

1 **APPENDIX C. PUBLIC COMMENTS RECEIVED DURING THE 30-DAY REVIEW**
2 **PERIOD**
3

1 **PUBLIC COMMENT 1**

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From: "kimr@reedphoto.com" <form_engine@fs7.formsite.com>
Date: November 6, 2014 at 12:58:44 PM MST
To: <Karen.Good@denvergov.org>
Subject: Comment Form Federal Blvd – 5th Avenue to Howard Place – EA Plan
Reply-To: <kimr@reedphoto.com>

Please submit your comments and questions about the project

In this proposed project it requires the acquisition of half of our primary parking. Our main business entrance is located towards the north side of the building and we have renters on the south side of the building. Our only parking will be located on the south side of the building. This will be a major deterrent for customers to continue coming to use us. The problems are this: 1.) Customers bring their artwork and finished product in and out the front door to their cars. Many of these are large and cumbersome. They will be much more apprehensive to walk to the far end of the building. 2.) Taking half of our parking leaves very limited parking for both our employees and for our customers and parking for our renter's customers. 3.) Moving our entrance to make it convenient would require the businesses renting from us to move. This would be inconvenient for them and a loss of rental income for us. It would also require massive remodeling to accomodate this shift. These are things that need to be addressed.

Name	Kim Reed
Email	kimr@reedphoto.com

1 **PUBLIC COMMENT 2**

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Comment- Review Period October 15, 2014 to November 14, 2014
Comment Sheet

Please submit comments by: using this postage paid form, contacting the Environmental Assessment Manager, or visiting the City's website.

This comment is written to address our concern regarding the partial acquisition of the property located at 880 Federal Blvd. We are Ana and Jesus Reyes, the business owners of "Dulceria La Gota de Miel" and currently the tenants of the property located at 880 Federal Blvd. which is destined to be partially acquired as part of the Federal Blvd. expansion.

We are extremely concerned about the implications that this property acquisition will bring to our business operations and the potential income loss. We would like to highlight the fact that this is the SECOND time that our business operations and income are affected by this project.

In 2009 our business was relocated from 2nd and Federal due to the complete acquisition of the property we were renting at that time. The relocation of our business caused significant losses to our revenue. The extent of these losses caused us to fall behind on our mortgage payments and nearly foreclose on our property. In fact, we were forced to short sale our home. It is important that you understand the impact and the losses that this project can have in the operations of a small business like ours. The full or partial acquisition of this property will significantly impact our business operation and essentially affect the livelihood of our entire household for a second time.

We welcome the opportunity to further discuss the implications of this project and any plans the City of Denver may have to supports businesses like ours.

We look forward to hearing from back.

**Ana & Jesus Reyes
Business: 303-922-9119
Cell: 720-939-0958**

1 **PUBLIC COMMENT 3**

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From: Emily Ashton [mailto:emilya@earthlinks-colorado.org]
Sent: Wednesday, November 05, 2014 2:06 PM
To: Good, Karen - PW IPP
Subject: Federal Blvd Plan Feedback

Hey Karen,

I wanted to provide some feedback for the EA for the Federal Boulevard Improvement Project between West 7th Ave and W Howard Place.

I feel that the intersections at 8th, 10th and W. Holden and W. Howard are largely ignored in the plan, especially in relation to pedestrian safety. We currently have a volunteer who is blind, and uses a service dog. He must cross Federal at Holden. With the new lightrail, all the bus traffic, and just the general increase in traffic we have seen lately, this intersection is scary! Walking up there to meet him for a few weeks (to help "pattern" the route for he and his dog), I saw people running diagonally across the street to catch the bus. There were always loads of pedestrians. Once they finish the construction on the bridge over 6th and open up that bottle neck, there will be more traffic coming through, and probably coming through faster. I think the plan needs to be amended to include improvements to all of the intersections, with new sidewalks, new audible signals, and new traffic signals to improve the safety for everyone. Maybe even adding a pedestrian only crossing with flashing lights and its own red light, like they have in Boulder, would be good. Specifically, Page 9 and Page 10 need to be updated to include these intersections.

Thanks so much for all your work! Stop by next time you are in the neighborhood, I'd love to give you a tour. :)

Emily

Emily Ashton, MSW
Program & Development Director
EarthLinks
2746 W. 13th Ave., Denver CO 80204

1 **PUBLIC COMMENT 4**

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Comments on the proposed design of Federal Boulevard.

For the past several years, Denver has been revamping the planning vision for the city with an eye toward a future city urbanism with access to amenities and services across the city increasingly available in a pedestrian-friendly, multi-modal environment.

To lay the groundwork for that future, connected infrastructure is vital, and every planning initiative must provide safe, convenient pathways for autos, transit, bikes and pedestrians in a balanced multi-modal network.

Federal Boulevard including its immediate environs is a key area in the development of that future city, offering nearly unparalleled opportunity for future growth and transition toward the vision of the future. It is an area that is closer to the downtown core city than many other growing centers, while, at the same time, it is connected regionally by transit as well as auto.

With the inevitable growth in people and available services, and a concomitant decline in the auto-dependent suburban model, this clearly is a time when we need to position and structure our neighborhoods for the future.

Instead, with the proposed design efforts for Federal Boulevard, we are getting the products of highway department planning mired in the mindset of the 1950's, a time of the destruction of many areas in America's cities, including this one. The current design is indicative of poor traffic planning, and worse, representative of a continuing disregard for the idea that safe pedestrian movements are essential at nearly every intersection in a multi-modal environment. This is simply unacceptable.

As an example, one can look at the design of the intersection at Federal Boulevard and 9th Avenue, an intersection with a hazardous 'offset' geometry, where convoluted turning patterns for vehicles are allowed, unmitigated, yet no pedestrian movement is provided for. This in spite of the fact that it is a mid-street pathway in the adjacent residential neighborhood falling between two busier streets, one that is also a link to Eagleton Elementary School, and, on the other side of Federal Boulevard, the location of the current termination of the Weir Gulch pathway near the adjacent housing development.

It is common knowledge that, in spite of the claims of the traffic engineers, pedestrians will not typically walk a block out of their way to get to an intersection with a crossing, but will resort to mid-block crossing shortcuts to get to their destination. This design condition should not be moved forward, but should be redesigned. This is a first, critical stage of an ongoing design parti; it must be made to conform to an appropriate standard to serve as a model of design for future stages.

Traditional design approaches foster design inadequacies stemming in part from the fact that highways through cities as priority thoroughfares are relics of the past. Route designations when joined with urban roadways must adapt to the needs of the cities. Highway departments and similar agencies are ill equipped to lead the planning of roadway infrastructure in city environments where access is of equal or greater standing with time and more traditional measures of performance.

Current planning models are emerging from the deeply flawed planning and development models of the middle part of the past century, a period dominated by the development and construction of highways through cities at the cost of neighborhoods and the surrounding environment - development that has ravaged the vital fabric of many neighborhoods and has laid waste significant areas of valuable land within the structure of the city and neighborhoods.

It is particularly true in this sector of the city,

The near west side is becoming one of the city's best places to live, work and play; the reconstruction of this important artery should be designed to reflect that future, and not be a dressed up repetition of the past.

The need for a new solution could not be greater.

Noel Copeland

Architect

1 **FEDERAL BOULEVARD PARTNERSHIP COMMENT 5**

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Federal Boulevard Partnership

PO Box 140517
Denver, CO 80214

“Investing in Northwest Denver’s Main Street”

November 14, 2014

Ms. Karen Good
Department of Public Works
201 West Colfax Ave., Dept 509
Denver, CO 80202

Re: *Comments and Recommendations to the Federal Boulevard Environmental Assessment (7th Ave – Howard Pl.), dated October 15, 2014*

Dear Ms. Good,

Thank you for your assistance in forwarding and considering our comments and recommendations associated with the Federal Boulevard Environmental Assessment (EA). The Federal Boulevard Partnership (Partnership) is excited by the recommended Federal Boulevard (Federal) improvements associated with the EA and the opportunity they hold in better and more safely accommodating vehicular traffic and pedestrian movement. We very much appreciate your effort (with associated Denver Public Works team) in helping to make this project a reality!

The Partnership has participated in all public meetings and workshops regarding this project, spanning several years. During this time, we’ve discussed project elements with local property and business owners, and with neighborhood organizational groups (Stakeholders). From our participation, Stakeholder discussions and reviewing more recent updated project plans and the EA—the Partnership has three recommendations for the project’s consideration.

1. As discussed and defined on page 8 of the EA, there are numerous community facilities and institutions within the project area. In fact, we would argue the number of people accessing the community facilities as well as adjacent residential neighborhoods is much greater than along typical urban arterials. The very high level of transit usage within the project area also speaks to the high demand these community institutions generate for people who live and travel from outside the project area. While we are heartened by pedestrian movement improvements as the EA indicates will occur for W. 8th and 10th Avenues at Federal (EA page 10), and as recently agreed to by Denver Public Works at W. Holden Place—we believe and recommend pedestrian movement be more comprehensively addressed to increase safety crossing Federal at the intersecting streets of W. 12th and 11th and 9th Avenues. At a minimum, pedestrian crossings at W. 12th and 11th should be readdressed considering their proximity to Denver Human Services, the Sam Sandos Westside Health Care Clinic and other adjacent public serving facilities. Pedestrians will cross where 12th and 11th intersect with Federal. Unfortunately, the crossings will be more unsafe post-reconstruction than pre-reconstruction. The new median will seem to serve as a safety zone when crossing at these points—this is a safety illusion. The medians are not constructed specifically to enable pedestrian usage and

there are also left-turn lanes funneling vehicles to 12th and 11th in conflict with crossing pedestrians. We don't propose a specific recommendation except that eliminating the left turn movements in combination with changing the median design and alignment could be one approach of several considered for the intersecting streets.

2. Related to the first recommendation, it would seem from the existing project scope there are no planned improvements associated with the intersection of W. Howard Place and Federal. We believe this is primarily due to changes and improvements implemented in 2013 associated with the opening of the West Light Rail Line and Decatur Federal Station (Station), as well as the replacement of the Federal bridge over West Colfax Avenue. It has now been 18 months since the opening of the Station. The feedback the Partnership has received from Stakeholders as well as our own observations indicate pedestrians using the Federal bus stops "coming and going" from the Station and crossing Federal is near, if not outright, dangerous. Due to the Station, the number of pedestrians is very high crossing and waiting for buses at Federal. Many times pedestrians do not use the signal as provided or are so numerous that they hang off the curbs as they wait for the bus. This is easily observable almost any day of the week. This situation begs for a fuller examination and accommodation that increases pedestrian safety at this intersection. The Partnership recommends Denver Public Works with the Regional Transportation District and Colorado Department of Transportation collaboratively examine and recommend changes to how transit and pedestrians are managed at this intersection. Several options should be examined of which moving bus stops from Federal might be an option. While the examination of implementing solutions to this situation might well be apart from Federal redesign and construction associated with the EA, it would be a shame not to use the opportunity of this reconstruction project to implement changes associated to improving pedestrian safety at the Federal and Howard Pl. intersection.
3. The existing landscaping plans for the project (not specifically addressed in the EA) is sorely lacking along the west side of Federal within the project area. We believe there are certain site challenges between the numerous number of curb cuts between intersecting streets, in combination with the locations of various poles and even bus stops. We recommend a more creative approach be considered to enliven the west side of Federal whether through the elimination of curb cuts where two exist to serve a property and some rearrangement of poles or other ROW objects, which actions help create more open space for landscaping. Possibly instead of using traditional trees in grates where space is more limited, using low-level concrete lined beds with greenery complimenting the new center median could also assist with tighter spaces.

Thank you for your consideration of our recommendations. Please free to contact us with questions.

Sincerely,

Marshall Vanderburg

Marshall Vanderburg
President, Federal Boulevard Partnership
720.934.0134

Cc: Councilwoman Judy Montero
Councilman Paul Lopez
Councilwoman Susan Shepherd
Councilwoman Deborah Ortega
Jose M. Cornejo, P.E., Manager of Public Works
Philip A Washington, Regional Transportation District (RTD) General Manager
Angie Rivera-Malpiede, RTD Board Director District C

1 **SUN VALLEY COMMUNITY COALITION COMMENT 6**

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Sun Valley Community Coalition
c/o 2715 W. Holden Pl.
Denver, CO. 80204

November 14, 2014

Ms. Karen Good
Denver Department of Public Works
201 West Colfax Ave., Dept 509
Denver, CO 80202

Dear Ms. Good,

Thank you for forwarding and considering the following *Comments and Recommendations for the Federal Boulevard Environmental Assessment (7th Ave – Howard Pl.)* dated October 15, 2014. The Sun Valley Community Coalition (RNO) is happy to support efforts to improve Federal Boulevard that will better accommodate vehicular and pedestrian movement and safety.

We appreciate that you attended our monthly meeting to introduce the project and hear our concerns for pedestrian safety. We are concerned for not only the pedestrian safety of Sun Valley residents but near neighbors and numerous others from all across Denver who have a need to access critical services located along or within close proximity to Federal Bld. We know you share that concern as well. After attending the August public meeting, receiving updates and reviews of the recently published Environmental Assessment (EA), and numerous discussions with Sun Valley residents, property owners, neighborhood nonprofit and businesses, the Sun Valley Community Coalition (SVCC) supports the following recommendations which reflect the concerns, experiences, and observations of our Sun Valley neighborhood stakeholders

1. As discussed and defined on page 8 of the EA, there are numerous community facilities and institutions within the project area – Denver Department of Human Services, Sam Sandos Westside Healthcare Clinic, and adjacent facilities such as Rude Recreation Center and Mental Health Center of Denver Westside Office that serve high volumes of people, many of whom are parents accompanied by their children, seniors, or persons with disabilities. It is our observation and experience that the number of people accessing these community facilities as well as adjacent residential neighborhoods is much greater than along typical urban arterials. The very high level of transit usage within the project area also speaks to the high demand these community institutions generate for people who live and travel from outside the project area.

The EA indicates that improvements are planned for W. 8th and 10th Avenues at Federal (EA page 10). We are recommending that the existing signalized crosswalks at the intersections of Federal Boulevard with W. 8th Avenue, W. 10th Avenue and W. Holden Pl. be upgraded with new traffic and pedestrian signals and enhanced concrete crosswalks (p.9). We recommend bicycle and pedestrian improvements (page 10) that upgrade

existing pedestrian signals and construct enhanced concrete crosswalks at the signalized intersections of Federal Boulevard with W 8th Avenue, W10th Avenue, W. Holden Pl. and W. Howard Pl. These improvements really need to ensure accessibility, including audible signaling, to accommodate the variety of user needs.

Councilwoman Judy Montero has informed us that Denver Public Works has recently approved several improvements for the W. Holden Pl. intersection. Thank you to Councilwoman Montero and your office for hearing and responding to our concerns for pedestrian safety. We would recommend pedestrian movement be comprehensively addressed to also increase safety crossing Federal at the intersecting streets of W. 12th and 11th and 9th Avenues. At a minimum, pedestrian crossings at W. 12th and 11th should be readdressed considering their proximity to Denver Human Services, the Sam Sandos Westside Health Care Clinic and other adjacent public serving facilities. Pedestrians already unsafely cross where 12th and 11th intersect with Federal. We are particularly concerned that the installation of medians will appear to offer a crossing safety zone. This could result in crossings that are even more frequent and unsafe as the medians are not designed for safe pedestrian use. Further, the plan includes left-turn lanes funneling vehicles to 12th and 11th in conflict with crossing pedestrians that could create even more precarious crossing conditions. We don't propose a specific solution but feel a need to express our concern that safe crossings be designed to be compatible with the realistic patterns of pedestrian movement and with consideration for the high volume of families with small children, elderly or persons with disabilities for whom walking a block or more in order to cross safely is a challenge. Eliminating the left turn movements in combination with changing the median design and alignment could be one approach of several considered for the intersecting streets.

2. It is our understanding that in the existing project scope there are no planned improvements associated with the intersection of W. Howard Pl and Federal. Perhaps this is because improvements have already been made in conjunction with the West Light Rail Line and Decatur Federal Station (Station), including the replacement of the Federal bridge over West Colfax Avenue.

We strongly recommend that additional improvements for the W. Howard Pl intersection be included in the plan to better accommodate the increased pedestrian use. Since the opening of the Station 18 months ago, it has been our experience, observation and concern that pedestrians using the Federal bus stops "coming and going" from the Station and crossing Federal are at risk. Due to the Station, the number of pedestrians crossing at one time and/or waiting for buses at Federal is very high particularly during daytime hours. Many times pedestrians do not use the signal as provided or are so numerous that they hang off the curbs as they wait for the bus. This is easily observable almost any day of the week. We urge a fuller examination and accommodation that increases pedestrian safety at this intersection. We recommend Denver Public Works with the Regional Transportation District and Colorado Department of Transportation collaboratively examine and recommend changes to how transit and pedestrians are managed at this intersection. Several options should be examined of which moving bus stops from Federal might be an option. We have previously identified the need for audible signaling at intersections. This is especially needed at the W. Howard Pl intersection in addition to the W. Holden Pl. intersection. According to the Decatur Federal Station Area Plan and

plans being made by the Denver Housing Authority, a substantial increase in residential and commercial density around the light rail station is planned. We are concerned that if not addressed, the pedestrian safety issues currently being experienced at this intersection will only become worse.

3. We have noticed that there is a lack of landscaping along the west side of Federal, and recommend that landscaping compatible with pedestrian safety be installed to balance out the streetscape.

Thank you for your consideration of our comments and recommendations, and for all of your efforts with this important project.

Jeanne Granville & Glenn Harper, co-contacts
Reed Silberman & Phil Kaspar, Land Use Committee
Kris Rollerson & Emily Ashton, Safety & Services Committee

cc: Councilwoman Judy Montero
Councilman Paul Lopez
Councilwoman Deborah Ortega
Councilwoman Susan Shepherd
Jose Cornejo, P.E , Manager, Denver Dept of Public Works
Philip A. Washington, General Manager, Regional Transportation District (RTD)
Angie Rivera-Malpiede, Director, RTD Board of Directors, District C

1 VILLA PARK NEIGHBORHOOD ASSOCIATION COMMENT 7

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Villa Park Neighborhood Association

November 13, 2014

Karen Good
Public Works Dept
201 West Colfax Ave., Dept 509
Denver, CO. 80202

Re: Comments and Recommendations to the Federal Boulevard Environmental Assessment (7th Ave to Howard Pl.) Dated October 15, 2014

Dear Ms. Good,

Villa Park Neighborhood Assn. has reviewed the proposed alternative and appreciates the chance to comment on the design. Villa Park Neighborhood Assn has participated in the publicly held meetings and has provided continuous input into the propose plan. We are looking forward to an improved Federal Blvd. and see many ways to build and improve this plan.

Villa Park Neighborhood Assn appreciates that the plan builds upon the improved connectivity to the existing trail system that comes from the Barnum North Park. The completion of the 6th Ave Highway improvements will incorporate a pedestrian bridge across the 6th Ave. Highway which will connect the Barnum North Park to Barnum Park. This will continue the bike/walk path from Weir Gulch in Barnum to the continuation of Weir Gulch in the Villa Park and Sun Valley neighborhoods. This connection eventually leads to the Platte Valley system and will create better walkability within these neighborhoods and we support the improvements outline for Weir Gulch in this plan and see a great opportunity for open space improvements at the northeast corner of 8th and Federal Blvd. As noted in the EA, this intersection with its Level of Service at an E rating is in need of improvement. The realignment of the pedestrian/bikeway access along with the crosswalks hopefully will make this a safer intersection. This new connection will be vital for pedestrians and bikes. Villa Park suggests better pedestrian crosswalks, pedestrian bulb outs and enhance pedestrian signalization in anticipation of wider use. Further reduction of curb cuts will assist the current conflicts that pedestrian face today at this intersection.

The EA outlines how Federal Blvd is a multi-modal facility, however, the plan falls short when you look at Federal Blvd.'s connection to the street. The east side continues a nice tree lawn barrier and wider sidewalks for pedestrian safety but lack this same design component on the west side of Federal Blvd. We do not have a complete street. This landscape improvement should be continued on the west side to meet the goals outlined in the objectives for this project, greater pedestrian connections. This is a designated parkway under the Parks and Recreation Dept but it does not look like a parkway. The improvements of wider sidewalks, tree lawns and landscape median moves this roadway closer to that designation and makes it more compatible to Federal Blvd north of 23rd Ave.



Villa Park Neighborhood Association

Wherever there is an opportunities for trees/low shrubbery that could be placed on site like we see at the Hamburger Stand fast food and Denver Community Credit Union on the west side of Federal Blvd it should be apart of the EA in order to be compatible with the east side of Federal Blvd. If this problem cannot be remedied than we recommend a more creative approach of allocating the art mandated funds for the City's contribution of 80 million to place decorative plant like structures or decorative features (as noted in curb enhancement (1) & (2) below to create safe buffer zones.



(1)



(2)



(3) curb enhancements

The EA noted Federal Blvd in this section, “has many local community facilities that are high pedestrian activity areas with pedestrian travel along or across Federal Blvd in order to gain access to them. The project area includes parks, recreational trails and centers, bicycle routes, public library, Denver Dept of Human Services, West Side Health Clinic, Denver Community Credit Union, Schools and places of religious worship.” The EA goes on to note that “Federal Blvd is a designated Enhanced Bus Transit Corridor as documented in the Pedestrian Master Plan (2004) and Blueprint Denver (2002); however the existing cross-section does not meet the design guidelines for this type of facility because of the inconsistent buffer area, lack of directional curb ramps at every intersection”, and I would also note severe grade changes. Since this is the case than it is important to create a safe buffer zone since transit is highly used with 5 bus stops on the west side alone. It may make more sense to create on-street parking with curb enhancement (3) as a way to improve safety and serve the local redevelopment along Federal Blvd.

According to District #1 Police Commander the grade change at 10th Ave and Federal Blvd is a high accident area and in part is due to the severe grade change from 10th Ave as it crosses Federal Blvd. This area is noted for improvement in the EA but I would also add curb bulbouts and curb enhancements like curb enhancement (3), illustrated along the Denver Dept of Human Services which will be a way to create a better enhanced bus transit corridor with a set aside area for bus traffic that allows for merging transit. This is particularly important along the area by the Decatur/Federal Light Rail Station area. Pedestrians are constantly moving across Federal Blvd to connect to this area either to get on buses or to access light rail. The closeness of the bus stop to the merge lane that accesses the Colfax



Villa Park Neighborhood Association

Viaduct creates additional pedestrian/car conflict and the improvement noted in curb enhancement (3) would solve this problem.

Villa Park also recommends the elimination of several curb cuts noted in the EA. Villa Park Neighborhood Assn. recommends the elimination of multiple curb cuts at 707, 765, 775, 869, 891, 947 Federal Blvd. Many of the access points create too many conflicting curb cuts with ADA and pedestrian access. In addition, the right of way area used by many of the vehicle businesses to sell cars rob the pedestrian right of way. Improved borders along this section will greatly improve the situation.

The other comments that we heard from residents in Villa Park was the concern of access getting out of the neighborhood during construction and fugitive dust created by the construction. We want to emphasize that during this process it is important to use best practices to ensure the safety of residents which are only a block away in Villa Park.

We appreciate the opportunity to comment and thank you for considering our recommendations. Feel free to contact Villa Park Neighborhood Assn if you have additional questions.

Sincerely yours,

Kathy Sandoval
On behalf of the Villa Park Neighborhood Assn.
720.937.9426

1 **CITY COUNCIL COMMENT 8**

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CITY COUNCIL

City and County of Denver



Denver City Council, **District Nine Office**
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Phone: 303.458.8960
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Judy H. Montero
Councilwoman, District Nine

Denver City Council, **Main Office:**
City and County Building
1437 Bannock Street, Room 451
Denver, Colorado 80202
Phone: 720-865-9534

November 14, 2014

Karen Good
Denver Department of Public Works
201 West Colfax Ave., Dept 509
Denver, Co 80202

RE: Environmental Assessment comment from Councilwoman Montero

Dear Karen,

In the Environmental Assessment (EA) released October 15th 2014 *Federal Boulevard Improvements Project Between West 7th Avenue and West Howard Place* under What is the Proposed Actions? (page 9) the EA should state, "In the Proposed Action, the existing signalized crosswalks at the intersections of Federal Boulevard with West 8th Avenue, West 10th Avenue and West Holden Place will be upgraded with new traffic and pedestrian signals and enhanced concrete crosswalks." Under Bicycle and pedestrian improvements the EA should state (page 10 bullet 4), "Upgrading existing pedestrian signals and constructing enhanced concrete crosswalks at the signalized intersections of Federal Boulevard with West 8th Avenue, West 10th Avenue and West Holden Place."

Sincerely,

A handwritten signature in cursive script that reads "Judy Montero".

Judy H. Montero
Denver City Council President Pro-Tem, District 9



1 CCD COMMUNITY PLANNING DEPARTMENT COMMENTS 9 AND 10

2

From: "Chester, Steven - Community Planning and Development" <Steven.Chester@denvergov.org>
Date: November 14, 2014 at 10:19:59 AM PST
To: "Good, Karen - PW IPP" <Karen.Good@denvergov.org>
Subject: RE: Federal EA has been up & open for review

Hi Karen,

Below are our comments on the EA. Thanks for your work on this.

1. Pg 9. Remove "sidewalk" label from cross section illustration and replace with "pedestrian zone", and in the description of the cross section in the text add a list of possible items that may be included in the pedestrian realm, including but not limited to sidewalk, tree lawn, transit amenities, planters, etc.
2. Include reference to the Decatur-Federal Station Area Plan , perhaps in the introduction..

Specifically reference Recommendation C.4 A Vibrant Corridor and recommendation C.4.A. Enhance Federal Blvd as the spine of West Denver.

Thanks!

Steven Chester | Senior City Planner
Community Planning and Development | City and County of Denver
720.865.2926 Phone
steven.chester@denvergov.org
