



Meeting Details

Meeting Name:	Near Southeast Area Plan Steering Committee
Date/Time:	Wednesday, August 10 th , 2022: 6-8 PM
Location:	Zoom Meeting

Attendees

Steering Committee Members

Jared Mackey, Erika McCallin, Scott Kilgore, Spenser Stevens, Christopher Viscardi, Dustin Browne, Jim Stone, Lisa Foreman, Scott Caldwell, Adrian Kinney

Denver Elected Officials

Councilwoman Black, Councilman Kashmann, Councilwoman Sawyer, Elise Bupp, Owen Brigner

Denver Staff

Scott Robinson (CPD), Jason Morrison (CPD), Will Prince (CPD), Christin Brandow (CPD)

Meeting Summary

- **Welcome** – Scott Robinson welcomed the steering committee members to the meeting
- **Project Updates** – Scott Robinson provided an update on the overall project timeline as well as the goals for Phase III of the planning process. These goals include:
 - Refine draft recommendations
 - Choose preferred alternatives
 - Vet projects
 - Update maps
 - Convey how Phase II was used and how Phase III will be used
- **Phase III Schedule & Outreach** – Scott Robinson provided an update on the Phase III Schedule and both in-person and virtual outreach events.
 - Below is a list of upcoming outreach and activities that have been scheduled for the next Phase of the planning process:
 - i. Online surveys (posed July 13th)
 - NOTE: The steering committee provided feedback on the online surveys and expressed some concern about design and functionality. While the city planning team is open to ideas for how to improve the usability of online surveys, there is always a struggle to make sure all information is available which can lead to longer surveys with more text. The planning



- team will continue to think of ways to improve usability and make the surveys more inclusive
- ii. Community workshops (held July 13th and July 21st)
 - iii. Office hours (held July 27th, August 3rd, August 10th and August 16th)
 - iv. Focus groups
 - v. Intentional engagement/navigators
 - vi. National Night Out (held August 2nd)
 - vii. South by Southeast (August 20th)
 - viii. Food truck events (held July 23rd and August 18th)
 - ix. School events (TBD)
- The city planning team highlighted the upcoming schedule:
 - i. Phase III – draft recommendations: July – August
 - ii. Phase IV – draft plan: late 2022
 - iii. Phase V – proposed adoption: first half of 2023
 - The city planning team asked the steering committee to place yard signs in their yards to promote the planning process
- **Colorado Station** - Scott Robinson presented conceptual development plans for the Colorado Station located at Evans Avenue and Interstate 25. These are high-level draft plans created by the Regional Transportation District and represent what the area could look like in the future, but they are subject to change. After the presentation, a discussion on the conceptual plans followed. Below is a compilation of the comments made and questions asked during the discussion:
 - With the addition of the new streets, it seems are we making this more car oriented. However, it's important to note that with new streets there will be new sidewalks and potential bicycle facilities
 - It would be nice to see the roads created to look more like a pedestrian mall or promenade
 - Bellaire Street seems like it should connect across the bridge
 - Birch Street alignment seems awkward but agreement that it should realign with Birch across the street (Evans Avenue)
 - Who determines how high buildings can go?
 - i. The development community determines the height of their respective project. However, with this planning process we have a chance to influence zoning, land use and changes to Blueprint Denver future place and context descriptions. This impact height of any future redevelopment. This is based on community feedback and councilmember support as well.
 - The level of density seems concerning given the existing infrastructure. With increases in traffic there needs to be additional study on how this impacts the surrounding infrastructure
 - We must consider how much new development is going into the area
 - The proposed location of the parking garage just south of the tracks and adjacent to the light-rail line contributes to the canyon effect and it seems like it should be pushed towards Evans
 - It makes sense to put density along a train line as opposed to other neighborhood areas (Bible Park)



- We do not necessarily need to rethink proposed growth strategy, but we should continue to examine how our infrastructure can be improved to accommodate more density
- While this conceptual level of density may seem scary at first, we need to balance the future needs of the community. There needs to be a happy medium between growth and development, and that can be incorporated into the plan
- At some point we need to understand what our transportation system can handle
- Within the plan and when conducting community outreach, density should only be shown in concert with how it is going to be accommodated
- It is nice to see these visuals and, overall, more drawings over existing context yields more conversation – thank you
- We need to remember as a committee that the priority of the city is “housing”, and it makes more sense to focus growth and density within the city at these areas (Colorado Station)
- Similar thought should be given to transportation – all forms of mobility
- High density all the time and everywhere may not necessarily be needed and our infrastructure transportation system may not be able to handle it depending on the location
- **Affordability, Design and Preservation** – Housing, Missing Middle, ADU’s Design and Preservation, Affordability and Preventing Displacement – Scott Robinson presented some of the draft recommendations surrounding the affordability, design, and preservation of future housing in the Near Southeast area. Below is a compilation of the comments made and questions asked during the discussion:
 - How should we balance these goals?
 - How should we evaluate tradeoffs?
 - How might these goals differ between neighborhoods?
 - Developing recommendations at the neighborhood level makes sense as opposed to an area-wide application
 - Agree that density needs to happen but there is a better way to do it so the fabric of the neighborhood is not interrupted
 - How strict should these design guidelines be?
 - With a remodel or expansion, homeowners can find it very hard to get livable space within the bulk plane
 - Could the plan recommend exploring incentives for better architecture within the neighborhoods? Disincentives for scraping? Expedited approval process?
 - Suggestion for possible guidelines for new construction to be in line with neighborhood
- **Mobility Safety** – Pedestrian safety, bike safety, vehicle safety, mobility safety - Scott Robinson presented some of the draft recommendations surrounding mobility safety in the Near Southeast area. Below is a compilation of the comments made and questions asked during the discussion:
 - Are there key locations that are missing from the map?
 - Highline canal crossings, church by Monaco and Yale, Monaco Parkway and Quebec, cut through traffic from Evans to Yale (Oneida), tunnel at yale should also include bike intersection improvements



- **Former Chapter 59** – The discussion surrounding recommendations for properties currently zoned with Former Chapter 59 districts will be moved to next month's steering committee meeting

The meeting concluded at 8:03pm.