is difficult and endangers community members.	2/15/2023 12:26 PM
111	DETAILS-Architectural and site planning so that developers know what is expected of them.	2/15/2023 10:42 AM
112	Historic preservation and preserving the character of the various blocks. Incentives to keep historic signs, neon and otherwise. There are many instances where vintage signs are larger and located in places other than what modern code allows. But the overlay should work around that as opposed to forcing, for example, a Bastien's to move or remove their vintage sign in order to comply with current design guidelines.	2/15/2023 10:36 AM
113	Please provide financial incentives/tax incentives for developers to build new structures with beautiful architectural standards. Colfax is blighted and has been for decades. Crime, blight, and redevelopment are our key concerns.	2/15/2023 10:22 AM
114	traffic safety improvements are needed.	2/15/2023 10:19 AM
115	There are food deserts along areas of Colfax, too many used car lots and abandoned buildings.	2/15/2023 6:36 AM
116	Crime prevention in the area. Both property and violent crime prevention.	2/14/2023 11:44 AM
117	South of Colfax, between 13th & 14th -- Ash Street (4200) to Fairfax Street (5100) should be zoned E-SU-DX.	2/14/2023 11:15 AM
118	Parking. NOT on the neighborhood streets- it's already congested for residents in the 14/15 hundred blocks off of the Fax. Consider parking lots and/or underground parking associated with the buildings of and new construction on the Colfax lots.	2/14/2023 9:41 AM
119	retaining the historic buildings and charm of the corridor	2/14/2023 8:21 AM
120	Safety	2/14/2023 8:05 AM
121	Promote safety for pedestrians like increased lighting.	2/13/2023 8:53 PM
122	Retaining the current affordability, with all the increases in fees and taxes rent has to be increased to cover all the additions.	2/13/2023 8:15 PM
123	Keeping Lempira (night club and restaurant) closed	2/13/2023 7:22 PM
124	The choices are confusing, but bottom line— I love the businesses, restaurants, and especially the cultural resources in our neighborhood and want to see them thrive. Safety is a big issue on the colfax corridor— we try to keep to the side streets when walking and biking.	2/13/2023 6:54 PM
125	How tall can the building be? Upping the density.	2/13/2023 6:49 PM
126	Safety. No homelessness	2/13/2023 12:45 PM

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127	Bikes should be ridden on 16th and 11th/12th. Don't pack too much into colfax	2/13/2023 11:49 AM
128	Parking guidelines	2/13/2023 10:24 AM
129	sensible street activation is important. If it doesn't make sense and is hard to get to, nobody will lease it. If you try to accommodate everyone but the cars with transportation modes, people from outside the corridor won't come, or parking in the neighboring streets, which is already at a premium will be affected.	2/13/2023 9:31 AM
130	Traffic on 13th and 14th and 17th will increase significantly if there is one lane of auto traffic on Colfax. Currently the 15bus has a riders that are unstable and often dangerous. Will these buses be patrolled for safety so neighborhood people will actually ride the buses?	2/12/2023 5:32 PM
131	Safety	2/12/2023 1:54 PM
132	It'd be reallly cool to have short, free bus (or other convenient public transpo) routes along major commercial strips like Colfax and Broadway. Similar to the 16th St free shuttle.	2/12/2023 11:19 AM
133	Parking	2/12/2023 11:09 AM
134	Frankly, I am against the proposal for the 'overlay' along Route 40 Hwy. First, it seems like it would prevent the flow of traffic for the highway sending traffic to other streets that certainly don't need the extra traffic. Streets like 13th, and 14th are needed as a 'relief' for the huge parking issues that plague the streets of the Congress Park area (I don't know about other districts). I would like to see a 'better use' for this overlay proposal assigned to areas like 16th & 17th streets to promote more pedestrian engagement. This kind of topic is new to me, but it just seems like there are other areas that would benefit more by this proposal than to 'clog up' Route 40 Hwy with these new conditions.	2/12/2023 8:48 AM
135	Promoting types of businesses that will increase neighborhood attractiveness (higher end restaurants, bars, services)	2/11/2023 11:22 PM
136	Don't forget congested parking issues that already exist	2/11/2023 7:04 PM
137	Sufficient density to support businesses along Colfax and grow tax base will be critical for any zoning change to work	2/11/2023 5:52 PM
138	Get as many cars off of Colfax as possible.	2/11/2023 5:30 PM
139	Recognizing the historic nature of homes in the neighborhood, increasing pedestrian walkability due to potential increase in traffic, taking into account single level homes next to businesses/development	2/11/2023 9:31 AM
140	Encouraging denser infill development along Colfax, to spur reuse of underutilized parcels.	2/11/2023 9:04 AM
141	Making city inviting to pedestrians	2/11/2023 8:42 AM
142	Yes, what about parking? I have to park on the street. Am I going to be fighting for parking spots in front of my house? Also we don't need more people and traffic around our neighborhood	2/11/2023 8:06 AM
143	Green space	2/10/2023 9:41 PM
144	I think it is important that if a business has been in Colfax for a long time that they should not be priced out because of development. They should be given the right to have the business in the lower level at a reasonable rate and not pushed out for a trendy business. I think it is important to have regulations to make sure that Colfax has a good vibe, is safe and still has the flavor of Colfax.	2/10/2023 9:11 PM
145	Set backs to make pedestrian traffic safer (sunlight no ice formation side walk) and comfort. Streets one off of Colfax such as 16 th to be super pedestrians friendly.	2/10/2023 9:10 PM
146	Building size compared to lot size. Keep streets pedestrian friendly by allowing for larger sidewalks. Colfax has very large sidewalks that allow food traffic in multiple directions, congregating outside coffee shops or businesses, etc. it helps build community.	2/10/2023 8:55 PM
147	Housing	2/10/2023 8:46 PM
148	Don't just prioritize squeezing more residents into a zone without understanding how it can affect existing traffic, lives, children and families that live there already. Don't let what is happening downtown to happen in thriving family neighborhoods	2/10/2023 6:50 PM

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149	supporting existing local business and ensuring that new building and transportation modes don't hurt current business access	2/10/2023 3:12 PM
150	Density should be increased in this corridor, and everywhere in the city.	2/10/2023 1:57 PM
151	Trees : Every development should be required to have trees based on the length of street front Property. Also, walkability is valuable to connecting neighborhoods.	2/10/2023 11:10 AM
152	Managing the right integration (and parking, traffic, etc) for this design overlay and the low-density residential areas surrounding the Colfax corridor.	2/10/2023 10:39 AM
153	More Housing.	2/10/2023 10:29 AM
154	Not putting bus lanes in the the middle of the street and making Colfax two lanes	2/10/2023 9:39 AM
155	Ensure affordable housing availability	2/9/2023 10:05 PM
156	Public art and green space	2/9/2023 8:16 PM
157	Acknowledgement of parcel size and existing fabric. We need solutions for incremental improvement of small parcels. Don't force aggregation.	2/9/2023 8:00 PM
158	Residential safety and accessibility	2/9/2023 10:06 AM
159	Affordable housin	2/9/2023 6:49 AM
160	Consider how development affects the residents—your taxpayers.	2/8/2023 9:49 PM
161	Stop traffic from running red lights on Colfax	2/8/2023 8:49 PM
162	Small open spaces perhaps near transit stops	2/8/2023 8:27 PM
163	parking along colfax or lots for customers would help those of us who live off colfax. the trash, noise, and lack of space is already a lot. we pay a high amount of property tax to live here and hope that the city can respect us property owners too.	2/8/2023 6:31 PM
164	That was hard to answer, because everything should be focused on attracting and keeping small businesses alive along the corridor. I feel like they all do and are all necessary.	2/8/2023 6:20 PM
165	Homeless and crime enforcement	2/8/2023 6:10 PM
166	Design guidelines to help limit environmental impact	2/8/2023 5:18 PM
167	1. parking: residential streets around Colfax bear the burden of parking for Colfax businesses. Parking on Colfax and behind colfax businesses is CRITICALLY important to help ease that burden. I MUST to be able to park on my own block. 2. traffic flow: my daily commute is 6.5 miles down east colfax. Colfax needs to choose whether it will be pedestrian friendly business district (with 16th and 14th as one-way high traffic arteries) or a traffic artery	2/8/2023 5:07 PM
168	WE NEED SIDEWALKS BEFORE WE NEED NEW BUSINESS. WE NEED TO FILL ABANDON BUSINESS BEFORE WE NEED NEW BUSINESS. WE NEED TO BAN CAMPING BEFORE WE NEED NEW BUSINESS. FIX WHAT'S BROKEN BEFORE PILING ON. THERE ARE PEOPLE CAMPED IN MY BACKYARD	2/8/2023 4:53 PM
169	PLACES TO LIVE	2/8/2023 3:55 PM
170	Yes, allow developers to build improvements. For example, the All Inn hotel on Milwaukee and Colfax is an embarrassment, yet i understand it can't be knocked down until a few 'tenants' get relocated. Rush the relocation so you can redevelop ugly horrendous structures. Denver should strive to be a city for everyone, especially the working class. Your progressive policies have instead made it a city for only the homeless and mentally ill. Shame on you!! Who are you elected officials that watch and congratulate yourselves on throwing a decent city into the trash... Allow cops to 'police'. Enforce camping rules. Stop w your woke nonsense that keeps Denver getting uglier and more disgusting by the month... horrible leadership. You're an embarrassment	2/8/2023 2:19 PM
171	I do not want to encourage high rise buildings along Colfax. RTD does not currently have the money to provide rapid bus service on Colfax. Putting more residential units along without the transportation system to move them will only create problems for the businesses along Colfax and for residents in the close neighborhoods.	2/8/2023 12:40 PM

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172	seperation between businesses and residential that is just behind the businesses.. Noise reduction and air pollution reduction specifically smoke from cigarettes and other smokables	2/8/2023 12:31 PM
173	So, the new zoning allows up to 8 stories? Why is that not clearly stated in the literature, flyers, websites, etc?? This is very misleading. The city should not allow 8 stories on East Colfax. This will push traffic thru all the neighborhoods. 13th and 14th street will become nightmares.	2/8/2023 11:46 AM
174	Must address parking - Colfax and all side streets are already crammed.	2/8/2023 10:57 AM
175	Parking and safety planning is critical.	2/8/2023 10:30 AM
176	Parking	2/8/2023 9:10 AM
177	Safety from crime	2/8/2023 7:40 AM
178	Ensuring good design to help increase the value of our properties and getting rid of crime from people on the streets which is killing our city and people do not want to be here anymore	2/7/2023 9:49 PM
179	Na	2/7/2023 9:15 PM
180	Green space, more trees and green space is desperately needed along Colfax. My husband and I walk along Colfax near Monaco in both directions and it feels like a dirty industrial stretch, we need more trees and green spaces to keep it pedestrian friendly, and provide shade and cooling green space. Native plants and trees would be ideal, possibly fruit trees, too, for harvesting by the neighborhood.	2/7/2023 5:27 PM
181	Would like to see a combination of high-density housing, transit, and restaurants / retail	2/7/2023 5:07 PM
182	Planning that incorporates crime prevention	2/7/2023 4:50 PM
183	Sidewalks for residential streets provided by city, not property owners. Currently residents have to walk in the street to get to E Colfax. "Street people" will need an alternative place that respects what independence and dignity they have.	2/7/2023 4:22 PM
184	stop putting in bike lanes and 'pedestrian safety zones' that reduce the width of Colfax and its intersections!	2/7/2023 3:34 PM
185	Wider sidewalks along Colfax - permit more outdoor retail and hospitality along Colfax and side streets between Colfax and 14th, 16th Avenues. Better (wider) sidewalks along 13th and 14th	2/7/2023 3:28 PM
186	Increasing property values (and thus taxes) not pushing out long time residents	2/7/2023 3:07 PM
187	Keep Colfax at the same lane structure and 13 and 14 One-Way to keep traffic out of the side streets.	2/7/2023 1:57 PM
188	Public safety-Colfax is not a Street to feel safe walking along the length of this district at anytime of the day or night.	2/7/2023 1:47 PM
189	Lower speed limits along Colfax to 25 mph. Create more pedestrian crosswalks with lights.	2/7/2023 1:31 PM
190	Get rid of empty store fronts	2/7/2023 12:13 PM
191	Prioritize people over cars	2/2/2023 7:00 AM
192	This is the beginning of the survey, so no opinion yet	2/1/2023 9:38 AM
193	E Colfax is a dangerous neighborhood and has been for the past 11 years I've lived there. In fact, it has gotten worse. I am sick of the drugs, prostitution, using residential streets as a shooting range and severe lack of policing and police response. E Colfax should be its own police district to enable the rest of the community to have police attention for their concerns. I'm sick of my quality of life being controlled by the crime along East Colfax	2/1/2023 6:36 AM
194	What does "Design guidelines to help guide development" mean?	1/31/2023 4:33 AM
195	Would love to see more development of "third places"/community gathering spots	1/30/2023 11:04 PM
196	Safety improvements for pedestrians, increased policing	1/26/2023 9:37 AM
197	Keep in mind that some businesses may create parking problems as well as noise impacting the surrounding residential properties, extending out for blocks beyond Colfax.	1/25/2023 10:54 PM

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198	Affordable housing requirement	1/25/2023 1:02 PM
199	Open space / parks. If that was a choice, I'd put that at #4, and design guidelines #5.	1/24/2023 7:40 PM
200	Community / Neighborhood engagement / input on proposed changes. Open dialog and past public process has been absent / lacking in previous zoning changes. There is great opportunity here for the city to change how it engages with the community.	1/24/2023 4:56 PM
201	There are a lot of abandoned and unused buildings and lots along colfax that are an area for crime and the owners also never shovel or maintain their property. We need to incentivize these properties to be redeveloped.	1/24/2023 4:45 PM
202	no changes	1/24/2023 10:49 AM
203	Getting the trash cans back to the alley	1/24/2023 10:29 AM
204	Mitigation of crime, panhandling, and tent camps along Colfax and York.	1/24/2023 9:35 AM
205	Yeah I think you should leave Colfax alone	1/24/2023 7:08 AM
206	Buildings heights need to do a better job of transitioning to the heights of residential properties on the side streets. Currently they step down but not until they are pretty close to the neighboring residential property.	1/24/2023 6:48 AM
207	More parking lots and permit parking on side street off of Colfax	1/24/2023 6:21 AM
208	More trash cans on sidewalks	1/23/2023 7:32 PM
209	Is there potential for bigger upzoning as a whole? We need more homes everywhere, but Colfax would be a great corridor	1/23/2023 4:21 PM
210	More density and more housing! I know this proposed DO-8 rezoning isn't concerned with increasing height allowances or density-- but increasing housing stock along the corridor is probably the most important thing I would like to see happen to the corridor (after transit/BRT implementation).	1/23/2023 3:20 PM
211	No street parking..	1/23/2023 2:29 PM
212	All 4 are important. Include in Active street level: variety of living space above that is affordable to city employee, teachers, new families.	1/23/2023 11:25 AM
213	Homeless people, prostitutes, buildings in rubble, bullshit fast food restaurants (popeyes etc). More Broadway less aurora	1/23/2023 6:09 AM
214	Halt "PROGRESS."	1/22/2023 2:09 PM
215	Yes. Traffic along Colfax ave. More lights to enforce driving at safe speeds to encourage pedestrian traffic	1/22/2023 12:07 PM
216	Safety. Safe crosswalks/intersections. Speed / traffic monitoring. Support for sidewalk maintenance. The Colfax corridor has become increasingly less safe for pedestrians/cyclist. Until this is a priority there will be challenges for any successful transitions.	1/22/2023 12:01 PM
217	Maybe something to penalize owners of empty lots/surface parking lots?	1/21/2023 7:48 PM
218	Make sure you get the buy-in from the owners of property affected.	1/21/2023 5:08 PM
219	It's difficult to rank choices that are so interrelated and depend on each other.	1/20/2023 3:37 PM
220	Increased density and low income housing	1/19/2023 5:16 PM
221	These goals support each other. If it's bike/transit/pedestrian-friendly, it will bring foot traffic to support local businesses. I support this!	1/19/2023 4:05 PM
222	BRT? Wider sidewalks and road diet? Don't do what is on Broadway with the bus only lane...just literally create bus pullout for the 15 line and then widen the sidewalks or add buffered bike	1/19/2023 9:24 AM
223	Housing development *must* include affordability.	1/18/2023 12:42 PM
224	they are all so important!	1/17/2023 2:28 PM
225	Nodes of non commercial activity, plazas, etc that will benefit workers and residents and keep	1/17/2023 2:13 PM

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it from becoming a canyon of buildings.

226	I am not sure what is covered in the above but, please, no more fast food restaurants on Colfax. Also, anything that can be done to make Colfax less ugly would be great.	1/17/2023 10:59 AM
227	Stop wasting your time trying to control developers that are only hope to get housing in this city, and start focus on the vagrant disaster you have weclome to this city. Start enforcing the camping ban that you voters clearly support. Even better yet, move to Portland so you can see where your progressive policies lead. Stop ruining our city.	1/16/2023 6:53 PM
228	Cleanliness and graffiti removal/ deterrent.	1/16/2023 5:22 PM
229	Reducing taxes and fees - improving the permitting process for new businesses	1/16/2023 3:47 PM
230	It would be great to encourage more multiple unit housing units. All the vacant lots with businesses closed wont be repopulated and the space could be utilized better.	1/16/2023 3:12 PM
231	maintain the character and don't just change it into a tax generating concrete jungle	1/16/2023 2:41 PM
232	safety and sanitation	1/16/2023 1:17 PM
233	Public bathrooms	1/16/2023 8:20 AM
234	Need halo cameras for pedestrian hit and run. Motorcyclists are loud, and reckless	1/16/2023 7:34 AM
235	I hope that when residential apartments, condos, that are built that they also allow for a parking space for each residence.	1/15/2023 7:54 PM
236	small units affordable housing	1/15/2023 4:31 PM
237	What about the height of billboards?	1/15/2023 3:34 PM
238	Trees!!!! WE need LOTS more trees, all along Colfax!!!!	1/15/2023 1:46 PM
239	Design should consider the impact on the neighbors, building forms should not shadow the residents abutting the corridor, provide for parking, style consistent eith character of the neighborhood, height be consistent with neighborhood design. Don't turn historic Colfax into a canyon.	1/15/2023 12:42 PM
240	Landscaping requirements	1/15/2023 12:26 PM
241	Less high rises.	1/15/2023 12:02 PM
242	Prioritizing historic preservation/adaptive reuse of existing structures. Benzina is a great example. Also need to restrict height of buildings on the south side of Colfax in order to avoid the shadow and ice canyons that exist downtown and are being created in Cherry Creek north.	1/15/2023 11:29 AM
243	More pedestrian crossings on Colfax.	1/15/2023 10:58 AM
244	Sidewalks along 13 and 14 aves, and the other streets leading to colfax would be nice so we can walk to the businesses. And cleaning up the drug use and prostitution. Until it's safe no one around here will walk to colfax.	1/15/2023 10:53 AM
245	Blogs should be further back from the sidewalk. NOT close like you've allowed along 8th Ave. Colfax is a very busy street and I don't know anyone who would enjoy having their living room window that close to a street.	1/15/2023 10:49 AM
246	I am VERY CON about the traffic that will be cre	1/15/2023 9:36 AM
247	Get rid of the drugs and homelessness. It's an eyesore. No thriving commercial area has this.	1/15/2023 9:34 AM
248	Impacts to neighboring properties, including noise, loss of privacy, sunlight, and parking.	1/15/2023 9:27 AM
249	Parking requirements for new buildings	1/15/2023 9:19 AM
250	Plans to control crime, drug dealing, prostitution, loitering, robbery of people in the open and business. I avoid businesses on this stretch because it's dangerous.	1/15/2023 8:06 AM
251	It's hard to rank the above options. Safety and non-car transportation are critical so people can access business, small business and active street-level businesses are critical for maintaining the wonderful Colfax character.	1/15/2023 8:04 AM
252	Must end the homeless encampments if you want a thriving corridor of businesses.	1/14/2023 3:48 PM

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253	I would love to see fewer empty lots and abandoned buildings in my neighborhood. I don't really care what they're replaced by (residential/commercial), as long as they're replaced by something productive.	1/14/2023 2:38 PM
254	SAFETY, Cleanliness & better lighting	1/14/2023 11:08 AM
255	Sight lines - too many tall structures block our views	1/13/2023 7:01 PM
256	Please don't do what the last plan did, which was to ID corners that can't support density, traffic and parking. Other parts of the city, like Tennyson, have been ruined.	1/13/2023 4:59 PM
257	If the City can incentivize and lower barriers to more housing along East Colfax, byproducts of that would be more small business, more active street level uses, and more places that support different transportation modes. More housing is the #1 key.	1/13/2023 1:35 PM
258	I don't understand how making it harder to build housing is supposed to help with walkability. The problem with walkability on Colfax is that the city isn't willing to slow down car traffic even a little bit. Colfax is a car sewer and trying to walk across or along it is dangerous and unpleasant because of high car speeds and traffic volumes. There is also a paucity of businesses along this stretch that makes walking around here pretty pointless. Upzoning surrounding neighborhoods would allow for a greater density of customers and attract more businesses to this commercial stretch and improve street life. I recommend that city officials visit cities that are widely recognized as walkable for help understanding how to achieve a well-planned city.	1/13/2023 11:36 AM
259	High density residential incentives and Parking maximums.	1/13/2023 9:02 AM
260	Let more people live on and near the corridor to get more customers to the businesses along there. Encourage new development to have smaller retail spaces that are more affordable to small businesses	1/13/2023 8:52 AM
261	Design guidelines that maintain the character and history of the corridor; housing and services for unhoused neighbors	1/6/2023 1:46 PM

Q19 Do you have any other comments, thoughts, or concerns?*

Answered: 194 Skipped: 331

#	RESPONSES	DATE
1	This is to one dimensional looking/thinking. We need to think in 4 dimensions for all sides of a development. Every side has an impact on the adjacent spaces & needs to be considered to the same level as the Colfax edge. We also need to think about the blocks between 14th & 16th Aves as an extension of Colfax that is the interface between the "neighborhood" & the edge. It needs to be considered as it absorbs much of the activity that spills off of Colfax. Seasonality & microclimates need to be considered. The south side is always in shade & maybe not conducive to outdoor seating as much as the north side, nor necessarily appropriate for trees, but may be better for awning & structural overhang devices from weather over public spaces. Maintenance of the spaces between the structure & the car zone needs to be considered holistically. While the Colfax BID can help keep sidewalks safe & clean, it doesn't cover the whole length of the area. We have many "Main Street" areas that deserve this kind of attention. If we can create frameworks that are flexible while still having teeth to get what we want, allowing for iteration to improve as time & demands adjust, we can replicate this in other parts of the city that are typically ignored or wasted by car domination & incite #VehicularTerrorism. Let's not waste this opportunity by trying to get it perfect, but exemplify what we can do to improve & move forward, iteratively.	3/6/2023 4:01 PM
2	I truly appreciate that my city is actively trying to make East Colfax more walkable, more enjoyable, and overall more livable. Prioritizing residents first is heartening to see and I support the proposed changes.	3/1/2023 2:16 AM
3	We were not advised as to the two public meetings in Jan mentioned in the flyer, and no one in our neighborhood (including the neighborhood organization rep) was given any notification about the Jan meetings. The first we heard of it was late Feb when we received a flyer in the door. How were the 6,790 residents selected for survey mentioned in the flyer? It appears that the results were already skewed to meet the objective of the group. The overlays don't tell us is anything. Colfax is remarkable as is. In this city where there are one-ways and dead ends, Colfax is a crucial transportation corridor that retains the flavor of the history of Denver. The development on many other streets (like Colorado Blvd) dramatically changes the flavor of the neighborhood. Colfax is a historic longest street in the nation that deserves to have its history and long fought for business continue to exist without too much interference from the city. The buildings along the corridor are for the most part attractive in their longevity. There are of course buildings that do need a little rehab but there is a quality in vintage building's that have changed business over time. The older buildings have stood the test of time and the quality of the old buildings should be appreciated. This excerpt was in a recent article online written by a Denver journalist: "Denver, a Sanctuary City ruled by Democrats for decades, is already a town in its death throes, beset by crime, car theft, dystopian radicals, homeless tent colonies of the mentally ill and addicted, gang thuggery, and the empty storefronts that mark a once thriving and beautiful town's downward spiral. " Is this what we really want to be?	2/28/2023 8:54 PM
4	I mostly want to keep businesses in these locations along Colfax. I'm thinking of the shuttered 7-11 by my house at Colfax and Monaco, which was constructed not that long ago and closed shortly after. I know that zoning alone cannot solve some of these problems, but I hope that it does not become burdensome or cause businesses to leave.	2/28/2023 10:45 AM
5	For far too long has East Colfax only been associated with danger and crime. May that be true, there is always an opportunity for growth. Thank you for not abandoning a corridor with such great potential. Activating the ground floor and focusing on the pedestrian experience is truly the path to progress.	2/28/2023 10:02 AM
6	Please focus on traffic calming measures for development that discourage speeding and try to encourage the immense number of residents along this corridor to use alternative means of transportation by offering safe, reliable public transit and cycling infrastructure.	2/28/2023 8:35 AM
7	I couldn't give a good answer to the last two questions because "Main Street" and "Ground Floor Activation" were not clearly defined and the north-south streets were not labeled. Really,	2/27/2023 8:53 PM

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my opinions would all be building-by-building and block-by-block. You can tear down any building built after 1960 as far as I'm concerned, and should strive to keep the older brick buildings with architectural details and character. You should plant a row of trees on each side of the length of Colfax. No improvements you make will make anything better if you do not get crazies and drug addicts off the streets, clean up the graffiti, and end urban camping. No one can feel safe and enjoy the city if all of that is still going on.

8	Please plant street trees with pedestrian lot just like the strip of colfax west of Colorado.	2/27/2023 2:30 PM
9	I support zoning changes that make Colfax more pedestrian-friendly and encourage density, especially of residential units and mixed-use buildings.	2/27/2023 12:38 PM
10	I greatly appreciate this effort to develop the east colfax corridor, and I would be very interested in more public communications to my community of color on how this development effort will benefit their experience as historic residents in Denver. It was gutting that this survey did not include any obvious or explicit mentions to avoid gentrification through this effort.	2/27/2023 12:35 PM
11	Colfax has been a problem for decades, I'm glad to see a plan to move forward with a solution.	2/27/2023 10:38 AM
12	Sometimes I felt I didn't have enough information to answer well. But I appreciate soliciting our input.	2/27/2023 10:00 AM
13	The Colfax Corridor should extend further north and south. Allow gentle density (duplexes, triplexes, quads, row homes and courtyard bungalows) for 2 blocks north and south of Colfax.	2/27/2023 9:58 AM
14	time line? How do changes affect current population/residents?	2/27/2023 9:30 AM
15	Don't want a transit station in our neighborhood. You already don't keep crime and drugs out of them downtown and do not support adding them here closer to schools and homes.	2/27/2023 8:35 AM
16	The overlay is too limited and should extend further	2/27/2023 5:09 AM
17	I hope you will seriously consider making sure all buildings have to include enough parking for residents. Many of the streets off of Colfax are already packed with cars. In addition, Hudson Street has a light and people often use this street specifically to go to 14th or 13th. We've had so many accidents from people speeding down our residential street. There are already a number of cars on the street and having residential units on Colfax without adequate parking will just add to that number. We want to keep our Mayfair neighborhood feeling like a neighborhood, not a parking lot. Parking is a serious issue and needs to be addressed.	2/27/2023 12:01 AM
18	Curious about how these plans affect the Parkway on Monaco which has, I believe, some protected status already in place.	2/26/2023 11:19 PM
19	Don't spoil small businesses as the city has done in Cherry Creek, Larimer Square, Old South Gaylord, and Bonnie Brae. You are ruining he character of Denver.	2/26/2023 9:36 PM
20	The colfax bus transit system is going to create traffic and parking clogs and additional noise/crime in the adjacent side streets.	2/26/2023 8:27 PM
21	No	2/26/2023 5:10 PM
22	The maps would be far more useful if major cross streets, future BRT stops and current, under construction, and planned apartment house locations were identified,	2/26/2023 5:06 PM
23	Make sure you guys do no harm to current business owners	2/26/2023 4:07 PM
24	Looking forward to the improvements!	2/26/2023 1:46 PM
25	Let go the fantasy that the need for parking will melt, thaw and resolve itself into a dew. Maybe, if we ever become willing to massively subsidize public transportation, so that it is free or cheap, and safe, and there are covered well-lit places to wait for a bus, and I don't have to walk five blocks over ice, and, and, and. There is no indication that any of these things will come to be in my lifetime.	2/26/2023 1:41 PM
26	Nope	2/26/2023 1:19 PM
27	Just would really like there to be a push for a grocery store in East Colfax. I'd like to shop in my neighborhood. Neighboring neighborhoods have multiple grocery stores. We need to attract one to East Colfax.	2/26/2023 1:17 PM
28	I would love to see a transformation of this section of Colfax. I feel that a lot of businesses are	2/26/2023 12:40 PM

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trying (i.e. Pablo's Coffee) to make this stretch of Colfax safer and cleaner. I would love to have places to shop and eat near my home — as our neighborhood itself is active and filled with great people (older & younger) living here. I hope to see a shift from drug issues and homeless to an area of bustling, small businesses and beautiful sidewalks. Thank you for helping!

29	An updated and improved Colfax Avenue will not do anyone any good if the rest of Denver's issues (homelessness, drugs, crimes, guns) are not addressed and soon! Hancock hasn't done anything but line his pockets while he was in office. All of Denver's issues have gotten worse under his definition of leadership!!	2/26/2023 12:40 PM
30	As I stated earlier a homeless mitigation, prostitution and drug dealing removal needs to happen so unsuspecting residents and businesses owners are not duped in to believing this is doing to be vibrant	2/26/2023 12:39 PM
31	A street that used to be the Gateway to the Rockies, excellent shops, restaurants , motels is now a blight. I went to CWC, lived in S. Park Hill for 37 years. I remember! Almost anything you do an improvement but I hope it includes affordable, desirable housing for families.	2/26/2023 12:21 PM
32	Colfax suffers today from a mix of "old-time main street" combined with industrial run-down. Coupled with this street being desired access for emergency vehicles (at least at this time, because the accidents on 13th and 14th are far too numerous for safety in the residential neighborhoods now), the concept of an overriding renovation of this street will be extremely difficult. YES a master plan for future changes is MANDATORY, but the expectations of the full implementation of this plan must be set low, with careful prioritization on the critical issues first. Congestion is the number 1 issue on this street today, and enhancing public transportation for this avenue come in at a very close second.	2/26/2023 12:06 PM
33	Honestly, I shouldn't have started this survey. The questions are highly complex and I don't have the required background to know if things like increasing or decreasing elements which count as "transparency" should be changed. I feel like I would need to understand a lot of architectural and sociological research to answer appropriately. I have a feeling that none of these plans will have measurable outcomes and will end up just being criticized by conservatives as "more liberal regulation".	2/26/2023 12:03 PM
34	I fully support and hope for all plans that would aid in reducing crime. Colfax and Uinta St is considered one of the worst crime areas in Denver and gunfire is all to common. Thanks to all who are working on these changes.	2/26/2023 11:28 AM
35	What a great overlay! I walk down to Colfax and beyond periodically and know it would benefit by more activation of small businesses. The limitation on drive throughs definitely appeals since these block pedestrian access and egress. Would be great to see east Colfax activated!	2/26/2023 10:49 AM
36	Nice new shelters on Colfax. It's performance design for a major street. Very not impressed People in the less wealthy areas of Denver have to sit on overturned shopping carts at bus stops and nobody cares. I would rather be able to use the sidewalks with my rollator instead of walking in the streets. Basic safety for the disabled throughout the city, and not have to wait for at least 24 hours to maybe use a sidewalk. I think that safety throughout the city is more important than the design of one street. But city council is more invested in the cosmetics of Colfax than accessibility and making transportation available for people south of Colfax on Alameda more than hourly. I wish I could move out of this city. It's become a place where people don't deserve equal access to the city and parks. I would much rather the business community takes responsibility for itself wherever it's located. Denver policies are not interested in the quality of life of the disabled. Take the money from the Colfax project and use it to help people without cars get to the DENVER MOUNTAIN PARKS. Why are they only for people with cars. People with disabilities or low income aren't welcome in the Denver mountain parks. Do something that helps improve quality of life for the less fortunate due to poverty, age and disability. This Colfax plan is out of touch with the reality that people live with. Why does a street matter more than the residents of the city that are excluded because of the lack of buses, especially to parks like Ruby Hill. You have to be able to walk a mile from the nearest bus stop to attend the concerts. How is Denver going to reduce private vehicles traffic when they won't align rec centers and parks with public transportation? We could have an accessible city with cleaner air, but we are sticking with cars for preferred transportation and ignoring the health impacts.	2/26/2023 10:49 AM
37	Preserve the neon signs, and require more of them	2/26/2023 10:41 AM
38	I would like to see the character remain unique ... "Keep Colfax Weird"	2/26/2023 10:19 AM

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39	Denver is not and will not be in the near future, a walkable city. Certainly make transportation safe for all. Look at Vancouver and places in Europe that have different elevations for pedestrians, bikers, motor vehicles. This is a much safer alternative than allowing pedestrians and bikes to be in the streets. I do like the building plans along Colfax as this will be an improvement to the corridor. Be sure there is ample parking for vehicles. Making it all so pretty with nowhere for residents to park or people wanting to visit the area is not helpful. You've ruined Broadway already. Don't ruin Colfax. Don't cater to the radicals.	2/26/2023 10:17 AM
40	I do not want any changes that impede traffic in any way. No new bike lanes!	2/26/2023 10:10 AM
41	This last question is confusing and has no supporting data or other information to help a citizen make a decision about it. What are you leaving out of the survey that could influence the outcome? This could also apply to the overall survey. All too often surveys are designed to get the predetermined desired outcome by the developers and politicians. I am always concerned about self serving council members who take money from developers to support their agendas under the veil of helping the city grow. Who is really representing homeowners like me seeing crime increase all along Colfax while you redevelop the street to line the pockets of a few developers pulling the strings? I am sick of seeing hookers and drug dealers every time I drive home along Colfax, each time wondering if I will be victimized by some stoned homeless guy wandering my neighborhood.	2/26/2023 9:52 AM
42	we moved to montclair 5 years ago. we would love to support local businesses and restaurants in our area. east colfax is missing restaurants, coffee shops, boutiques, breweries. we drive either to stanley marketplace or colfax west of colorado.	2/26/2023 9:50 AM
43	Concern over Colfax bus rapid transit functioning as imagined. Denver needs to develop a subway plan. RTD is awful--focused on service to support sprawl, expensive, unreliable.	2/26/2023 9:48 AM
44	Please ensure attention is given to the furthest east areas (Monaco to Yosemite).	2/26/2023 9:44 AM
45	The Colfax Uinta drug dealers are there 365 days per year. The police are unwilling to do anything. Go see for yourself. 1452 Uinta	2/26/2023 9:42 AM
46	The more pedestrian friendly the better. Current east Colfax is a mess. It's a great street and can be used so much better.	2/26/2023 9:35 AM
47	Hard to gauge support / nonsupport without knowing alternative. We need more density along this corridor. We won't have European or Asian levels of public transit with Midwestern density levels.	2/26/2023 9:32 AM
48	I'm in strong support of zoning modifications that encourage pedestrian-friendly development and denser residential development. Prioritize the needs of pedestrians, public transit, and biking, and discourage development that favors personal vehicle usage. A city needs regular face-to-face interaction of its citizens in order to be vibrant and feel safer & more welcoming.	2/26/2023 9:28 AM
49	Stop preaching anti-white DEI in our public schools and forums. Stop promoting mental illness - use these guys in a chain-gang and make them do the hard labor, savings the city tax dollars for teacher salaries. By the way, where the hell is all that marijuana tax money going...Mayor Hancock's mountain home?	2/26/2023 9:23 AM
50	Not at this time.	2/26/2023 9:17 AM
51	While the subject of this survey is simply about zoning ordinances and making sure Colfax does not develop into a hodgepodge of conflicting building designs and uses, it is equally important that the standards that are imposed do not prevent the organic incremental development that Colfax will invariably need to go through. For example, where there was once an empty Cash Barn, there is now a thriving Starbucks with a drive-thru; where there were once small dilapidated old houses, there is now a Good Times Burger with a drive-thru; where there were once several antiquated, and very unattractive buildings, there is now a Sprouts. These are just three examples of new businesses that, although not very attractive, are far better than what existed before. Numerous dilapidated and antiquated buildings, and empty lots, still exist along Colfax that are incompatible with the surrounding neighborhoods. For example, the All Inn, that was most recently home to hookers, addicts, and the homeless, stands empty and nearly unusable today. Nearly anything that replaces it, that makes economic sense to new investors, will be better than what we are stuck with today. DO-8 would have prevented the three examples of development mentioned above, and it should not do the same for those buildings and empty lots that still are waiting for the right investor to come along who is willing to take a risk and make the future for those sites better than it is today,	2/24/2023 4:51 PM

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even if that development is not attractive enough for everyone's liking. Several key elements of DO-8 will create unintended consequences and simply encourage investment money to go elsewhere, having the opposite effect of what is intended.

52	Extremely concerned about additional development along Colfax and the seeming continuing poor quality of many development projects throughout the city that significantly detract from its quality and livability.	2/23/2023 12:12 PM
53	The biggest concern is that we don't incentivize tearing down of existing historic buildings that already fit Main Street style development. It's a tragedy that an existing brick, human scale, "retail on the first floor with inexpensive housing above" that fits this overlay already (Smiley's) was torn down while places like Papa John's, Taco Bell, Good Times are not even close to fitting the overlay requirements and don't contribute to the pedestrian vibrancy of Colfax at all. It makes no sense to tear down buildings that already fit the guidelines when there are vacant parking lots and car-oriented sites itching to be demolished. The overlay cannot and should not in any way contribute to increased financial pressures to demolish rather than integrate or repurpose historic buildings. Mark my words, the Smiley's redevelopment's first floor will sit vacant for a decade until it finally attracts a national chain tenant willing to pay the rate, just like it sat vacant the past decade and the developer's excuse was "we can't find a tenant for the first floor". We are going to be right back in that same boat if we aren't careful, but without a historic, human scale brick building contributing to Colfax.	2/22/2023 2:48 PM
54	Make this entire effort as green as possible in the interest of offsetting pollution generated in a major transportation corridor.	2/21/2023 4:04 PM
55	If regular car traffic is discouraged or lessened along Colfax, I do NOT want surrounding avenues (14th, 13th, 16th, 17th) to become busier. These avenues should also become less car friendly.	2/21/2023 11:21 AM
56	Overall, we want 1 and 2 story buildings that are well designed. Try to keep commercial rental spaces below 5000 square ft. Maintain smaller parcels to keep small business. We don't want a corporate environment. Also, the quality of public art is haphazard and needs to be carefully vetted in the future.	2/20/2023 11:49 AM
57	Im very concerned about rapid transit bus plans I. We already have incredible pressure on neighborhood parking and losing Colfax parking will be terrible. Rapid transit seems like it will be less pedestrian friendly.	2/19/2023 10:36 PM
58	We really don't need more donut shops	2/19/2023 9:32 PM
59	Hopefully this main street concept is finally coming to be.	2/19/2023 4:26 PM
60	This looks like a solution in search of a problem. Why create more congestion and density for the neighborhood. There are already a number of projects bring residents in. This just adds to the problem. Move this out to the suburbs.	2/19/2023 12:02 PM
61	A concern I have is the excessive graffiti in the neighborhood. I have an appreciation if the graffiti has an art element to it (such as Catnip), but to see baseless markings on windows or other public/personal property is a problem. Could Denver vote in a referendum to block sales of spray paint/paint pens in Denver County (similar to what Chicago currently has)?	2/19/2023 10:17 AM
62	I would like to know if it would be possible to extend some zoning into the neighborhood areas, for example, making the corner properties mixed use, so that small businesses are able to operate nearer to homes. If these were limited to 3 story, and the parking requirements for businesses were waived, then it would be feasible to extend those zones into the nearby streets.	2/18/2023 8:00 PM
63	I want to know if our comments are going to be taken into consideration It seeylike you have decided for us and the hell with what is really good for the neighborhood These are nice neighborhoods and you want to make it into an area that will bring down our property values and bring in more rental property	2/18/2023 12:18 PM
64	Good job!	2/17/2023 3:57 PM
65	love this! great plan	2/17/2023 1:57 PM
66	The city should incentivize new businesses coming into the Main Street district that will develop their business in accordance with the new zoning requirements.	2/17/2023 12:26 PM

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67	Death by a thousand zoning regulations	2/16/2023 9:18 PM
68	I think the public comment time should be extended, and you should seek input from the East Colfax Community Collective and the Grassroot Leadership Council	2/16/2023 7:19 PM
69	We need to consider our unhoused neighbors and gentrification in this proposal! I'd love to see support for existing small business and exceptions for existing businesses. We don't need more chains and monopolies. We also need more affordable housing.	2/16/2023 6:26 PM
70	My concerns are that the already very busy East Colfax corridor will be even more densely populated and crowded making it much less desirable and lose property values.	2/16/2023 2:52 PM
71	Please do something about the abandoned hotel at Fillmore and Colfax and the homeless and drug situation in the surrounding area!	2/16/2023 8:41 AM
72	No	2/15/2023 7:21 PM
73	Beautify the street. Limit turns through a central divide with plants. Turn into one way street and add dedicated, segregated bicycling. Sunset all gas stations, drive throughs. Heavily tax unused property. Focus on Sherman to York and then move further east.	2/15/2023 6:24 PM
74	I would just like to reemphasize the importance of having protected bike lanes on East 13th and 14th Ave as a critical part of this plan.	2/15/2023 2:04 PM
75	Colfax needs to be improved. We have lost many smaller stores/restaurants in the area between CO and Monaco, which is the area I am most familiar with. We need to make it more pedestrian-friendly and appealing. I wish it could be more like W 38th in Highlands. There was another bicycle-car accident yesterday at Glencoe and Colfax. The traffic/speeding issues need to be addressed asap.	2/15/2023 1:23 PM
76	Urge short term parking only for business utilization, drop off/pick up etc. Too many permanently parked vehicles.	2/15/2023 11:45 AM
77	We are going to have LARGE GREATER than 2 story/level buildings. Allowing building greater than 2 stories/levels will impact the homes and beautiful neighborhoods like South Park Hill. Denver is becoming OVER developed and eliminating our fantastic green spaces and parks Stop this over development	2/15/2023 11:24 AM
78	The overlay needs to extend south to the Mayfair Town Center area to 13th Ave. Please see the widely ignored Mayfair Town Center Plan and Report for recommendations.	2/15/2023 11:15 AM
79	Development is coming and the city so far doesn't have a great plan to incentivize developers who incorporate historic preservation into their plans and thereby enhance a neighborhood's historic character. With that said, this is a good step that will improve the character of new construction.	2/15/2023 10:50 AM
80	Blight, crime and safety, and making Colfax beautiful and likable are my priorities. Even workforce, lower rent housing is fine---if it has implemented and maintained architectural standards and xeric landscaping. Please do NOT allow overly huge structure that are appearing everywhere (apartments on Holly and Leetsdale is one example. Building must reflex a sense of place. Remember the fight over the 7/11 on Monaco and Colfax? Now the 7/11 building is empty. Develops make money by building things---not by living or working in them. Colfax needs help. Thank you!	2/15/2023 10:37 AM
81	We need less parking along Colfax, and more room for visibility for drivers and pedestrians.	2/15/2023 10:25 AM
82	It would be nice to see incentives to redevelop areas that are abandoned or underused for mixed use purposes. In addition 13th, 14th and Colfax are unfriendly for bike traffic. It creates a bike danger zone that diminishes bike traffic crossing between the the neighborhoods north of Colfax and those south of Colfax.	2/15/2023 6:48 AM
83	maps are impossible to see	2/14/2023 8:46 PM
84	Please keep in mind crime prevention and pedestrian safety along the Colfax corridor.	2/14/2023 11:48 AM
85	South of Colfax, between 13th & 14th, from Ash (4200) to Fairfax (5100) should be zoned E-SU-DX. Thank you	2/14/2023 11:23 AM
86	Thanks for the opportunity to take this survey. I'll do some research to learn more, but I generally like the reasoning presented.	2/13/2023 7:32 PM

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87	Please put a gondola on Colfax. Or a better more seamless public transportation option down the Colfax corridor	2/13/2023 6:11 PM
88	There a number of empty store fronts in east colfax. I hope the zoning change will help bring business back.	2/13/2023 12:04 PM
89	I worry about tall buildings blocking sunlight for houses near by and not enough parking	2/12/2023 11:14 AM
90	I am just one person who was asked to comment. Fortunately, if other people 'love' the idea, I am just one person who doesn't see this as a good idea. I think that there are so many other ways that City Council could help our communities than spending their time on this.	2/12/2023 9:44 AM
91	Don't want to over regulate existing businesses that bring character and good business to the colfax area, but overall we could really use some help! So hope it's helpful and doesn't end up costing businesses too much. Also hope the zoning requirements aren't cost prohibitive for new businesses to get started since Denver is already so expensive and not very business friendly.	2/11/2023 11:31 PM
92	Stop with continual rezoning and focus on creating housing in areas closer to light rail and the A-line.	2/11/2023 7:15 PM
93	These changes should be paired with greater density to grow the base of local customers for Colfax businesses, riders for the coming BRT, and taxpayers.	2/11/2023 6:02 PM
94	With the proposed changes, serious consideration needs to be given to sidewalk development. East of Colorado many side streets do not have any pedestrian access which could lead to serious foot traffic in the streets.	2/11/2023 9:39 AM
95	I indicated that I would support a zoning overlay, however, I think it's important to note that it will depend on what is actually being proposed in the final language. I also would want to ensure that the Colfax Ave. Corridor overlay would not negatively affect the existing single-family homes on local side streets intersecting colfax. The Maps are particularly hard to read, especially when you're on a mobile device.	2/11/2023 9:25 AM
96	Would prefer that the overlay cover all of Colfax, not just by the BRT stations	2/11/2023 9:14 AM
97	Did not understand question 18	2/10/2023 9:28 PM
98	I support removing car-oriented options wherever possible.	2/10/2023 9:21 PM
99	Thank you for taking on this work to protect our wonderful corridor!	2/10/2023 9:00 PM
100	The city needs more walkable, bikeable, and public transit oriented spaces. It shouldn't be so necessary to have a vehicle to get everywhere. I support any changes that move us in that direction. I would also hope that the "parking minimums" for this area would be amended or abolished for future development.	2/10/2023 2:06 PM
101	The buildings that are empty must have the owners held accountable for the care and clutter. Owners should be required to repair and clean up buildings and area around them.	2/10/2023 11:22 AM
102	Please no more developments like the drive thru strip retail at Colfax and Ivy ever again.	2/10/2023 10:35 AM
103	I don't necessarily understand the idea of overlay zoning	2/9/2023 8:23 PM
104	I do not support an 8 story overlay indiscriminately placed without respect to parcel size and surrounding fabric.	2/9/2023 8:18 PM
105	The proposed overlay seems too broad. Why not start with the Broadway to Colorado Blvd. area and see how that is received by developers before opening this all the way to Yosemite? The result could be choppy development and not coordinated.	2/9/2023 10:18 AM
106	In general this all seems like a good plan. For undeveloped or left vacant properties it would be good to see a plan to incentivize property owners to pick up the pace on renovating, finding new tenants, etc. Elsewhere I've see a service fee for vacant buildings/lots to help nudge owners to not let their property get to the point where it's a blight on the neighborhood (as we have many of those on Colfax near us).	2/9/2023 9:02 AM
107	We need more affordable housing	2/9/2023 6:53 AM
108	Please consider the effects that any changes will have on traffic and parking patterns on nearby streets and neighborhoods	2/8/2023 8:39 PM

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109	I am concerned that the proposal will turn colfax into buildings that block all the sunlight of the residential area that is existing. very disappointing.	2/8/2023 6:47 PM
110	Thanks for doing this. I very much think that if we (1) has flowers pots hanging from light posts, a Halloween parade and festival that closed the street, a Spring parade and festival that closed the street, and neighborhood and City Council meetings on the street and (2) had a light rail down the center Colfax that would increase pedestrian use of Colfax...as well as the other benefits.	2/8/2023 6:29 PM
111	The fundamental problem is the conflict between traffic flow and pedestrian-friendly main-street. All plans are dead-in-the-water without also considering diverting most traffic to adjoining one-way streets (16th & 14th) and providing adequate off-street parking for residents and customers.	2/8/2023 5:36 PM
112	Certainly concerned that development will be as boring architecturally as it is in many parts of this city and other cities. I hope we don't miss the opportunity to make a statement.	2/8/2023 5:32 PM
113	I think this is a bad project and will be EXTREMELY EXPENSIVE, which typically prohibits change and development rather than promotes it	2/8/2023 4:06 PM
114	I want modernization and development. Those old parking lots with no use, disgusting old buildings window, historical value, in other structures need to be improved. Important for government to get out of the way. And if it's about moving a few tenants from the all inn motel, then move them yesterday!! Thousands suffer so some drug addicts can call that motel home... the whole disgusting structure and others like that need to be removed, as there's more social good by removing the structure and re-developing. Redevelopment just so you have more bus routes isn't a great option. When you build a city like we have, no amount of bus routes are going to do much good. I watch and never see people on the bus. I don't want Colfax to be completely prioritizing buses as all the empty useless buses do is cost taxpayers a lot and slow down traffic Think. Usually the best thing you could do is get out of the way and stop prioritizing bum and drug addicts, in terms of all city planning! Get rid of the rif raf so businesses want to improve	2/8/2023 2:45 PM
115	No	2/8/2023 12:14 PM
116	I'm glad we're looking for ways to improve Colfax. I've lived within a block and a half of Colfax since 2000 and love this area. Please make sure to address parking concerns, since adding density requires provisions for added vehicles. Also, there needs to be some sort of guidance/restriction around the cost of residential units -- multi-million dollar units will not provide the housing relief that our city needs.	2/8/2023 12:03 PM
117	No one in South Park hill or Mayfair supports 8 stories or the BRT. Come out and talk to the families who live here. People are paranoid they won't be able to commute to work in time. Kids can't even ride their bikes on the street anymore. Elderly people and families have cars. Businesses should be required to provide parking, developers too. So many people are leaving the city bc they are tired of expensive rentals being thrown up at every corner. Please hold developers accountable. No one ever does!	2/8/2023 11:59 AM
118	I am strongly in favor of multistory, multiuse buildings along the Fax. The new Starbucks at Ivy is a great example of what shouldn't happen again	2/8/2023 9:17 AM
119	My only concern is to decrease crime and increase safety so people can enjoy Colfax without feeling unsafe and that's hiring businesses daily.	2/7/2023 9:54 PM
120	If you live just off Colfax, these changes would apply to residences?	2/7/2023 7:42 PM
121	We do not want to increase height zoning in any areas along Colfax, as to not block northern neighbor's light exposure. It is vital if we want to make Colfax more pedestrian/bike friendly that we need more trees and green spaces along Colfax to allow for cooling and air pollution/noise reduction. What can be done to ensure we reduce air pollution and the heat island effect as Colfax changes over time? That should be a priority for our city. Right now, east Colfax is a hot and dusty industrial feeling area, and I rarely encounter anyone else walking along it due to the noise, pollution and super hot summertime temperatures. Also, in the winter, many of the sidewalks are not cleared and have icy spots or are very dirty so they are not pedestrian friendly. As a bicyclist, I would never consider riding along Colfax as it is simply unsafe, especially with the odd new pole barriers Denver is adding to the corners with crosswalks, which make bicyclists swerve into heavy traffic to avoid colliding with them. I prefer to ride on quieter streets like 12th or 18th as they are more biker friendly.	2/7/2023 5:37 PM

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122	In parallel with the East Colfax BRT project, it's great to see design improvements to increase the number of restaurant / retail businesses along our city's main street!	2/7/2023 5:24 PM
123	safety of bus stops including protection from weather, like where does the snow go? In my experience it is plowed onto the sidewalks and bus stops. Not pedestrian-friendly	2/7/2023 5:22 PM
124	Please consider crime prevention design. We need help in the upstream prevention of crime along the east colfax corridor.	2/7/2023 4:56 PM
125	i think more information is needed before i can support the overlay district. but i think overall it has alot of merit.	2/7/2023 4:02 PM
126	Unclear if these proposals are for new buildings only, or if older buildings will have to come into alignment	2/7/2023 3:16 PM
127	Need to also have affordable housing to keep a vibrant city!	2/7/2023 2:50 PM
128	Against the transit plan as it pushes traffic into the side streets. Substantial off street parking is a must. Multiple per commercial space and per each residential unit. Can be underground or behind but OFF-STREET and not in the neighborhood.	2/7/2023 2:31 PM
129	Need police support, no open camping or, otherwise, this plan won't go anywhere.	2/7/2023 1:53 PM
130	I would love to see the east colfax corridor become a more central road for local small businesses and eateries, and less so gas stations and motels, and abandon buildings. As once a street known by playboy as the 'most entertaining street' it has given a bad rep to the city, the street/area, and has driven people out and brought crime and danger in.	2/7/2023 12:01 PM
131	I would visit and shop areas along Colfax and other districts a lot more if they were more friendly to those of us who don't own cars.	2/5/2023 2:53 PM
132	I love that you are giving some thought to how zoning should change along Colfax itself. I firmly believe that since BRT is going in, we should open up more mixed-use zoning in the streets adjacent. This creates a fully-walkable neighborhood. For example, on 12th between Colorado and Josephine, there is a wonderful neighborhood pocket of mixed-use businesses. But largely this street is mostly zoned for residential (U-TU-C). I think that we should re-zone just along 12th so that it becomes like another smaller Colfax, and open it up to having mixed use shops all along 12th. There are several other neighborhood streets like this that zoning should encourage more retail shops to create walkable neighborhoods (ex: 23rd in Park Hill). The thing is, once you put transit in, if you begin to encourage mixed-use beyond it, it makes it that much more of a culture shift. Also, I'm really bummed that we can't have a bicycle lane with the BRT project. If not, we need to prioritize adding the protected bike lane along 14th, and take measures to slow traffic on 14th (lane width reduction, roundabouts, etc.). Thank you for doing this work! I know there is probably a ton of criticism around this, but I am thankful for all the thought going into this.	2/3/2023 5:09 PM
133	Those last questions are confusing. The area from Monaco to Yosemite is a disaster area. Vacant storefronts, used car lots and abandoned buildings and motels have given the area a sleazy appearance and allowed drug dealing and prostitution to be the main "businesses" in the area	2/1/2023 6:48 AM
134	Any changes to the design overlay should be accompanied with a redesign of the right-of-way. More frequent and shorter pedestrian crossings, narrow lane widths (and fewer lanes), street trees, wider sidewalks (possibly with decorative pavement), two-way cycle tracks, and trash receptacles and other street furniture are all necessary for Colfax to realize its potential as a great main street. Bike parking should either be required of property owners or provided by the city.	1/31/2023 12:01 AM
135	I would support an Overlay that extends beyond the areas identified in red hatch for the MS district. Regarding my response to #18, if the decision was between ground level activation for areas around BRT stops vs. none at all I would support the proposal - however, I indicated "no" because I would support ground level activation uninterrupted across the entire corridor.	1/30/2023 11:27 PM
136	Love that these proposed changes are focused on improving pedestrian safety.	1/29/2023 12:15 PM
137	Can't wait for an improved main street	1/26/2023 9:44 AM
138	Thank you for all your hard work on this important effort to keep Colfax great!!	1/25/2023 1:17 PM

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139	Less restrictions	1/25/2023 11:38 AM
140	I'm trying to suss out the "problem" that needs to be solved through the DO. Just from the survey Qs, it seems that the main thing is to prevent drive-thrus -- and, I very much support eliminating drive thrus. But, if that is the extent of the problem, why not just change the code to ban drive thrus? So, I'm thinking that there are other reasons. Can you address them at the presentation at Carla Madison Rec Center? Thanks.	1/24/2023 8:06 PM
141	Please provide larger scaled drawings of each block that identifies which lots will be included. These detailed maps were requested during the ECAP process, but the planning department would not respond to these requests. East Colfax is a mix of large and small lots, and to apply generic new design requirements could have negative impacts on very small lots. Where are the Design Guidelines for Colfax as mentioned in the ECAP?	1/24/2023 5:21 PM
142	This really helped envision what's possible for the Colfax corridor. Hopefully, we can keep rent affordable for the many small immigrant owned businesses in our neighborhood, and substantially increase the supply of affordable housing.	1/24/2023 4:31 PM
143	The "Colfax Corridor" should extend further north and south.	1/24/2023 2:16 PM
144	Mostly none, however, our invitation for the virtual event was delivered on 1/24/23 and the meeting is scheduled for 6:00pm on 1/24/23. It makes me nervous to the amount of people who are able to attend the singular virtual meeting. The invitation should have been sent out with more than 8 hours' notice.	1/24/2023 11:13 AM
145	stop lining the pockets of developers	1/24/2023 10:51 AM
146	Fix the trash cans in the street first. They need to be in the alleys	1/24/2023 10:44 AM
147	I live with two small kids, with my front door facing 14th Avenue. It is already a very busy street, with a lot of drivers who do not fully obey the traffic laws, namely the speed limit. I'm concerned by changing Colfax into a 1-lane per direction street, the additional traffic will shift over to 14th and make an already dangerous street even worse.	1/24/2023 10:06 AM
148	Yeah hello developers and corporations good bye small business. Gentrification much?	1/24/2023 7:15 AM
149	Yes. There are numerous vacant lots and/or unoccupied business properties along Colfax. These sit for years and years unused. Businesses should be required to either develop the property or sell it after a set period of time. Otherwise the property attracts trash and vandalism, detracts from neighborhood quality and does not contribute to the city's economic health through sales tax revenue. Also, the ability to maintain the quality of life on Colfax for business and residents alike requires that the city respond quickly to homeless encampments, public intoxication etc. People like Places like old Littleton, old Wadsworth, south Gaylord and Cherry Creek North in part because you don't have to deal with such problems in those shopping areas. Even upper downtown is starting to make some progress in these areas. It's time for Colfax to improve as well.	1/24/2023 7:15 AM
150	You should require developers to redevelop properties within 3 years. There are several properties developers have purchased and have not done anything with them. I'm tired of hearing excuses of why they remain vacant and an eyesore to the community. They don't respond to calls and avoid the residents who live in the community. Also, something has to be done about the increase of graffiti, homeless and the disgusting human feces left behind by the homeless. Please improve Colfax Ave.	1/24/2023 6:37 AM
151	these last few questions were a bit confusing	1/23/2023 9:14 PM
152	Colfax feels more dead than it should so I think balancing 'feel' with just overall ease of investment/development is key. The pockets of Colfax that are vibrant feel amazing and I welcome the proposed changes. I'm hopeful we can make all of Colfax feel this way!	1/23/2023 6:22 PM
153	I am excited about this, hopefully we can help make colfax more vibrant	1/23/2023 4:27 PM
154	Build dense, allow mixed use, don't allow on street parking along colfax.	1/23/2023 2:35 PM
155	Please consider this in other areas of development. Missed opportunity in neighborhood NE of baseball field.	1/23/2023 11:31 AM
156	I've lived adjacent to Colfax for 8 years. I've been waiting for it to see anything approaching the revitalization on Broadway/RINO etc. I'm glad it's finally starting but whatever stopped this	1/23/2023 7:40 AM

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from happening over the past several decades is completely inexcusable. Hurry up and let developers plow these dumps into the ground and build yuppie housing

157	yes. is the height of buildings addressed in this proposal?	1/22/2023 12:10 PM
158	I really like the vision of what Colfax should and can be. Reducing the traffic is key. I comment daily on Colfax and will be thrilled see these improvements.	1/22/2023 11:59 AM
159	We should activate all streets in Denver to allow for mixed-use development & reduce car dependency. Thank you.	1/20/2023 3:49 PM
160	Wow, you guys are proposing some wonderful changes. As a resident of the Colfax corridor, I support all of them! One thing I didn't see mentioned, but I wonder about is historic preservation. I am generally for it, but I worry that overuse of it along Colfax may be preventing needed re-development. I'd love to hear more about that.	1/19/2023 4:20 PM
161	I think the issues in the underlying zone. Don't add more zoning, fix the root causes. Don't allows a MS zone to be auto oriented. Be aggressive, overlay can always be plan b. The intent is good and may be most politically viable option.	1/19/2023 9:33 AM
162	I think that Colfax is perfect for first floor commercial, and upper floors (5, or even more, depending on the specifics) residential. There *must* be emphasis on affordability. Colfax could be a prime residential corridor, with better commercial availability, and with better public transportation, and "the market" shouldn't be permitted to price it out of reach of lower income (or even ordinary income) residents.	1/18/2023 12:52 PM
163	In the previous question, what is the alternative? It would be helpful to know what those purple areas are and why they aren't subject to ground-floor use requirements.	1/17/2023 3:09 PM
164	I am concerned this may continue to drive all new Dev on the corridor to be apartments over a limited commercial footprint. Would like to see an effort to work with dev community to see how zoning changes might encourage a broader spectrum of dev types. Keep colfax interesting. We don't need another Cherry creek north.	1/17/2023 2:29 PM
165	no	1/17/2023 10:41 AM
166	:)	1/17/2023 9:52 AM
167	Your awful, thanks for runing what was a great city and now is just a lawless hole.	1/16/2023 6:55 PM
168	The maps cannot be deciphered, but I'm pretty sure there was no real intent to get citizen input.	1/16/2023 3:59 PM
169	Get control of traffic on 17th before you built the BRT	1/16/2023 2:44 PM
170	Whatever was done to the stretch of East Colfax in Congress Park is a good example of how to improve the neighborhood commerce corridor. Walk-ability and mixed use buildings will help to enliven East Colfax.	1/16/2023 10:40 AM
171	Thanks for developing this plan! I am excited about the BRT project and upcoming improvements to the Colfax corridor. It will be beneficial to have clear guidance for developers to encourage ground floor activation and create more live-able communities.	1/16/2023 8:49 AM
172	No	1/16/2023 8:28 AM
173	I'm concerned about high noise level from motorcycles doing stunts, loud booming music, and busy bus stations near our property	1/16/2023 7:43 AM
174	Thank you for asking.	1/15/2023 8:16 PM
175	I assume that the zoning goes up to where Aurora starts and Denver ends. If not, why not? If wide sidewalks are the norm on this strip for pedestrian walking, will camping on the sidewalks be prohibited? How about scooters and skateboards?	1/15/2023 4:48 PM
176	This all sounds great. I hope that Colfax actually becomes more utilized and welcoming to the community.	1/15/2023 12:54 PM
177	I am strongly opposed to the proposed BRT for Colfax. The BRT information has not been well publicized and it appears a majority of residents know nothing about it and how it will increase traffic through our residential neighborhoods when Colfax is reduced to one land in each direction. This increase in traffic congestion and stop and go traffic will have a negative effect	1/15/2023 12:47 PM

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on the environment. As it is, the number 15 bus route is fraught with issues and most of the people I know will no long ride on the 15 buses.

178	Why are the low income areas of East Colfax designated for more low income housing and housing the homeless? We don't need more crime.	1/15/2023 12:10 PM
179	What do the neighbors think of all this? When you put in all these transit areas, how to people get there? Will there be ample parking ?? Sorry to keep coming back to this issue but you absolutely must address this. I'm sure the nearby residents already have parking issues along the neighborhood streets. Case in point when my husband and I have attempted to go to dinner at any of the restaurants along Colfax it is nearly impossible to find parking.	1/15/2023 11:08 AM
180	I think BRT will prove to be a burden on adjacent neighborhoods, as commercial and passenger vehicles move to other East-West corridors. RTD is already bleeding money and is ineptly managed.	1/15/2023 11:05 AM
181	Get rid of the junkies. Enforce the laws. Don't allow drug dealing and panhandling. Get help to those with mental health issues and arrest those that break the law. That's why we have laws.	1/15/2023 10:21 AM
182	Architecture standards should be developed and enforced along the corridor that match the existing character of Colfax. Brick and stone should be required for all new structures.	1/15/2023 9:39 AM
183	Yes, I am extremely concerned about parking and traffic issues. We must be realistic and plan for huge increases in traffic and parking issues extending several blocks north and south of colfax if we increase density and remove traffic lanes from colfax. We already have a huge safety and traffic issue on 13th and 14th and nothing effective is being done. This issue will not be addressed by increasing other transport options in the neighborhood as much of the problem is caused by people coming to and from Aurora who only come through this area going to and from work and don't care about the people who live along these streets	1/15/2023 9:30 AM
184	BRT should not move forward. It will flood the side neighborhoods with traffic, cause more pedestrian and more car accidents along Colfax and in the side neighborhoods. Saving some people 15 minutes on their commute is not worth all the headaches for those living near Colfax and the increase in accidents. You risk pushing crime on Colfax into the neighborhoods. Thirty percent increase in ridership and profit for RTD at the expense of thousands and thousands of residents along Colfax is not acceptable!	1/15/2023 8:25 AM
185	Target prime areas of Colfax to improve now- York to Colorado, Colorado to Monaco, maybe Sherman to York that are ready for development now. Add landscaping. Add median strips in road with flowers. Michigan Ave in Chicago is good example. Become developer friendly--not everything must be low income housing. All housing helps Denverites. Think outside the box. Allow boutique hotels -- All Inn Motel, for example, has plans to develop but not permitted by counsel member. Not because of design but the concept. Tourists will shop and eat at the retail spaces you are pushing for. It sits as an eyesore for the entire area. Add economic incentives to develop in targeted areas and disincentives for buildings remain empty --for example, property taxation holidays for new construction meeting goals or valuation standards that target empty/severely underutilized lots.	1/14/2023 4:25 PM
186	Overall this seems like a solid approach though, again, I think the real priority needs to be developing empty lots and revitalizing abandoned buildings and storefronts.	1/14/2023 2:49 PM
187	After seeing the dangers of snow and ice on sideways near recently built multistory mix use properties, I am concerned with any plans that have not fully vetted for pedestrian traffic. It has become hard to walk the south side of Colfax ave in many places due to lack of sunshine melting the snow and ice from walkways.	1/13/2023 7:13 PM
188	I live 1.5 blocks off Colfax. You didn't define what you meant in your second question, you didn't define what living/working along E Colfax means - directly on E Colfax or a few blocks off. If the latter, I would change #2 to be that I live along the corridor.	1/13/2023 6:21 PM
189	Do not do like the last overlay did and add density on intersections, portions of corridor that can't handle density, traffic or lack parking. That was a sham that put ALL of density in three block area but did NOT include feedback from these neighbors and instead went to all of PH, East Colfax, Montclair, etc., who approved plan because it didn't affect them.	1/13/2023 5:03 PM
190	Please lower barriers to building housing on Colfax. The street experience is garbage, crossing on foot is frightening, and it is depressing to think about 20+ years of no changes except for	1/13/2023 1:47 PM

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the BRT. The City needs to do whatever it can to catalyze new development that meets our needs, especially more housing. We're waiting.

191	We need much more density to sustain walkability in this area, and this window-dressing isn't gonna cut it. If this is all we do then Colfax is still gonna be a sea of parking lots but with some extra doors and slightly different setbacks. We need to be more like Europe in how we design our cities.	1/13/2023 11:53 AM
192	This seems like a waste of time except for eliminating drive thrus. That seems good.	1/13/2023 9:06 AM
193	Without allowing more people to live along this corridor, this just leads to even more empty storefronts	1/13/2023 8:58 AM
194	Colfax has many development challenges. The east west orientation of the main street is unique and deserves unique solutions. allowing flexibility in regulations along Colfax will result in growth. the flexibility does not need to be allowed everywhere, but, on a case by case basis. Focus on the form, dont stress the use.	1/6/2023 8:18 PM

Q6 Do you have any additional comments about this proposal?

Answered: 158 Skipped: 367

#	RESPONSES	DATE
1	I wholeheartedly agree with this proposal. Promoting pedestrian oriented development will be a vast improvement.	3/1/2023 2:00 AM
2	I am sympathetic to the existing drive-thrus and do use them (like the McDonald's at Krameria).	2/28/2023 10:40 AM
3	Shopfront is more important than Town House. An example of a perfect East Colfax block is between Steele St and ~ Madison St. Shopfronts line the corridor inviting people to walk on the sidewalk, explore the neighborhood, and it is a pleasant experience. Drive-throughs ruin that experience and therefore I think this proposal is right in line with what will help improve the East Colfax Corridor.	2/28/2023 9:43 AM
4	Eliminate on street parking to limit the danger to vulnerable road users and improve bus/train options to be developed.	2/28/2023 8:32 AM
5	Your reasoning is sound, but I think there should be exceptions made for historic buildings. And would you be getting rid of parking lots/spaces by getting rid of drive-through businesses? More congested parking on the streets off Colfax would not be great for residents.	2/27/2023 8:03 PM
6	Car activities, including driveway & parking lot access need to be oriented to the alley to minimize conflict with pedestrian & biking zones. Parking lots as individual land uses with street frontage need to be eliminated in favor of structured (below ground preferably) & a minimal amount of adjacent parking for pickup/dropoff/delivery, where insufficient street parking available.	2/27/2023 3:38 PM
7	Remove parking minimums.	2/27/2023 9:50 AM
8	I don't have a problem with some drive-thrus. Just depends on how they're done	2/27/2023 9:30 AM
9	Not enough "general" information	2/27/2023 9:22 AM
10	How many businesses are you going to get rid of?	2/27/2023 8:02 AM
11	Green space is pedestrian friendly, cars could care less.	2/26/2023 11:08 PM
12	I do appreciate access to a drive thru pharmacy when sick or with child in car.	2/26/2023 9:03 PM
13	When I think of drive through a I've seen everything from mcd's to Starbucks to the buzz cafe on 6th. The drive through a don't deter me as much as business cleanliness and merchant safety.	2/26/2023 9:01 PM
14	Allow a mix. We need drive through	2/26/2023 8:19 PM
15	It's a great start, but should also allow higher-density housing than townhomes. (Multi-storied apartment complex)	2/26/2023 8:09 PM
16	Widens sidewalks	2/26/2023 5:54 PM
17	Restaurants today require drive-thru and pick up services	2/26/2023 5:05 PM
18	Drive through services such as banks and dry cleaners would not diminish pedestrian use.	2/26/2023 4:57 PM
19	Some drive through like the pharmacy at Walgreens is valuable	2/26/2023 4:18 PM
20	Why such a restriction on governing business owners creativity	2/26/2023 4:01 PM
21	Need to deal with what is there... gas/ convenience stores, buildings with parking streetside, etc.	2/26/2023 3:55 PM
22	Yes I support designs that will increase pedestrian traffic and discourage/reduce car traffic	2/26/2023 2:33 PM

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23	Owner Occupied	2/26/2023 2:27 PM
24	There's not much parking in the corridor. Drive-thru may be the only way some businesses can survive. We're not all going to walk to everything. Properties are shallow, not much room for parking in back and once we take away a bus lane and a bike lane, no room for parking on-street. Businesses and old people like me need parking.	2/26/2023 1:30 PM
25	Would love to see the motels/hotels, car lots and parking lots go in favor of pedestrian friendly model.	2/26/2023 1:09 PM
26	That the city deal with the homeless folks and prostitution along East Colfax	2/26/2023 12:21 PM
27	Are the alleyways between streets that access Colfax to be eliminated for auto access as well? These are much more dangerous for pedestrian travel on Colfax today, and much more prevalent than drive-through businesses. Eliminating drive-through access directly from Colfax is reasonable, to increase pedestrian safety in areas away from cross-street intersections, and further enforces walkway concepts. However most (not all) drive-through access on Colfax is made from side-streets connecting to Colfax, and are a distance from Colfax sidewalks. Preventing businesses properly located for reasonable access at intersections only restricts business opportunities for development on Colfax.	2/26/2023 11:13 AM
28	I do not think it residential townhomes on Colfax Ave. would have a positive impact on the avenue or the surrounding neighborhoods.	2/26/2023 11:12 AM
29	No tall buildings	2/26/2023 10:37 AM
30	Would this mean that current businesses that have drive-thru options (e.g. coffee shops) would have to stop using those?	2/26/2023 10:24 AM
31	this will help get rid of some of the endless used car lots hopefully	2/26/2023 10:21 AM
32	Drive-thru traffic will continue to increase, and you need to accommodate this.	2/26/2023 10:14 AM
33	Remove all driveways from Colfax because car drivers don't look. Put the egress on the side streets for pedestrian and bike safety.	2/26/2023 10:12 AM
34	Do provide parking in rear, on side streets, or structured.	2/26/2023 9:38 AM
35	So many criminals in the area. Best not to leave the car. Drive thru is safer. Drug dealers at 1452 Uinta are always there.	2/26/2023 9:33 AM
36	Hope existing small businesses (coffee @Dahlia) are grandfathered in.	2/26/2023 9:29 AM
37	you are ruining what was a nice place to live.	2/26/2023 9:13 AM
38	Shopfront is great, but developers need to do a better job of pencilling in what the shopfront will command in rent. They often overshoot and then can't understand why the place remains unleased for years.	2/22/2023 2:06 PM
39	Another way is to maintain a drive-through options in the back door and shop front on colfax. Much like the Chick-fil-A store on Colfax and Colorado Blvd area.	2/21/2023 9:14 PM
40	I would prefer to limit town house buildings as well on the ground floor and focus on shops	2/21/2023 8:49 AM
41	Keep store fronts close to sidewalk with parking behind	2/20/2023 11:28 AM
42	Why build Town House here? Move them out to the suburbs	2/19/2023 11:56 AM
43	Will the ground floor businesses be able to also accommodate housing in the floors above? Because that would promote walkability more than anything else.	2/18/2023 7:45 PM
44	Trash and recycling areas should be included along the corridor to prevent littering.	2/18/2023 1:50 PM
45	Let's make Colfax a vibrant pedestrian / shopping corridor that encourages local businesses and less fast food restaurants and the like!	2/17/2023 3:40 PM
46	It would be great if there could be support of non-chain businesses, I'm not optimistic.	2/17/2023 9:24 AM
47	what's in the General category?	2/16/2023 7:11 PM
48	Colfax should be designed to move vehicle traffic, and the adjacent streets should have improved pedestrian accessibility. For example, turn 16th into a one way and turn the other	2/16/2023 5:09 PM

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lane into a high visibility sidewalk that pedestrians can use until flowing southbound to their desired Colfax destination

49	No	2/15/2023 7:17 PM
50	I kind of view this on a case-by-case basis. The rationale makes sense though.	2/15/2023 3:25 PM
51	It would be nice if parking minimums could be eliminated (if they haven't already).	2/15/2023 1:41 PM
52	This removal of drive throughs cannot happen soon enough.	2/15/2023 10:46 AM
53	Create incentives for historic preservation.	2/15/2023 10:38 AM
54	My biggest issue is having beautiful architectural standards AND Xeric landscaping. I am less concerned about the nature of the business although I see your point in limiting some businesses.	2/15/2023 10:25 AM
55	Make sure pedestrian safety and crime prevention are included.	2/14/2023 11:45 AM
56	Rather than build right to the sidewalk, we need a setback of the buildings and landscaping.	2/14/2023 11:16 AM
57	You are destroying Denver and the history of Denver	2/13/2023 8:19 PM
58	In theory I definitely approve, but have questions about what that means for existing businesses. So gas stations like Choice would close? Or is it only for new building design?	2/13/2023 7:04 PM
59	It's not dense enough for a high volume transportation district.	2/13/2023 6:54 PM
60	I don't have an issue with the General form and drive through are appropriate for the corridor if the drive through is done well, McDonalds got about half way there, but I have no idea where the door is to go in, so its activation isn't as good as it could be.	2/13/2023 9:48 AM
61	Parking needs to be considered	2/12/2023 11:10 AM
62	I think what is needed is encouragement to develop other areas of the districts and discourage 'foot traffic' along the Route 40 highway just like it is discouraged along I-25, I-70. I love the idea of applying this proposal along Sante Fe Art District, in fact I would like to see that area turned into more pedestrian friendly corridor.	2/12/2023 8:58 AM
63	Relocate the used car lots, old gross by-the-hour or low rent motels. Not a good look and keeps colfax looking like the slums.	2/11/2023 11:24 PM
64	Be upfront on whether this allows more stories than was stated in East Area Plan	2/11/2023 7:06 PM
65	Drive-through services are useful when areas have limited parking availability. Parking needs to be considered if continuing with this plan.	2/11/2023 9:05 AM
66	If you are bringing more housing and people into the area. I strongly disapprove. If I do wanted that, I would be living downtown	2/11/2023 8:08 AM
67	Walk up drive throughs like good times seem to still promote some of the aspects you mention.	2/10/2023 8:56 PM
68	Allow more dense housing options than town house	2/10/2023 8:50 PM
69	Car centric infrastructure should be dismantled as much as possible.	2/10/2023 1:57 PM
70	What about current drive through businesses? The McDonald's at Colfax and Krameria is a nightmare to other traffic and the intersection.	2/10/2023 11:12 AM
71	The devil is in the allowed design requirements and these are not readily available to review as part of this survey process. Therefore, I feel like I am being to bless something without adequate information.	2/10/2023 8:29 AM
72	Language of the proposal is confusing	2/9/2023 10:07 PM
73	Add open green space for gather space	2/9/2023 8:18 PM
74	I support elimination of drive thru and continuation of shop front. Please explain why town house makes sense in this zoning?	2/9/2023 8:03 PM
75	I think drive through services including pharmacy windows and banks should still be allowed in some way in this development proposal. They serve a population that exists in these	2/9/2023 6:29 PM

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	neighborhoods including seniors and those with disabilities.	
76	denying all drive-thru access is not realistic, particularly given our recent experience of a pandemic history	2/9/2023 10:09 AM
77	Denver doesn't have the transportation infrastructure to make the proposal work. The car isn't going away for at least 15 years or more so ignoring how it impacts business and neighborhoods is short sighted.	2/8/2023 9:54 PM
78	Store fronts need to be cleaned of snow and ice	2/8/2023 8:51 PM
79	There may be room for a limited number of drive-thru forms	2/8/2023 8:29 PM
80	I don't trust developers at all. I'm disgusted with the shoddy multi storied , fly topped buildings that resemble nothing in the existing neighborhood. None of the ones near me are in any way affordable. There is seldom adequate parking. I believe most zoning variances are really aimed to assist developers - so I'm skeptical	2/8/2023 7:29 PM
81	there is a large amount of retail space for lease in many areas near colfax. the model of residential above retail is failing this city. too much is currently for lease, this creates a different type of urban blight.	2/8/2023 6:37 PM
82	As much as I hate to say it, it seems like the Chick-fil-A has been better about creating stability in the retail nearby it than small shops might have been able to. But some of the drive-thrus more westerly on Colfax do create street scape deserts. I believe focusing on business/tenant mix and support is a better solution, especially when multi-use. And time and energy should be about wise strategies to encourage businesses, rather than making such a generalization.	2/8/2023 6:24 PM
83	All projects must have street or parking lots to accommodate housing and store fronts Business should enhance the neighborhood No used car lots	2/8/2023 6:13 PM
84	Would like an outright ban on drive throughs within a block of houses	2/8/2023 5:20 PM
85	Drive-thru is a suburban concept that has no place in a high density city that needs to move away from cars.	2/8/2023 5:08 PM
86	Traditional Main Street? This isn't a quaint small town. It's a giant, ugly city.	2/8/2023 3:56 PM
87	Tear down the crap (most of Colfax) and redevelop w quality of life and vibrant people to use (currently only homeless and addicts dominate Colfax)	2/8/2023 2:21 PM
88	Would this impact existing businesses and how would that be mitigated?	2/8/2023 12:45 PM
89	block alleys to Colfax to reduce alley traffic and promote pedestrian safety	2/8/2023 12:32 PM
90	If you implement this, the residents one block north and south of Colfax should receive permit parking only signs on one side of the street.	2/8/2023 11:47 AM
91	How does this restriction affect existing businesses? This item needs to be addressed.	2/8/2023 11:28 AM
92	Not friendly to those that have mobility challenges. Have to park somewhere (if there is parking even available anywhere nearby) get out of car instead of being able to drive thru	2/8/2023 9:13 AM
93	I like this because it does help promote more business activity and communities gathering	2/7/2023 9:51 PM
94	No	2/7/2023 9:15 PM
95	Support for Low income housing?	2/7/2023 7:33 PM
96	We need more trees and green space to provide cooling and air pollution reduction to allow for more safe walking routes for pedestrians.	2/7/2023 5:27 PM
97	Just curious about what would happen to existing drive-thru restaurants (e.g., Dairy Queen on Rosemary) -- assume they'd be grandfathered	2/7/2023 5:08 PM
98	I like having close, convenient drive-thru options especially in inclement weather.	2/7/2023 4:28 PM
99	drive throughs are necessary for businesses to flourish - do not restrict the individual businesses	2/7/2023 3:35 PM
100	Prohibit blocked windows in businesses along Colfax - no posters or other marketing on	2/7/2023 3:31 PM

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	business windows facing Colfax.	
101	Keep buildings low and require multiple parking spaces per residential unit OFF-STREET	2/7/2023 2:23 PM
102	Get rid of fast food locations	2/7/2023 12:14 PM
103	I would add the abundance of motels and gas stations is not necessary either, and allows more crime and violence to happen along colfax	2/7/2023 11:55 AM
104	E Colfax is a walking neighborhood and street. We need to preserve and support walkability.	2/6/2023 9:36 PM
105	Control of abusive and high volumes cut through traffic on residential streets. Not allowing drive through/fast food establishments will help slowing the volume of unwelcome residential traffic.	2/4/2023 12:14 AM
106	Drive through services are necessary for those who cannot get in and out of vehicles or who are too sick to go into the buildings such as Walgreens. I would have shopfront town house and drive through services and limit the number of drive through.	2/1/2023 9:38 AM
107	Something needs to be done to address loitering (i.e. prostitution and drug dealing) along E Colfax. As soon as a police vehicle is in the area, people contact each other and they disperse into alleys and along residential streets so the patrol sees nothing.	2/1/2023 6:37 AM
108	Higher-density residential options should be permitted, particularly near proposed BRT stops. If mid- and high-rise residential would only be permitted as the "General" building form, a text amendment to the Zoning Ordinance should be considered in order to effectuate more pedestrian-friendly development under this building form.	1/30/2023 11:38 PM
109	Need increased sidewalk width	1/26/2023 9:38 AM
110	I'm for this, but just unsure why apartment buildings would be excluded (may be a different zoning thing). We need more housing on this important transit corridor.	1/24/2023 7:22 PM
111	More information needs to be provided. What are pros and cons.	1/24/2023 4:59 PM
112	Please please ban all drive thrus on Colfax	1/24/2023 4:46 PM
113	drive-thrus promote wasteful energy use	1/24/2023 2:22 PM
114	100% agree. Drive-thrus are unsafe and unfriendly.	1/24/2023 2:09 PM
115	Does this proposal allow for Community Centers & non-profit spaces that already exist to continue to do so? Even in the event of construction, renovations?	1/24/2023 11:06 AM
116	Wish it brought trash cans back to the alley	1/24/2023 10:30 AM
117	I dont want any changes along Colfax	1/24/2023 7:09 AM
118	Agree! Drive thru only contribute to congestion and late night loitering	1/24/2023 6:23 AM
119	More housing density/overall building density on Colfax!	1/23/2023 6:09 PM
120	We need less car-preferred development, and more walk and bike friendly development. With more town homes = more pedestrians and less cars = safer and vibrant communities	1/23/2023 11:28 AM
121	Housing should be affordable for middle income residents (city employees, residents, young families)	1/23/2023 11:26 AM
122	No Drive Thrus, No Storage, ARTIST SPACE in one of those old motels, walking mall If Colfax is slowed down, 13th, 14th, 17th are going to continue be frikkin highways. PERMANENT speed enforcement, lights, etc. SAME with York Josephine While on the topic, ban left turns on University, force people to do 3 rights as in SF. Most applicable in Bonnie Brae north of i25	1/23/2023 7:30 AM
123	So glad you are doing this!	1/22/2023 11:56 AM
124	Reduce parking requirements when building town houses to reduce car-dependency and add human density to support public transit.	1/20/2023 3:39 PM
125	I am strongly against car-centric planning	1/19/2023 7:33 PM
126	Yes! I support this. We can do better than drive-thru restaurants.	1/19/2023 4:12 PM
127	no Drive-through Services or Drive-through Restaurants	1/19/2023 12:32 PM

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128	The issues appear to be in the underlying zone C-MS-5. Why add an overlay? If you're going to piss off the neighborhood then do it right and just ban the drive-through use in the zine citywide. Incremental zoning amendments won't stop chick Fila from wanting to be at Colorado and Colfax; only removing the drive-through and auto oriented uses will solve the long term issue.	1/19/2023 9:26 AM
129	Multi-story development (affordable residential units)--as currently exist along the Colfax corridor--should also be allowed. There is a need for affordable housing, and the Colfax corridor is a (one of the many similar corridors) perfect place for it!	1/18/2023 12:45 PM
130	I would also approve some reasonable guidelines that promoted a broad aesthetic along Colfax . . . maybe along the lines of Old Town Pasadena (in Southern California)?	1/17/2023 2:31 PM
131	Agree on drive thru but less so on eliminating general. Also, chick filet and Starbucks both have drive thru formats in the rear that work well. No need to eliminate this kind of creativity	1/17/2023 2:16 PM
132	Can't agree more.	1/17/2023 11:00 AM
133	Drive thrus use/waste so much space and do not contribute to a community experience. this is a great move.	1/17/2023 9:38 AM
134	huge fan, thanks councilmembers!!! fingers crossed	1/17/2023 9:36 AM
135	Townhouses should only be two stories high.	1/16/2023 5:23 PM
136	Does it matter? We all know that citizen input means nothing to City Council.	1/16/2023 3:49 PM
137	The strip-mall-ification of Colfax Ave means less walkability, less vibrant street life, more cars, and more ugly (and wasteful) parking lots. I strongly support rezoning moves to reduce that trend.	1/16/2023 10:36 AM
138	Eliminate some of the excess gas stations along the corridor	1/16/2023 10:34 AM
139	Agreed, no "main street" should have as many drive-thrus and curb cuts as Colfax. Walking and rolling down the corridor is hazardous due to 70 years of car-centric design.	1/16/2023 8:37 AM
140	Need noise reduction controls for residences from loud motorcycles	1/16/2023 7:37 AM
141	Make allowances for parking so it is safe for people.	1/15/2023 7:56 PM
142	I like the drive through at Starbucks, but generally do not like drive throughs.	1/15/2023 1:48 PM
143	No townhouse, just commercial on street level.	1/15/2023 11:30 AM
144	Have on occasion used the Starbucks drive through and find it convenient.	1/15/2023 11:01 AM
145	Yes!! No place is walkable if every other business has a parking lot in front or a drive thru. And please add some trees!	1/15/2023 10:56 AM
146	So what about auto parking? Are you going to still have street parking or is the bike lobby taking everything over and those of us who actually want to go to these places now going to have to take public transportation to get there? Parking is actually an issue. Will there be paid parking like the city put in cherry creek? Parking structures? The car isn't going away.	1/15/2023 10:53 AM
147	Get rid of the drugs and homelessness. All of your proposals are worthless without this.	1/15/2023 9:36 AM
148	I do not agree with the part about drive throughs and I don't think they should be prohibited	1/15/2023 9:20 AM
149	Is there proof that more accidents happen at drive through businesses? If so, please present it.	1/15/2023 8:08 AM
150	allow zoning to expand further into current residential (1 or two homes) if it connected to development on Colfax. Many lots on Colfax are too narrow to develop	1/14/2023 3:51 PM
151	This seems like a good idea, though I'd want to look at the exact design requirements before committing.	1/14/2023 2:40 PM
152	Pedestrian lighting & safety	1/14/2023 11:11 AM
153	a much needed change	1/13/2023 8:47 PM
154	Drive-thrus should be banned, on Colfax and everywhere else.	1/13/2023 1:36 PM

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155	This is the best aspect of this proposal that I've seen. There are numerous drive-thrus here, many that have often been closed to pedestrian customers (Popeye's, Good Times). This increases car traffic and car-pedestrian conflicts, and also makes Colfax into a sea of parking lots that is bad to walk around.	1/13/2023 11:40 AM
156	No drive thrus should be allowed on a bus rapid transit corridor.	1/13/2023 9:02 AM
157	I like banning drive thrus in urban areas	1/13/2023 8:53 AM
158	while reviewing the form. please consider relaxing the requirements for the building form as it meets the adjacent neighborhoods. The narrow and long lots prevalent along Colfax result in extreme restrictions in upper story setbacks. Solar access is not an issue for the entire southern portion of colfax	1/6/2023 7:58 PM

Q8 Do you have any additional comments about this proposal?

Answered: 115 Skipped: 410

#	RESPONSES	DATE
1	Live/work units with ground floor access on neighborhood streets and/or adjacent to neighboring lots should be encouraged to diversify the type of services & tenants for the neighborhood. It also brings people off the main road & into the neighborhood where the real living goes on. Ensuring small space divisibility with door fronts is key to diversify	3/6/2023 3:21 PM
2	I'm more concerned about having affordable housing than how the ground floor is utilized... Also, there are already lots of empty retail spaces along Colfax -- could all that space really be filled? I'd rather have occupied residential than empty retail...	3/1/2023 6:52 AM
3	There are many examples throughout the city where the first floor is set aside for business use and many of these are left vacant for years.	2/28/2023 8:24 PM
4	Ensure that parking is offered off-street and integrated vertically into the design of the building when serving 10+ units for resident dwellings.	2/28/2023 8:33 AM
5	I just wonder how you're going to get business too move in to the newly zoned areas. If you don't take care of the graffiti, loiterers, and campers, you will have no pedestrian traffic and no businesses will want to move in. Boarded-up and vacant businesses look creepy to pedestrians.	2/27/2023 8:06 PM
6	Please include additional incentives to retain historic businesses & businesses owned by BIPOC along east colfax. For the love of god let's not let this initiative turn east colfax into RiNO.	2/27/2023 12:30 PM
7	There are so many motels - it would be nice if this limited that as well.	2/27/2023 10:53 AM
8	Affordable housing is needed	2/27/2023 9:52 AM
9	Don't really have a problem with ground-floor residences. What about existing structures? Seems proposal would allow some ground-floor residences.	2/27/2023 9:51 AM
10	What about residential 1st floor dwellings that already exists?	2/27/2023 9:23 AM
11	Parking needs to be considered when talking about this proposal. There need to be enough parking spaces underneath or as part of the new building so that visitors are not parking on our already crowded residential streets.	2/26/2023 11:52 PM
12	Not having 100% uniformity in building heights will add to street character	2/26/2023 11:10 PM
13	Why reduce the requirement to 50% for the lots with long street fronts? Seems like a "carve out" in the rule	2/26/2023 4:21 PM
14	It's about parking, parking, parking. There isn't enough and will be less. The businesses need to survive and I need to get to them. There may not be enough business to fill street level. I see many fronts that have been empty for quite a while. If the space could serve residential needs, it should.	2/26/2023 1:31 PM
15	Love it.	2/26/2023 1:09 PM
16	Mixed office use with first floor mandatory non residential	2/26/2023 12:23 PM
17	I appreciate this proposal as a mechanism to support mixed-use blocks, however my concern with this proposal is with appropriate access to the commercial facilities, notably parking. Residential units may be provided parking however the commercial units are overlooked by developers because it is not part of the plan.	2/26/2023 11:22 AM
18	I'm sick of these cuboid buildings that stick straight up from the sidewalk, blocking light in all directions.	2/26/2023 10:32 AM
19	It's better than looking at the side walls of housing that have replaced the traditional housing in	2/26/2023 10:15 AM

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older neighborhoods. I don't trust city council for people centric design based on the past housing changes that were approved

20	The building design is square and lacks design, looks industrial. Consider brick facing or other less severe architectural elements	2/26/2023 9:38 AM
21	Arrest the criminals and the area will be safe.	2/26/2023 9:34 AM
22	Let people build where they want. Housing restrictions are what cause prices to go up.	2/26/2023 9:29 AM
23	I do approve of mixed-use buildings, though I'm a little leery of anything that limits where residential housing can be built	2/26/2023 9:19 AM
24	You will drive up congestion and limit parking availability for what commercial property already exists. Maybe if you morons wouldn't allow Marijuana shops to proliferate the landscape, other businesses would survive.	2/26/2023 9:16 AM
25	There's a lot of empty retail space in new development (9Co), so if it's just empty windows that's not helping	2/26/2023 9:08 AM
26	Love it in theory, but history has shown that developers don't accurately predict rents and list a unit for too high than the market will allow. I've seen too many storefront units remain vacant because the developer miscalculated. The calculations need to assume a very very low attractive rent from the start. Let them be pleasantly surprised if they get it, but don't start out thinking they can get \$50 a square foot out of the gate for commercial storefront space on Colfax. Not to mention those rates only attract chains, and we need to keep rents low for small businesses. The problem isn't necessarily the design, it is the overconfidence of what the rental rate will be.	2/22/2023 2:12 PM
27	A grocery store in East Colfax is needed.	2/22/2023 10:46 AM
28	Provide wider sidewalks through larger setbacks. Require tree planting on street level.	2/21/2023 3:50 PM
29	Let's keep buildings low. High buildings will block sun for residents behind the development	2/20/2023 11:32 AM
30	There should be a guideline for a certain percentage of housing to be affordable.	2/19/2023 9:26 PM
31	I can count on one hand the number of buildings that have been built with retail in the first floor and are occupied. Most sit vacate for years.	2/19/2023 11:58 AM
32	Thank you, this is a great idea.	2/18/2023 7:48 PM
33	The structure of higher buildings having more then two stories will impact the area that can not sustain the growth since the streets are not built to take on this much growth parking traffic Denver is not a walking city and public transportation is not sufficient for this growth	2/18/2023 12:06 PM
34	I'm opposed to anything that limits the building of residences, given the housing crisis we are having.	2/16/2023 7:13 PM
35	It is not clear to me what the proposal is or how it changes the current uses.	2/16/2023 2:44 PM
36	I think this depends on the section of Colfax we are talking about. Closer to Broadway there is a good mix of residential buildings like The Collonnade or 1920's hotels that blend well.	2/15/2023 7:55 PM
37	No	2/15/2023 7:18 PM
38	Putting "some" residences at street level helps to secure a 24 hour live work environment. Retail goes dark at 6 pm. Hospitality is off neighborhood centric and transient. Living at and above street level is more "traditional" than you think. See Mystras, Greece or Florence, d'Italia.	2/15/2023 6:09 PM
39	again more cosistency for the look of the area. While individual buildings can't all look identical, certain parts of building exterior on street level can use the guildlines for the street. also street light designs, garbage receptical design, landscape etc	2/15/2023 1:29 PM
40	there should be height restrictions, such as no taller than 3 stories as some of the Colfax lots border homes	2/15/2023 11:33 AM
41	Commercial use will need to be defined and may have to include non-residential uses that are not necessarily commercial (which has a tenuous future).	2/15/2023 10:51 AM
42	I'm surprised Main Street Zoning doesn't already require this.	2/15/2023 10:40 AM

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43	I want developers to include mandatory xeric landscaping and NOT to scrimp on this as they often spend as little as possible on landscaping. People are drawn to beauty to work and play and do NOT want to work and play in ugly areas. Plus, this increases property values. See redeveloped Denver Tech Center for beautiful surroundings. This would incent people to use the Colfax corridor! Beautiful landscaping must be mandatory!	2/15/2023 10:27 AM
44	It will be a detriment to our City to for these new buildings to be built right up to the sidewalk. Please require a setback with landscaping.	2/14/2023 11:17 AM
45	No higher that 4 stories, and please provide ample parking.	2/14/2023 9:43 AM
46	I'm leaning towards approve, but need to better understand what constitutes commercial uses.	2/13/2023 7:18 PM
47	When a new bank was built at Colfax and Franklin, they said they were very disappointed that the zoning height was so low that they couldn't use the whole value of the property	2/13/2023 7:02 PM
48	With quite a few empty storefronts currently is this feast?	2/13/2023 10:28 AM
49	residential can be appropriate and inviting people are living there 24/7 unlike business or restaurant and nobody wants to be the only ground floor unit, they want to see neighbors	2/13/2023 9:51 AM
50	Too noisy for ground level living properties	2/12/2023 5:35 PM
51	If "commercial" means offices then hell no.	2/12/2023 11:32 AM
52	Parking	2/12/2023 11:10 AM
53	I just don't think that Colfax Ave (Route 40 hwy) is ready to demand conditions on development (like an HOA). The more windows and 'store fronts' the more opportunity for the homeless population to 'kick in/break in'. There is an element of fear to assigned to walking along Colfax Ave i.e. homeless populations, drug dealers, and just general crime/mischief - graffiti tagging... I would like to see proposals to address those issues way before proposing this overlay for a more pedestrian friendly corridor. The people are not going to come to the area until these other issues are addressed.	2/12/2023 9:08 AM
54	Would likely also be safer for residents if they aren't living on ground floor	2/11/2023 11:25 PM
55	A developer building a story building will find it hard get an ROI if required to put in retail, along with headache of managing this type of mixed use.	2/11/2023 7:08 PM
56	I believe this requirement should apply only to structures where 3 stories or more are proposed. I do not think this should be required for all structures within a specific zone district. I also fear that this regulation will create a large number of legally non-conforming structures that will become difficult for property owners to renovate or maintain.	2/11/2023 9:11 AM
57	I do not want more apartments and people in the neighborhood	2/11/2023 8:09 AM
58	It is important to have affordable housing in these units. Not just expensive units.	2/10/2023 9:13 PM
59	I support retail and commercial use but housing people is more important so I'm reluctant to support erecting more barriers to residential development	2/10/2023 8:58 PM
60	European style housing on top and commercial/retail on the bottom is good. However, you need to slow traffic on Colfax as well and make the intersections/streets more pedestrian friendly.	2/10/2023 1:59 PM
61	The requirement is too great - vacant storefronts are more deleterious to the neighborhood than residential ground floor uses. Economic downturns are inevitable. There will be vacant retail spaces when mandated as part of zoning.	2/9/2023 8:07 PM
62	Is this practical given the increase in on-line commercial trends? There is currently a lot of empty retail space along Colfax.	2/9/2023 10:11 AM
63	Why does the first floor have to have 75 % commercial use - (except to insure existing small businesses have a presence)	2/8/2023 7:34 PM
64	see previous comments	2/8/2023 6:38 PM
65	More info needed	2/8/2023 6:14 PM
66	We need those 1st floor businesses like hardware and grocery stores, laundromats and	2/8/2023 5:13 PM

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bakeries; community services like libraries, rec centers, mental health and homeless shelters. But parking MUST be part of the mix.

67	People need living space more than they want to shop for useless garbage	2/8/2023 3:57 PM
68	Government, led by very uneducated and typically untalented people, loves to be in a position to over-regulate. Allow best used to be best use. How many parking lots or damaged / mostly empty buildings have been on Colfax for years, decades? Stop with your over regulating Ways, when you don't know a thing that you're doing. Government should be out of the way not the problem... your very existence is the problem. A good building w some ground level residential is better than the All Inn drug hotel existing for decades. Get rid of crap for pretty structures regardless of first floor use...	2/8/2023 2:25 PM
69	What about parking? Will developers be required to provide at least one parking spot per residential unit? I hope so. Also, businesses should be forced to provide parking for their customers. Do not skimp on this. People drive when it's cold outside. People have cars to go to the mountains. This is not downtown or New York City. Families live in this part of Denver.	2/8/2023 11:50 AM
70	Again, where is everyone going to park? Why limit housing options when housing is in short supply?	2/8/2023 9:15 AM
71	I like this as it promotes small business	2/7/2023 9:51 PM
72	No	2/7/2023 9:16 PM
73	We need more green space and trees along Colfax more than anything – to reduce heat island effects and also help remove the toxic air pollution from the air from buses, cars and trucks. Trees can also help reduce noise pollution from autos, especially trucks and public buses.	2/7/2023 5:29 PM
74	Strongly favor to ensure that restaurants / retail are available for nearby residents to access without having to drive	2/7/2023 5:09 PM
75	Keep buildings low and require multiple parking spaces per residential unit OFF-STREET	2/7/2023 2:24 PM
76	Where is the provision for parking? Underground?? Foot traffic and bus riders are not going to be sufficient to provide revenue to the storefront-commercial spaces.	2/7/2023 1:59 PM
77	Need to include child care facilities as well.	2/7/2023 1:33 PM
78	More small and local businesses please!	2/6/2023 9:37 PM
79	Requiring commercial space in buildings has left the city with a glut of vacant space that could otherwise be used to house people.	2/5/2023 8:31 AM
80	residential uses should be allowed on the ground floor. If we have such a housing crisis - then leave that option.	2/1/2023 9:38 AM
81	Drug dealing and prostitution are very active when it's dark out and that's generally a time when businesses are closed so there will be minimal observation of the crime happening along E Colfax	2/1/2023 6:38 AM
82	I approve of this proposal in theory, but I am afraid that market conditions will not result in the percentage of ground-floor commercial uses that the proposal contemplates. Non-commercial can also serve activate the street level and create visual interest, e.g., multifamily building amenity areas, live-work housing, front porches and yards with 3-foot fences, artist housing with common/performance areas visible from the street. Vacant commercial building frontages negatively impact street-level activation more than residential uses. I hope the design overlay does preclude creative means of non-commercial activation.	1/30/2023 11:47 PM
83	I think 50% of the ground floor for active uses is more reasonable. There is already too many vacant store fronts due to expensive rents	1/25/2023 1:04 PM
84	Quit adding restrictive zoning laws, and start repealing restrictive zoning laws. More mixed-use is great, but restrictions are the backward way to go about it.	1/25/2023 11:19 AM
85	As long as "single dwelling unit" does not mean, "detached, single family home.	1/24/2023 7:46 PM
86	I don't have a sense of the reasonableness of 37.5' and 50' specifically, but agree with the approach.	1/24/2023 7:25 PM
87	More information needs to be provided. Lots in Congress Park are generally small. What	1/24/2023 5:01 PM

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impacts will this have on small lots in my neighborhood?

88	We need more affordable housing	1/24/2023 10:31 AM
89	There are already a large amount of homeless population on the ground floor area of these buildings. If there are less residents who are home at night, and more businesses who are not there in the evening, I worry the problem will get worse with people sleeping in storefront areas	1/24/2023 10:01 AM
90	Yeah I don't want Chris hood's approving any more places for apartments anything that gets approved now should be condos	1/24/2023 7:10 AM
91	This is model used in many desirable, walkable cities. Thank you. Please see previous comments about affordability.	1/23/2023 11:27 AM
92	Any time there's commercial in these things, it seems to be vacant	1/23/2023 7:31 AM
93	Limit density.	1/22/2023 2:10 PM
94	There's a shortage of wheelchair friendly housing, maybe exceptions for Ada housing units?	1/21/2023 7:50 PM
95	Anything to support more housing and mixed-use development, I'm a fan of.	1/20/2023 3:40 PM
96	If this is a barrier to new housing development, I do not support it. Otherwise, it's fine.	1/19/2023 7:35 PM
97	Let the market determine. Rather, require ground floor to be easily converted back and forth and give the appearance of traditional, walkable urban form.	1/19/2023 9:27 AM
98	I feel like the ground floor can also be activated through residential front doors, stoops, etc. commercial is not a cure all	1/17/2023 2:18 PM
99	Townhouses or commercial buildings should not be higher than 2 stories since you are not addressing the parking or increased traffic issue or how taller buildings on the north side of Colfax will block the sun, create more ice and physical liability to pedestrians on the sidewalk and crosswalks.	1/16/2023 5:28 PM
100	We are told that Denver needs affordable housing, yet you would make housing more difficult to construct. But again, does it matter? City Council will do as it pleases regardless of citizen input.	1/16/2023 3:51 PM
101	Realistically there are not enough businesses to fill Colfax.	1/16/2023 3:14 PM
102	1:4 rule for mixed use construction	1/16/2023 10:35 AM
103	Make sure there are some grocery stores, that carry fruits, veggies and meat.	1/15/2023 8:06 PM
104	My concern is that we end up with a number of vacant retail/commercial spaces if the market demand is not sufficient to fill these spaces.	1/15/2023 12:31 PM
105	All the multiple floor buildings in Denver are unsightly. What about parking?	1/15/2023 12:05 PM
106	I'm concerned about building heights higher than three stories on the corridor. Higher buildings reduce human scale and increase dark corridors.	1/15/2023 11:01 AM
107	Again, you are crowding people in with what looks like no accommodation for vehicles. Where is the parking for customers? Where is the parking for residents? The parking is already taken in these areas and if you put a few thousand more you are dreaming if you think none of these people will have vehicles.	1/15/2023 10:56 AM
108	Get rid of the junkies on the street corners. CdeBaca should also resign. She's a self serving politician.	1/15/2023 9:37 AM
109	No reason not to allow town homes with condos above. See the Pinnacle at City Park	1/14/2023 3:53 PM
110	Although I think ground floor retail is ideal on this stretch of Colfax, we also need as much housing as we can get, so I would want to better understand how this would incentivize or disincentivize the construction of more housing.	1/14/2023 2:41 PM
111	All buildings are required to remove snow and ice from sidewalks	1/13/2023 7:04 PM
112	The retail environment has changed so significantly in just the past decade. It does not make much sense to require too much retail space when the demand for bricks and mortar retail	1/13/2023 1:38 PM

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space is up in the air--well designed street front space can sometimes be better than vacant/unleased retail space.

113	Similar proposals have been tried elsewhere and often just lead to empty storefronts. Much better to give property owners flexibility. Places with traditional walkability have traditionally not needed to mandate store frontage.	1/13/2023 11:42 AM
114	Worried that there are already a ton of empty storefronts	1/13/2023 8:54 AM
115	the form based code allows for the focus to be on the form, and not the use. dont micromanage the uses. just get the form right. the rest will follow. is the width of the lot measured from Colfax as a primary street? then this is useless as most lots will be 125ft wide. Colfax needs a unique solution as the lots are long and narrow in and east west direction. this is opposite of most other Denver streets, like Tennyson, Broadway, Federal, etc.	1/6/2023 8:05 PM

Q10 Do you have any additional comments about this proposal?

Answered: 107 Skipped: 418

#	RESPONSES	DATE
1	Residents keep shades drawn even with proposed setback. Pure residential units on colfax is inappropriate while they may be appropriate on side streets & shared lot lines. Live work would be a great compliment for sides not on Colfax to offer what is desired without the inherent drawbacks to be avoided.	3/6/2023 3:28 PM
2	Many of the buildings in existence today are already on their property line. This destroys the many businesses and buildings, and many buildings would have to be knocked down to accommodate this shortsighted plan. It's a business to go into and go out of. How many restaurants does the public need.	2/28/2023 8:28 PM
3	I don't understand--are you going to tear down old buildings that do not comply with these requirements? Patios are nice but modern construction with a patio would be worse than a historic building with character set right at the sidewalk. But there's always room for trees. I think you should just plant trees. The single most important aesthetic change you could make would be to plant trees on Colfax.	2/27/2023 8:11 PM
4	Increase all set backs. Give trees a chance!	2/26/2023 11:11 PM
5	Strongly agree if this is for new development. This standard cannot be held for existing properties.	2/26/2023 9:28 PM
6	Plans for small gardens should be included.	2/26/2023 8:06 PM
7	I cannot imagine someone eating on their patio a few feet from Colfax. Looking at balconies on the buildings at 9th and Colo. Blvd. and vicinity they are mostly bicycle storage.	2/26/2023 5:00 PM
8	There should be a minimum required length of setback space for a given length of residential building. The picture shown has too long a stretch that is right on the side walk unless that section is commercial.	2/26/2023 4:25 PM
9	This will cause some current owners to rack up penalty fees, there need to be a grandfather clause. As long as this doesn't affect current buildings	2/26/2023 4:03 PM
10	Does not help avoid multi-story buildings right on the sidewalk.	2/26/2023 3:58 PM
11	It seems like 7' is a very small buffer space for a multistory building. It might be enough for a 1 or 2 story building, but for multistory buildings it seem like 10' should be the minimum. Multistory buildings have a bigger footprint and can create a canyon effect.	2/26/2023 2:06 PM
12	Nice thought, but every square foot allowed for housing or not affects the cost and price of the housing. No one on the ground floor of East Colfax is going to leave windows open if they have any sense, setback or no. Maybe a two or three foot setback so someone can get key into lock while staying dry.	2/26/2023 1:35 PM
13	Seems fine to me, makes it clear what is residential.	2/26/2023 1:10 PM
14	No residential barrier on ground floor at the front of the building and	2/26/2023 12:33 PM
15	housing is what I'd like to see most. Perfect location, transportation access, convenient, amenities close by. Much of Colfax could be demolished and housing, not just apartment but actual houses, duplexes, even single family.	2/26/2023 12:11 PM
16	I am not sure this should be a requirement, at least with regards to landscaping. I find most residents, tenants and management companies don't invest proper time and money in maintaining landscaping.	2/26/2023 11:57 AM
17	For a mixed-use block environment, I feel this is a minimal requirement to establish a private-use space separate from the public-access space.	2/26/2023 11:28 AM
18	This partially addresses previous comment.	2/26/2023 10:33 AM

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19	This graphic isn't what i was imagining when I read the above description. That to me represents the set back with the additional space for an entry. I would not call that a porch and certainly I couldn't imagine that as a patio. Though I like the concept, perhaps it needs to be enlarged to meaningful space for ground floor living units. If the 5 feet is part of the 7 ft, then this is not what I would call "usable" therefore a concept I strongly approve of in theory is not well conceived or described here and I therefore changed my answer to neither ---	2/26/2023 10:32 AM
20	These are great spaces to incorporate greenery	2/26/2023 10:12 AM
21	Ensure there are barriers created for setback that limit illegal camping	2/26/2023 10:05 AM
22	Good aesthetics as outlined, but your creating alcoves for crime and homeless use that will cause problems. How will you prevent these residential setbacks from being improperly used to the detriment of the residence?	2/26/2023 9:41 AM
23	Yes - this maintains Denver's character of setbacks. Building to the line creates sterile environment.	2/26/2023 9:39 AM
24	Hire and design for a holistic vision	2/26/2023 9:39 AM
25	Arrest the criminals. Tired of all these worthless dope dealers and prostitutes at 1452 Uinta.	2/26/2023 9:36 AM
26	I am not in favor of mandatory setbacks. I do like the sound of the visual appeal, and if that space is put to good use then maybe it's not all bad. But mandatory setbacks in general feel like wasted space.	2/26/2023 9:21 AM
27	don't forget room for the marijuana smoke to propagate the public spaces. Every body knows marijuana makes people smarter and more productive.	2/26/2023 9:17 AM
28	Larger setback of, perhaps, 10 feet. Why not require some setback for commercial to allow for more area for tree planting?	2/21/2023 3:52 PM
29	This pushes the idea of larger residential buildings on Colfax where we prefer businesses and storefronts	2/20/2023 11:35 AM
30	Encourage landscaping that is not water-intensive	2/19/2023 9:27 PM
31	Move all the residential units to the suburbs. The neighborhood cannot handle the influx of traffic and congestion.	2/19/2023 11:59 AM
32	The problem is we have a extraordinary amount of MS in this are which is cash only and increases the safety in this area	2/18/2023 12:09 PM
33	The setback proposal restricts how property owners use their already limited frontage space in an overly-expensive market. The published reasoning for the setback proposal to encourage residents to open blinds/curtains and add landscaping for visual interest doesn't justify the onerous setback restriction. Residents are already free to add visual interest and open/close their curtains as desired. The net effect of the setback restriction would simply remove usable square footage from property frontage. Instead, you might consider providing a reimbursement program or other incentives for existing property owners to add visual interest to their properties (e.g. hanging flower baskets, power washing services, paint supplies, etc.)	2/17/2023 4:48 PM
34	Aesthetically appealing and gives the homeless a place to hide and pee. ;) I would add a light and security element to the setbacks so people don't jump you as you walk from a commercial strip to a set back residence	2/17/2023 3:45 PM
35	No	2/15/2023 7:19 PM
36	Are you still reading Jane Jacobs? Come on. Look at 21st century urbanity.	2/15/2023 6:11 PM
37	I would like to see the set back increased, maybe 9'?	2/15/2023 12:58 PM
38	setbacks should be greater	2/15/2023 11:34 AM
39	This will add street interest but still will not activate the street. Blinds will still be closed...will a window or door even be required?	2/15/2023 10:54 AM
40	Yes, please! The current setback is too claustrophobic.	2/15/2023 10:41 AM
41	Again, developers must have mandatory, beautiful xeric landscaping and green infrastructure and must include budgets and design for this.	2/15/2023 10:29 AM

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42	Minimum 10-foot setback with landscaping, please.	2/14/2023 11:19 AM
43	Please include parking for residents and retail, not just street.	2/14/2023 9:45 AM
44	Would landscaping be required in this setback as well? I think it should be	2/13/2023 12:50 PM
45	pushing back the ground floor residential arbitrarily moves the building floor plate in ways that make it hard to fit all the components into the tight spaces. Limiting the design prospects for the buildings makes no sense. Don't add this, let the designers and building owners bring creative ideas to the table for ground floor units	2/13/2023 9:57 AM
46	This design guideline seems a little too specific, a little too manicured.	2/12/2023 11:33 AM
47	Just make sure that the backside of these developments have proper setback requirements and transition well to adjacent single family residential currently in place.	2/11/2023 7:10 PM
48	What about stuff that's already there	2/11/2023 12:18 PM
49	Set back should increase when above 3 stories to allow more pedestrian friendly and safe neighborhoods.	2/10/2023 9:23 PM
50	I like this to make it less like a cement jungle.	2/10/2023 9:14 PM
51	Only serves to decrease the usable square footage of a lot. Setback requirements are bad for urban spaces, leave that for the suburbs	2/10/2023 9:04 PM
52	Should be even greater.	2/10/2023 8:57 PM
53	I would like to see all new buildings have a deeper setback, even commercial. The tunnel that is being created along Colfax buildings up to the sidewalks has dampened the sunlight and comfortable walkability.	2/10/2023 11:16 AM
54	Would support that 7' setback on ground floor units only, allow for upper level balconies to project to property line.	2/9/2023 8:09 PM
55	we need to have a set back in order for the solar effect to melt the ice. 2022 has been the perfect example of not having enough sun on the streets to melt the ice.	2/8/2023 6:39 PM
56	It sucks! Setbacks are generally wonderful, as they make space for pedestrians, sidewalk cafes. And they let a little extra sunlight into the frigid, ice-filled canyon that 4+ story buildings create in winter. But singling out residential use is arbitrary and counter-productive. Consider street-level setbacks with 2nd story overhangs, regardless of use...???	2/8/2023 5:18 PM
57	Again, don't over regulate such things. Allow better development and allow ugly structures to be removed! Regardless of setback or first floor YOU AS GOVT ARE THE PROBLEM. Your absurd policies often do more harm than good, keeping horrible gang and drug attracting structures unable to be removed and re-developed. get out of your own way. Get out of ours. Government should be completely disbanded and reassessed in terms of how they really perform, guess what: most of you would probably lose your jobs tomorrow.	2/8/2023 2:28 PM
58	Don't want multi-unit buildings along Colfax until transportation system improvements.	2/8/2023 12:42 PM
59	The setback should be at least 20 feet. 7 feet is a joke.	2/8/2023 11:51 AM
60	I have my doubts that creating this rule would actually lead to more landscaping or visual interest.	2/8/2023 11:39 AM
61	I think I would still keep my blinds closed	2/7/2023 7:36 PM
62	Yes, if any development is done, more space should be allotted along Colfax and surrounding the building to allow for trees and green space/native plants to help cool off the heat island effect, and reduce air and noise pollution for all.	2/7/2023 5:29 PM
63	Existing properties?	2/7/2023 4:33 PM
64	Keep buildings low and require multiple parking spaces per residential unit OFF-STREET	2/7/2023 2:25 PM
65	Residential set backs like this would be gathering places for unhoused individuals and a safety concern.	2/7/2023 2:03 PM
66	Do not limit building size to 3 stories, allow at least 5 stories.	2/7/2023 1:39 PM

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67	Given the shallow depth of Colfax lots, this seems like it would prohibit developers from creating new residential units.	2/3/2023 4:43 PM
68	ON a busy street - let businesses have the option to configure and homeowners.	2/1/2023 9:38 AM
69	Setbacks give drug dealers a place to carry out their transactions and a place for prostitutes to ply their trade. NOTHING will improve if the criminality isn't addressed. All that the buidling designs will do is give them a different background	2/1/2023 6:40 AM
70	I would support requiring short/visually permeable fences (e.g., wrought iron) in the front yard of residential buildings that are setback from the street. In my experience, this delineation of public and private spaces encourages use of front yards.	1/30/2023 11:50 PM
71	Would not want setbacks to encourage noise. A lot of noise is generated by traffic on Colfax. If people or a business feel they have to compete with that noise, then it is a problem for the surrounding neighborhood.	1/25/2023 10:59 PM
72	This works very well in cities like Chicago, NY, etc. Learn from them!	1/25/2023 1:06 PM
73	Too many restrictions	1/25/2023 11:22 AM
74	My POV on this is that it would be good to build buildings that last 50 - 100+ years or more that are good-looking. Over a timespan of a century, the needs and desires may change to where the residential spaces may be better used as something else. The requirement of the setback makes sense for the reasons that you give, but what if that section becomes commercial in 25 or 50 years? Four floors of extra commercial space would be unavailable because of the ground floor setback. I voted "neither approve/disapprove" but I get and support the basic idea. I'm just trying to keep things as flexibly coded as possible.	1/24/2023 7:54 PM
75	More information needs to be provided on small lots. How will this impact building setbacks from residential properties behind?	1/24/2023 5:03 PM
76	What kind of patio, porch, or deck to many non-food establishments need?	1/24/2023 10:01 AM
77	Building is way too big what are you going to do with no trees shade grass and no set backs hopefully no fires will ever rage and burn everything around it.	1/24/2023 7:12 AM
78	Does this burden residents in any way (e.g. increased cost)?	1/23/2023 8:57 PM
79	I like the 2 foot setback for commercial space to enlarge the pedestrian realm, but don't really care about having an additional 5 feet for a residential setback. I'd prefer to have everything just be a 2 foot setback.	1/23/2023 3:23 PM
80	Setbacks limit units on site, please keep it at 0	1/23/2023 2:31 PM
81	If people will rent it, I don't honestly care	1/23/2023 7:32 AM
82	Limit density.	1/22/2023 2:11 PM
83	To big	1/21/2023 1:37 PM
84	The 3400 block on Tejon St in North Denver has great town houses (a la brownstone) that creates a great transition between the public & private realm. https://www.google.com/maps/@39.7647658,-105.0112258,3a,75y,81.21h,95.23t/data=!3m6!1e1!3m4!1siabj9RdU5j3c66133NDgTg!2e0!7i16384!8i8192	1/20/2023 3:44 PM
85	This seems overly involved. Would it mean smaller housing units? What are the unintended consequences?	1/19/2023 7:37 PM
86	Maybe it is later in the survey but TREES TREES TREES!	1/19/2023 5:17 PM
87	Reasonable	1/19/2023 9:28 AM
88	For this to work I think it also needs to require doors for the units, even if they don't acces the sidewalk. Should also have an exception for certain types of res like senior assured housing.	1/17/2023 2:20 PM
89	Again, take into consideration the angle of the sun.	1/16/2023 5:29 PM
90	Once again, we are told that Denver needs affordable housing, yet you will make it harder and more expensive to construct housing. People with yards make sure they keep their blinds or curtains closed for privacy. What fantasy world do you live in?	1/16/2023 3:53 PM

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91	fenced/gated entrances please	1/16/2023 10:36 AM
92	Colfax is very noisy from motorcycles doing stunts on the street	1/16/2023 7:40 AM
93	Landscape with green space, trees would be nice too.	1/15/2023 8:08 PM
94	I don't think there is value in having a few private residences on the ground floor considering safety and privacy.	1/15/2023 4:37 PM
95	Again, you are using every square inch of the lot. This is ugly. It gives a crowded impression. When you stuff people together with no elbow room you create an atmosphere of anxiety. There is no privacy.	1/15/2023 10:59 AM
96	The setback is great so long as there isn't junkies and homeless people loitering. Get them services if they need or want, but if they refuse arrest them or relocate them. If you make it difficult for them to loiter or deal drugs, they will leave. If you turn a blind eye, they will stay. Have CdeBaca strongly consider the merits of taking a different career path. Self serving politicians serve no purpose. Laura Boebert is a good example of this.	1/15/2023 9:40 AM
97	Need to consider safety if residents with this proposal by requiring lighting and making this location less appealing for camping or other undesirable activities.	1/15/2023 9:31 AM
98	I don't think it's a realistic vision for all these buildings to have thins like restaurant patios out front by the street especially with the climate we have here nor is this likely to be appealing on a busy street	1/15/2023 9:23 AM
99	Who on earth would want to live on Colfax within 7 feet of the sidewalk? I'm thinking about the safety and privacy of the residents.	1/15/2023 8:12 AM
100	Agree that requiring landscaping and encouraging more visual interest at the street level is important. A 7 foot setback doesn't do much for either-- curtains will still be closed.	1/14/2023 3:56 PM
101	This seems like a solid design requirement.	1/14/2023 2:42 PM
102	significant improvement	1/13/2023 8:48 PM
103	All properties should have a 7 foot setback	1/13/2023 7:05 PM
104	This just means less space is available on a parcel for housing. We should be taking space from cars instead.	1/13/2023 11:44 AM
105	We need to maximize the space for residential dwellings not limit it.	1/13/2023 9:03 AM
106	Setbacks reduce the amount of housing that is built and research shows they make streets less comfortable to walk along	1/13/2023 8:55 AM
107	The ground level setback is attractive, but why require it to the roof? You cant regulate good design. and Colfax needs fewer regulations to have development succeed	1/6/2023 8:07 PM

Q14 Do you have any other comments about this proposal?

Answered: 96 Skipped: 429

#	RESPONSES	DATE
1	Windows without ingress or egress doesn't do what is proposed. It's not just the amount of glass, but what happens behind the glass. Services exclusive to tenants is no better for by passers than a blank wall. Small commercial spaces with more frequent door openings in façade help accomplish goals. & what of the other 3 sides? Only 1 side is getting all the attention!	3/6/2023 3:36 PM
2	The only thing I don't really like about this is prohibiting permanent outdoor eating/service. I believe this adds a vibrancy to ground floor spaces.	3/1/2023 7:03 AM
3	This is a case of one-size-fits-all. This won't work for business. They need to build and design as they see fit. This does not encourage creativity or design. Let the business design their space. This takes away from the flavor of the city and makes it like every other city. Why shouldn't this city be at the forefront and not follow the bland design of every other city.	2/28/2023 8:33 PM
4	I have a master's in art history and I am not impressed with the murals. Just plant trees. They are not controversial. You are right that windows are better than a wall for making a pedestrian feel safe, but please do not tear down any old brick buildings with character.	2/27/2023 8:16 PM
5	Disagree with the inclusion of permanent eating areas being included in this change. If there are people seated eating and drinking, that can also increase people presence and eyes on the street.	2/27/2023 12:37 PM
6	40% seems to still be a good value for the art figure, instead of decreasing.	2/27/2023 10:07 AM
7	I agree windows are important by why remove virtually all alternatives? Perhaps there's a way to compromise beyond "only art."	2/27/2023 9:55 AM
8	I'm for anything that will make Colfax look nicer.	2/26/2023 11:55 PM
9	Not impressed with some of the "approved" art.	2/26/2023 9:32 PM
10	We have too much ugly "permanent art" in this city	2/26/2023 8:22 PM
11	Having eyes on the street is good, but how do the shopowners protect their glass in today's high robbery and vandalism environment	2/26/2023 2:11 PM
12	But if we're going to keep the gun store, we'd better allow a solid wall or thick bars.	2/26/2023 1:38 PM
13	I would like to leave the ability for outdoor eating spaces. I'm fine with forcing windows or art next to those eating areas though.	2/26/2023 1:13 PM
14	No choice has housing so I don't like any plan.	2/26/2023 12:13 PM
15	What is considered high-quality to one may not be considered high-quality to another. Who or which department then oversees the Denver Arts and Venues and the decisions they may make?	2/26/2023 11:46 AM
16	I understand the historical perspective of "eyes on the street", however I feel a variation of wallspaces - including street-level cafe spaces or pickup windows - is a more current approach to a pedestrian environment intended to be walkable.	2/26/2023 11:40 AM
17	Transparency sounds good but windows are expensive and difficult to maintain, and leak heat.	2/26/2023 10:34 AM
18	Create safety barriers at street level	2/26/2023 10:07 AM
19	Not sure that art should be allowed as an alt. "I know what's art when I see it."	2/26/2023 9:45 AM
20	The art is fine, but you must focus first on making the street safe for citizens.	2/26/2023 9:43 AM
21	Jane Jacobs eyes-on-the-street continues to be true	2/26/2023 9:41 AM

East Colfax Ave Overlay Zoning Survey

22	Eyes on the street. Will see the criminals and the criminals will look into the windows. Arrest the criminals.	2/26/2023 9:39 AM
23	You must force the business owners and patrons to have full view of the homeless camps, drug use, and mental health cases that proliferate Colfax on a continuous basis.	2/26/2023 9:20 AM
24	LOL I like how "art" is in quotes. Is that an "out" for really bad art to be approved in lieu of windows? Also, glass is really really hard to get right now and with crime up so much, my retail storefront's windows have been smashed 3 times in the past 12 months with no recourse or concern from the police. While transparency is nice, we need to incentivize it to keep costs down for the developer and the tenant. Currently it costs about 10K a year to maintain glass facades due to crime. I don't like "wall design changes in materials and color". Lazy architects/developers will take this and run with it and use beige Hardie Board as a material change to tan Hardie Board and call it a design change. This is way too subjective and will be exploited to save on costs, defeating the purpose of eyes on the street.	2/22/2023 2:28 PM
25	As long as street murals qualify as art to maintain the Colfax vibe.	2/21/2023 11:15 AM
26	Spaces for outdoor eating should be encouraged and not discouraged.	2/19/2023 9:30 PM
27	We need more outdoor dining	2/19/2023 2:30 PM
28	My worry about windows is the possibility of graffiti and smashing by the unhoused/drug afflicted individuals.	2/19/2023 10:11 AM
29	I think permanent outdoor seating should stay, but I like the idea overall.	2/18/2023 7:55 PM
30	Yes please to more public art in our neighborhood that includes and represents the diversity of our community.	2/18/2023 1:54 PM
31	Again impact on existing neighborhoods This area does not have the infrastructure for this kind of building	2/18/2023 12:12 PM
32	The reasoning for the transparency/window proposal ("eyes on the street") doesn't justify placing further restrictions on how property owners should configure their windows. Not all shopfronts require windows and owners should have the freedom to choose how much transparency their business requires since they would be the most knowledgeable about their businesses building requirements.	2/17/2023 4:49 PM
33	I like outdoor eating so conflicted but so far your plan has been great!	2/17/2023 3:48 PM
34	Outdoor eating spaces should continue to qualify	2/16/2023 7:17 PM
35	Whatever transparency is required, it needs to be enforced.	2/15/2023 8:00 PM
36	No	2/15/2023 7:20 PM
37	Jezz!	2/15/2023 6:13 PM
38	windows should not be allowed to be obscured by posters, etc., as many liquor stores on Colfax currently do	2/15/2023 11:35 AM
39	PLEASE require true transparency! The City approves plans with windows and doors and then the owner locks the doors and paints all the glass black. The development world just laughs at this. Permanent art is a joke too, but at least it needs to be lighted.	2/15/2023 11:10 AM
40	Make Colfax beautiful and safe, please!	2/15/2023 10:32 AM
41	Like the idea, just hope they don't get smashed up next riot, a la 2020...	2/13/2023 7:25 PM
42	rather limiting isn't it? Wall design elements include brick and blockwork elements that exist in many buildings along the corridor and in Denver. And the build to setback in the previous section almost begs for outdoor eating spaces, why limit them here?	2/13/2023 10:15 AM
43	Art has to be approved???? wtf	2/12/2023 11:37 AM
44	I like the idea- I'm sure it would look nice. But before you implement all the glass requirement, I'd recommend doing something about all the crackheads, prostitutes, vagrants who generally like to cause problems and destroy property. Lots of broken glass and expensive windows to replace (also, we'd all like to feel safer and enforcing the camping ban that everyone voted for would be cool)	2/11/2023 11:28 PM

East Colfax Ave Overlay Zoning Survey

45	This regulation is pointless, unless the City/County plans to prioritize and be more creative on restricting and enforcing window decal signage. Your transparency is actually the goal, then, reducing this kind of signage is the easiest first step.	2/11/2023 9:18 AM
46	Not sure why outdoor eating/service is disallowed. Or is it allowed, but only if there's a window behind it?	2/11/2023 9:11 AM
47	Why does permanent outdoor eating space not count as transparency. Very unintuitive change to request	2/10/2023 9:10 PM
48	I think that outdoor eating and wall design elements can be a part of an appealing, pedestrian friendly atmosphere.	2/10/2023 1:48 PM
49	There are many critical uses/programs that are counter to this level of transparency (medical, dental). This is an incredibly onerous baseline requirement.	2/9/2023 8:14 PM
50	While windows are nice, they may not be practical in all instances. Look at what happened in Portland during the protests - now windows are boarded up.	2/9/2023 10:14 AM
51	What is wrong with eating serving areas? Retailers can have the windows and "block " from interior as they have on south side of colfax and Krameria. It's not eyes on the street.	2/8/2023 10:02 PM
52	Outdoor courtyards or patios could satisfy the need of transparency if they don't replace too much window space	2/8/2023 8:35 PM
53	Very much agree	2/8/2023 7:37 PM
54	Windows are energy in-efficient, and the existing standards are reasonable alternatives. Moreover, I don't want and Arts committee deciding what is 'high quality'. Flexibility here make sense. Keep the old standards	2/8/2023 5:29 PM
55	How do you prevent the businesses from covering the windows on the inside with ads, etc. The way the businesses did at SW corner of Colfax and Krameria?	2/8/2023 5:28 PM
56	When the riots resume, all these windows will invite breakage and theft.	2/8/2023 4:34 PM
57	This isn't an historic main street. Colfax is gross and dirty. Also, I see huge windows potentially attracting a lot of break-in crine	2/8/2023 4:04 PM
58	Stop with stupid regulations. You force people to have windows, and then you don't allow policing. The next riots or your pushing us into a scum and bum city will then destroy all the windows, making it impossible to run a business. You folks in government all of your insignificant lives have no idea how the real world works. Get out of the way and allow Colfax to modernize. It's so ugly w all your regulations. At least modern buildings w owners who can police themselves would be far better than your woke stupidity	2/8/2023 2:34 PM
59	I am not sure, but more trees, green spaces and even plant walls could be incorporated to allow for cooling and air pollution/noise reduction for pedestrians and residents alike.	2/7/2023 5:32 PM
60	Requirement for type of window material? Safety glass, 'bullet proof', tinting, shades for windows that might get full sun?	2/7/2023 4:41 PM
61	Windows facing Colfax cannot be blocked with advertisements or interior shelving, e.g. Jimmy John's and other eyesores at Colfax/Krameria and Colfax/Glencoe.	2/7/2023 3:37 PM
62	Keep buildings low and require multiple parking spaces per residential unit OFF-STREET	2/7/2023 2:27 PM
63	Prefer current ms standard.	2/7/2023 2:11 PM
64	I don't think this provides enough flexibility. Also does Permanent Art include street art?	2/3/2023 4:47 PM
65	NO art - windows. You have no cap on the ART.	2/1/2023 9:38 AM
66	With all the drug dealing and prostitution along E Colfax, ATM locations are unlikely to be safe. That entire area, particularly east of Monaco, needs much more intense crime control. All the nice buildings won't attract anybody if drug dealers are rushing up to anyone getting out or a car or driving along Colfax and turning down any intersecting street.	2/1/2023 6:45 AM
67	When transparency is required, then an additional requirement should not allow for store fronts to cover the windows up with advertising/window paint. An example of this are the shops at Colfax and Krameria.	1/25/2023 1:14 PM

East Colfax Ave Overlay Zoning Survey

68	With the violence that can happen in this area due to rioting near the capital, what are some solutions for business owners to avoid glass damage when these incidents arise?	1/25/2023 1:02 PM
69	Requiring more windows when people don't want them is a climate mistake. "Eyes on the street" sounds like a terrified suburbanite take that doesn't want to live around "scary" other humans. Why more restrictions?	1/25/2023 11:26 AM
70	I think permanent art should be allowed as a larger percentage of windows. Sticking with 40% seems fine.	1/24/2023 7:40 PM
71	Need more information on how this will impact small commercial lots in Congress Park.	1/24/2023 5:09 PM
72	While windows are important, what are the impacts of the banning of wall design elements?	1/24/2023 11:10 AM
73	Removing ATM's is a classist act. Credit cards are a tool of the rich, and this will further hurt the already hurting poorer residents.	1/24/2023 10:03 AM
74	I want outdoor eating areas to be retained, but not within the way of sidewalks	1/24/2023 9:38 AM
75	It's more about making a city beautiful if apartments are going in why can't they be nice like the ones in capital anyways. Since we are going to have to look at them	1/24/2023 7:13 AM
76	Buildings should allow metal shutters on windows to deter damage from vandalism and protest actions.	1/24/2023 6:58 AM
77	It all depends on the art installed. Some art can be horrible with no aesthetic value, would hate to see that.	1/24/2023 6:30 AM
78	I don't know what wall designs are but I think it's important to allow graffiti. It's a way for the city to express itself. (Please include some definitions next time.)	1/23/2023 9:08 PM
79	My preference is not imposing any sort of additional regulation that would disincentivize new buildings or businesses.	1/23/2023 6:18 PM
80	If this adds costs versus a normal supporting wall, this is just a term to add costs and does not have direct benefits	1/23/2023 2:33 PM
81	I have no idea what this means. Step 1: Crackheads and Prostitutes, Step 2: Popeyes, Step 3: Dismantle the Drag Strip driving between lights.... Step 1000: worry about windows	1/23/2023 7:36 AM
82	Limit density.	1/22/2023 2:14 PM
83	ATMs should be allowed on a bank building	1/22/2023 8:45 AM
84	Outdoor dining is a highly desirable attribute of a business. Even on Colfax. This seems overly prescriptive.	1/19/2023 7:40 PM
85	Good addition	1/19/2023 9:30 AM
86	60% seems like a lot. Is it really achievable? If so I think that's great.	1/17/2023 3:04 PM
87	love it! but maybe a type of architectural exception could be allowed too? (artistic building designs, and also maybe even investing in more historic or natural materials, would be allowed to have less windows? not sure would have to research more)	1/17/2023 9:48 AM
88	Didn't work out for Portland. Why would it work here?	1/16/2023 3:57 PM
89	So glad you have included art into the project. We have a local sculpture artist, Mark Wren, you might consider sculptures too.	1/15/2023 8:12 PM
90	I like this idea	1/15/2023 11:04 AM
91	I don't think this is an important issue. Other things such as height and parking are much more important	1/15/2023 9:25 AM
92	See Sprouts on Colfax--great addition to the area. Building design separates it from the block	1/14/2023 4:02 PM
93	Although I'm generally a fan of windows on Colfax, I'm also okay with interesting architectural elements, and permanent outdoor eating/service. The current 50% "transparency alternative" seems like it's not unreasonable.	1/14/2023 2:46 PM
94	hooray for more windows	1/13/2023 8:50 PM

East Colfax Ave Overlay Zoning Survey

95	This sounds reasonable. The street-facing treatment disaster to avoid is the East Colfax Sprouts--anything would be better. Idea: Find a way to access the 1% for Art money to support quality solutions, all that money seems to do is buy more and more art out at DIA, while public spaces in really important areas like East Colfax get nothing.	1/13/2023 1:44 PM
96	More flexibility, not less, is needed	1/13/2023 8:56 AM

Q16 Do you have any other comments about this proposal?

Answered: 52 Skipped: 473

#	RESPONSES	DATE
1	50' is too long for small businesses to be accommodated if desired. Look at existing "Main Street" storefronts for dimensions for small businesses. These dimensions are for foreign corporate enterprises, not local enterprises	3/6/2023 3:38 PM
2	Again, the city should review the individual design but a retailer having too many doors can't control shoplifters or theft from the property.	2/28/2023 8:35 PM
3	Sounds good, if you can do it without destroying any old buildings.	2/27/2023 8:17 PM
4	Perhaps I don't understand. Does the current proposal not allow more than one entrance?	2/27/2023 9:57 AM
5	A big store would not want that requirement for security reasons	2/26/2023 5:09 PM
6	As long as it doesn't affect current business owners	2/26/2023 4:06 PM
7	Street entrance for business but behind build parking and entrance for residents	2/26/2023 12:35 PM
8	Housing should be number 1 with shops 2nd.	2/26/2023 12:15 PM
9	I don't have a need to have doors that open into private spaces (residential access) to be present along the main street.	2/26/2023 11:42 AM
10	Does this create a security concern?	2/26/2023 10:27 AM
11	30' is more appropriate	2/26/2023 9:20 AM
12	Great idea in theory, but developers need to be realistic about what rents a smaller space can command. This is great, but we have to remember what an unfunded mandate would look like. If we demand two small retail spaces in lieu of one big national chain, we have to be prepared for the inevitability that a property owner will say they won't be able to rent it for the rate they want to and it will sit vacant for years. It's great to incentivize for small business but we need to look at bigger consequences.	2/22/2023 2:32 PM
13	It also ensures more exits in buildings, in case of fire.	2/18/2023 7:56 PM
14	Great idea. I would even get more aggressive and go to 40 feet of building frontage	2/17/2023 3:49 PM
15	If you can't enforce it, don't bother.	2/15/2023 8:01 PM
16	No	2/15/2023 7:20 PM
17	require the owners of these buildings to clear off the snow from the sidewalks	2/15/2023 4:56 PM
18	If there is parking in the back, then these street entrances are almost always locked and the glass painted.	2/15/2023 11:11 AM
19	I strongly agree with your reasoning.	2/15/2023 10:32 AM
20	I think all of these ideas are great for a 'small' town, but Denver is a 'big' city. We need ways to get from point A to point B quickly. I think that proposals like this will 'clog' that ideal. There are other areas that could be called 'main street'.	2/12/2023 9:31 AM
21	This could be ok depending on the business.	2/10/2023 9:17 PM
22	This is overdesigning, literally so cares if there's 100' between entrances	2/10/2023 9:14 PM
23	Yes - the Sprouts on East Colfax fails in this way	2/10/2023 10:32 AM
24	Stop dictating at this level. It does not recognize the differences in development opportunities between small narrow parcels and large parcels.	2/9/2023 8:16 PM
25	The proposal for street facing entrances at 65 feet seems too prescriptive; seems the	2/8/2023 10:05 PM

East Colfax Ave Overlay Zoning Survey

	assumption is small retailers are better. Can there be more flexibility for a mix of retail sizes?	
26	It makes the business more inviting and visible so should be required	2/8/2023 8:36 PM
27	Sprouts is the only grocery store on East Colfax in Denver. It is a huge plus for our neighborhood. It would be ridiculous to make them but in extra doors.	2/8/2023 5:31 PM
28	How do you make them use it?	2/8/2023 5:29 PM
29	Is a specific regulation really needed? I would think most businesses would want Easy entrances, unless they're trying to avoid your harmful policies like allowing overnight camping and drug use central throughout Colfax.	2/8/2023 2:35 PM
30	I am not sure on this, but more trees, green spaces and even plant walls could be incorporated to allow for cooling and air pollution/noise reduction for pedestrians and residents alike.	2/7/2023 5:32 PM
31	Safety requirements for emergency exits? Uncongested door access for entering and exiting customers?	2/7/2023 4:52 PM
32	Keep buildings low and require multiple parking spaces per residential unit OFF-STREET	2/7/2023 2:27 PM
33	You don't want back entry doors as it would intrude into the neighborhoods.	2/1/2023 9:38 AM
34	Similar comment to previous, the shops at Colfax and Krameria required an entrance but they are all locked and there is not enforcement of this requirement. Something to consider is small shop with only 1 employee, it is hard to monitor two entrances if you shop is deep and makes it easier for shoplifters.	1/25/2023 1:16 PM
35	If you want more and smaller commercial spaces then be explicit about requiring that. Why try to go a roundabout way of possibly achieving that goal through a restriction that may not apply in every case? Who is coming up with these ideas?	1/25/2023 11:28 AM
36	Require OPERABLE Street-Facing Entrances. There currently are stores like the 7-11 at Josephine and Colfax that have a main street door, but they keep it locked with shelving in front of it. That technically has a street-facing door, but it is not in the spirit of the code.	1/24/2023 8:01 PM
37	This seems excessive and will result in multiple unused doors that contribute to poor building efficiency.	1/24/2023 7:42 PM
38	Need to know impacts on small commercial lots.	1/24/2023 5:11 PM
39	Pedestrians should have easy access without being forced to walk through parking lots.	1/24/2023 2:13 PM
40	Yeah but does the entrance look like some where you want to actually go into or just another ghetto building.	1/24/2023 7:14 AM
41	This is over regulation. More entrances can lead to concerns about increased costs for monitoring for increased opportunities for criminal activity	1/24/2023 7:00 AM
42	Does this disincentivize new buildings/commercial investment?	1/23/2023 6:18 PM
43	See previous comment	1/23/2023 7:37 AM
44	Yes to smaller retail spaces! Too many 5 over 1s just have giant retail space that sits empty	1/21/2023 7:57 PM
45	Not sure I understand the pros or cons to be honest.	1/19/2023 7:40 PM
46	Needs to be refined. Requiring ground floor res units to have usable entrances makes sense to me, but to require commercial spaces to add doors they don't need and won't use seems like it won't accomplish the stated goal.	1/17/2023 2:24 PM
47	fence off residential entrances along Colfax	1/16/2023 10:37 AM
48	Allow for grocery space. Maybe some community space for children, families, and seniors.	1/15/2023 8:15 PM
49	100% agree with this.	1/14/2023 2:46 PM
50	Seems pretty pointless. Businesses will just create doors they don't use. Subdividing lots seems like a more direct solution to these problems.	1/13/2023 11:49 AM
51	Definitely need smaller commercial spaces but not sure this actually creates that	1/13/2023 8:57 AM
52	enforcement or other steps to utilize Colfax facing entrances is required for this to succeed.	1/6/2023 8:14 PM

East Colfax Ave Overlay Zoning Survey

many entrances exist, but are locked and an rear parking oriented entrance is used. most retailers can only accommodate a single entrance. please require this be on Colfax or within 25 - 50 feet of Colfax. no parking back doors allowed

Planning Board Comments



Submitted on	11 October 2023, 9:37PM
Receipt number	580
Related form version	3

Your information

Name	Robin Rothman
Address or neighborhood	1526 N. Williams Street
ZIP code	80218
Email	robin.r.rothman@gmail.com

Agenda item you are commenting on

Zoning Code Text Amendment

Rezoning

Address of rezoning

Case number

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name: Maintain underlying zone districts and apply DO-8 Zoning

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project you would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong opposition

Your comment:

A vacant parcel at 1801 E. Colfax Avenue now has an LOI to develop a Jack in the Box drive-thru restaurant - it is not included in DO-8. This pending restaurant will be across the street from a drive-thru Taco Bell which is included in DO-8. We are asking the Planning Board and City Council to consider applying DO-8 to the vacant parcel to preclude another drive-thru when the city is dedicating \$250M on BRT to reduce car traffic and to meet other inspiring and equitable goals. Please see attached document for additional comments about other challenges, including pedestrian safety, pollution (car idling), crime, health, and more. Dedicated stakeholders have devoted years to determining Colfax's future. Let's not let another fast food drive-thru become the legacy of all this thoughtful, hard work.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

[Letter - Planning Board Meeting.docx](#)

10.11.2023

Rationale: Adding 1801 E. Colfax to the D-O8 Zoning Overlay

Background

- The vacant parcel at 1801 E. Colfax Avenue has lain fallow since Kentro Group purchased it in 2015. It is the former site of three successive car washes and was vacant for more than a year before it sold to Kentro.
- Kentro Group now has an LOI with Jack in the Box, placing this new drive-thru directly across the street from a Taco Bell drive-thru already troubled with idling cars, crime, drug use/dealing, and pedestrian dangers, among other challenges. It has served as a magnet for unhoused individuals for the last four years.
- Taco Bell has been included in D-O8.

Why is a Jack in the Box a bad idea?

1. Traffic –

- a. It's contradictory to fund the BRT program (\$250M+) to reduce car use along Colfax, while enabling a new, [auto-centric restaurant](#). Seventy percent [of all revenues earned](#) at fast food restaurants with drive-throughs originate from this convenience feature. [JITB is no exception](#).
- b. A second drive-thru will exacerbate traffic issues already created by Taco Bell. Their inability to maintain staffing levels means that, oftentimes – even during the day – only the drive-thru is available, and customers are required to be in a vehicle for service.
- c. Especially at new stores, Jack in the Box (JITB) is notorious for [creating hours-long traffic headaches](#).
- d. [This JITB location would be the first within central Denver](#), making it a discrete and persistent car-based destination at all hours.

2. Pedestrian Safety –

- a. Pedestrian and car conflicts rise wherever driveways multiply. The very presence of drive-thru lanes may lull drivers into thinking they are in a [car-only space](#).
- b. Nationwide in 2009, pedestrian-vehicle collisions were the second leading cause of [accidental death](#) among children. Those aged 15 and younger represented 25% of all pedestrian-vehicle collisions.

3. Environment/Pollution –

- a. In 2021, fast-food drive-thru customers [waited an average of 11 minutes idling](#) in line. At the same time, Denver prohibits puffing for environmental reasons, [according to DPD](#). Meanwhile, the EPA recently [downgraded](#) Denver and the Front Range to “severe” violators of federal air quality standards.
- b. Even thoughtful landscaping can't negate the urban heat island effect of the vast asphalt areas that drive-throughs require.

4. Health –

JITB [menus](#) are unhealthy for everyone, especially children. Note that DC-21 is located one just one block away.

- a. Among 9th grade children, a fast food restaurant within a tenth of a mile of a school is associated with at least a [5.2 percent increase in obesity rates](#).
- b. JITB has always marketed their restaurants as cannabis-friendly, and just upped the ante through a [partnership with Weedmaps](#). JITB uses celebrities recognized by kids, including the musical performer, Snoop Dogg, to drive traffic to their restaurants as a solution for post-consumption munchies.

5. Labor Challenges –

- a. A 2023 survey in California reported that of the 11% of unhoused individuals who worked during the last year, 6% of the total held fast food jobs. As frontline staff they are subject to the limited hours (average of only 26 weekly) and low wages that [plague the industry](#).
- b. At the same time, fast food restaurants (and other businesses that pay hourly) will often promote hard-working staff to management, a posting that lets them avoid paying overtime, [including Jack in Box](#).

6. Crime –

- a. Nationwide, JITB restaurants drive increasing amounts of criminal activity. Incidents range from [stabblings](#), [armed robbery](#), and [attacks on teenagers](#) to gun violence between customers and JITB employees over food orders gone awry like these examples related to [curly fries](#) and [sauce](#). (More info in [addendum](#))
- b. Locally, the 1500 blocks of North Williams and North High Streets (and the alley between them) have been awash in unhoused campers and the crimes that arise from people congregating in the shared vicinity. There is a crime corridor pass-through linking the JITB parcel to the alley, a Sinclair station, and The Gathering Place, a non-profit that serves unhoused women and LGBTQ+ folx. Please find police incident reports in the [addendum](#) for the years 2020 – 2023.

7. City Vision –

All drive-throughs are [problematic for cities](#).

- a. As [noted](#) in late August, the Overlay has been developed to celebrate the pedestrian experience, hyperlocal commerce, and community enjoyment – “people over stuff” versus outdated, car-forward developments like drive-throughs that support the unimaginative status quo in road design and use.
- b. The 1801 E. Colfax parcel is currently undeveloped, awaiting new construction that could adhere to DO-8 requirements. We think it could be used for higher purposes, including a mix of welcoming, ground-floor retail with affordable or market-rate apartments. People need to live on Colfax to improve it.

8. Legacy –

- a. Once a drive-thru is established, it’s likely to remain for decades. Taco Bell is celebrating 30+ years at Colfax & Williams.
- b. Dedicated stakeholders have come together over many years to analyze how life on Colfax should unfold in the future. Based on the goals and vision described in the Overlay presentation (and other initiatives including Blueprint Denver, the East Central Plan, and 2040), a mandate has emerged to make Colfax a welcoming, active, community-oriented destination. Who wants to take responsibility for the lasting legacy of one more fast food drive-thru?
- c. As a 23-year resident of the neighborhood, I look forward to a Colfax transformation that will benefit everyone.

Planning Board Comments



Submitted on	16 October 2023, 7:49PM
Receipt number	581
Related form version	3

Your information

Name	William Hoff
Address or neighborhood	1575 Adams St, Denver, CO
ZIP code	80206
Email	ahwhoff@gmail.com

Agenda item you are commenting on

Rezoning

Rezoning

Address of rezoning	Multiple properties along Colfax Avenue
Case number	20221-00132

Draft plan

Plan area or neighborhood

Proposed text amendment

Project name

Historic district application

Name of proposed historic district

Comprehensive Sign Plan

Address of comprehensive sign plan

Case number

DURA Renewal Plan

Address of renewal project

Name of project

Other

Name of project your would like to comment on

Submit your comments

Would you like to express support or opposition to the project?

Strong support

Your comment:

I support this project because it will improve the vibrancy and walkability of the Colfax corridor. Also, I would strongly support any proposals that would decrease the vehicle traffic (and traffic speeds) on Colfax.

If you have an additional document or image that you would like to add to your comment, you may upload it below. Files may not be larger than 5MB.

From: [Denver IV, CO - The Goddard School@](#)
To: [Glick, Libbie A. - CPD Senior City Planner - Community Planning and Development](#)
Subject: [EXTERNAL] Concern regarding application 2022I-00132
Date: Wednesday, October 18, 2023 2:31:03 PM
Attachments: [image001.png](#)

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Dear Libbie,

I saw your email address listed on a page regarding application 2022I-00132, I am not sure what the correct way is to provide feedback to DO-8 so I figured I would send you this email.

I just recently learned about DO-8. Even though I am by no means an expert I believe it would potentially have a large impact on future plans we have for our child care center. We are currently operating a large child care center on 1501 N Locust street which is affected by DO-8 if passed.

Last year we started looking into potentially expanding our existing center to add approx. 50 infant and toddler spaces. With the introduction of UPK and school districts competing with private centers for the older kids, I believe that only centers that have enough infants and toddler spots to feed into the older ages will survive. The state also sees a need for the increase in these spaces.

When we engaged an architect to look into the expansion we agreed that the only way this could be done would be to expand towards Colfax and utilize the 0ft setback we currently have in our zone district. If I understand DO-8 correctly the city reviewer could determine that the Colfax side of our building is considered the front (even though it is the back) and I then would have a 2ft setback. Even though 2 feet does not like sound much, in our particular plans it is the difference between it being a possibility and not being possible.

Last years after getting a project estimate from contractors we decided that it currently is not feasible to proceed with the plan and to wait until construction prices and interest rates have gone down. I believe DO-8 has the potential (unless in misread it) to make it impossible for me to add these 50 infant and toddler spots over the next years.

Please advise what I could do next and if there is a way to be grandfathered in or to avoid the back of our building to be potentially viewed as the front.

Thank you so much for your help!!!

Martin

The Goddard School - Denver (Park Hill)

Martin & Elizabeth Meier
Onsite Owners

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