



## Municipal Election Questionnaire | Candidate Responses | March 2, 2023

In February, CHUN reached out to all the candidates in the Mayoral, At-Large, and Districts 10,9,7,5 electoral races and asked them to respond to questions regarding key issues facing Denver. We thank all candidates for their participation and for their contributions to Denver’s democratic process.

Candidate responses are provided in this document, organized by question, electoral race, and then in the order in which they were received.

The questions we asked were:

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<b>Housing</b> Page 8	
2	What are your policy ideas for expanding the availability of affordable housing and maintaining this for the long-term?
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## COMMUNITY ENGAGEMENT

### 1. How do you envisage the role of registered neighborhood organizations (RNOs) when engaging with communities?

#### Electoral Race: Mayoral

Andy Rougeot	Registered Neighborhood Organizations play a critical role in giving a voice to Denver's unique neighborhoods. As Mayor, I will work closely with RNOs.
Aurelio Martinez	<p>Denver neighborhoods need to be in control as to what happens in their communities.</p> <ul style="list-style-type: none"> <li>• Our administration will enforce and adhere to Neighborhood Registered Organizations (NRO) neighborhood plans. Any Planned Unit Developments (PUD) application and land-use change request that will affect a Denver neighborhood will have to comply with residents and the neighborhood plan as stipulated in Blueprint Denver before being considered.</li> <li>• I firmly believe your neighborhood and home should be your safe haven! No more traffic driving through, in order to take 'short-cuts'. Developments, corporations and organizations that negatively impact Denver neighborhoods will not be allowed.</li> <li>• We will work with residents and Registered Neighborhood Organizations (NRO's) to take a larger role in addressing issues within the neighborhoods. Over the years, our neighborhoods have changed due to growth, residents being displaced, developments, lack of resources, school closures, and homelessness, along with other reasons. In our administration, we will send out neighborhood coordinators to interact with residents and NRO's to develop an assessment identifying needs in the community. We need to form a partnership with neighborhood residents as well as create a vision for neighborhoods.</li> <li>• Our administration will review NRO neighborhood plans to ensure it includes schools, churches, libraries, local businesses, and recreation centers, for these establishments are anchors in the community.</li> </ul>
Thomas Wolf	To the extent that they exist because of shortcomings of your city government is troubling. To the extent that they communicate vital unique information about conditions and needs of a specific portion of our city they are invaluable and need to be actively listen to and responded to.
Deborah "Debbie" Ortega	<p>RNOs will play a crucial role in escalating concerns and ideas to various city agencies, including City Council, to address city services such as crime and safety, land use and development issues, and the ongoing increase in fees and taxes.</p> <p>With so many shared and unique challenges and opportunities across our neighborhoods, it is essential that each RNO has consistent dialogue with my agencies, and submits names for appointments to boards and commissions, such as the Parks and Recreation Advisory Board and the Department of Transportation and Infrastructure (DOTI,) to insure the voices of neighborhoods are incorporated.</p>
Ean Tafoya	I've been a member of multiple RNOs, the President of a RNL, and held a leadership role for Denver Inter-Neighborhood Cooperation. I was a board member of CHUN too! I also worked directly with RNOs while working for the City Council, on Blueprint Denver, on the taskforce implementing Colorado's first inclusionary zoning policy, while leading ballot initiatives like Waste No More and on many other issues. I just recently supported RNOs opposing home demolitions on the proposed 1-25 and Broadway redevelopment. RNOs are a crucial part of our city and our democracy, and as Mayor I would work closely with RNOs to develop policy and would create programmatic support for RNO growth and development.
Kelly Brough	Ensuring neighborhood voice in all that the city does is critically important and RNOs are the vehicle to ensure that happens. Meaningful community engagement must be two-way dialogue with all impacted stakeholders. It is insufficient to collect community input on the front end of a project or policy development. Instead, we must commit to implementing mechanisms for on-going discussion so we can determine together how to best prioritize work and allocate limited resources. I'd be interested to hear from RNOs about what is working and what your ideas are for strengthening and improving communications and collaboration with the city.

Lisa Calderón	<p>As mayor, I will decentralize government to help put decision-making power back into the hands of the community. RNOs are one of many community organizations that play an important role in convening and communicating the interests of Denverites, and I would include them in the extensive community engagement that will be a trademark of my administration. However RNOs can also be exclusive or advance inequitable participation by certain groups, and as such I will engage with communities - and with RNOs - that recognizes the need to elevate the voices of the communities most commonly excluded from political decision making.</p>
Trinidad Rodriguez	<p>RNOs will have a critically important role in the future of our city and we need to make RNO engagement more accessible to more residents. Given different schedules many can rarely plug into RNO processes; my administration will:</p> <ul style="list-style-type: none"> <li>• Use and make open big data in order to make surveys more efficient and statistically rigorous;</li> <li>• Develop and expand the use of a community engagement app (like 311) for a range of operations: solid waste, snow removal, street sweeping, infrastructure operations and proactive crime prevention operations, identification of hazardous conditions, planning feedback and engagement in volunteer opportunities, which my administration will systematically increase.</li> </ul>
Kwame Spearman	<p>As a candidate for Mayor of Denver and a strong believer in the power of community, I see registered neighborhood organizations (RNOs) as a vital part of our city's fabric. I understand that RNOs provide a platform for residents to engage with their communities and create positive change. As the Neighborhood Mayor, I will work closely with RNOs to ensure that their voices are heard and that their needs are met, and Denver starts making policy at the neighborhood level.</p> <p>One of the cornerstones of my Neighborhood Plan is the creation of a community-driven agenda. RNOs will play a critical role in shaping this agenda, as they will provide valuable insights into the specific needs of each neighborhood. I believe that RNOs should be empowered to lead the conversation and take ownership of the process of community engagement. To this end, I will work to create a more streamlined process for RNOs to apply for grants and other funding opportunities. I recognize that many RNOs are staffed by volunteers who are working tirelessly to improve their neighborhoods, and they need financial support to continue their important work. This will help the city have better representation of neighborhood needs throughout the city. In addition to financial support, I will ensure that RNOs have access to the resources and information they need to be effective advocates for their communities. This includes regular communication with city officials, training opportunities, and technical support. Finally, I believe that it's important to recognize the diversity of our city and the unique needs of each neighborhood.</p> <p>As your neighborhood Mayor, I will work to ensure that RNOs from all backgrounds and communities have a seat at the table and that their voices are heard. I am committed to creating a Denver that works for everyone, and I believe that RNOs are a crucial part of achieving that goal.</p>
Terrance Roberts	<p>I was initially the only candidate, maybe more have hopped on to say RNO's should definitely have more say in what type of major developments come into their communities. Just like City Council should more say in mayoral appointments because they directly represent their unique districts, so should RNO's when it comes to development projects that will alter the community in any way.</p>
Mike Johnston	<p>Registered neighborhood organizations are the experts in their communities, and will offer important insights into how the Mayor can and should be engaging with and supporting their community. As Mayor, I intend to work closely with RNOs across the city as we develop policy, implement our plans, and work to constantly improve on our work within individual communities.</p>
Leslie Herod	<p>One of my top priorities as Mayor is to ensure that our communities have a say in the direction of our city. RNO's are a primary point of contact to engage with Denver's neighborhoods. For far too long the city has not taken advantage of what strong RNOs like CHUN can offer. My administration will re-engage RNOs and work to better our relationships. For RNOs that are struggling, we will work with them to better engage their neighbors and show that under my administration they will have a voice in our city's future.</p>

James Walsh	I envision RNOs as having a central role in policy-making and engagement. I cannot imagine moving through any community-based process without the input and engagement of RNOs. I myself have been involved in SUNI, which represents Sunnyside, my community for the past 23 years.
Chris Hansen	RNOs are the foundation of civic engagement and the city needs to do a better job of supporting RNOs. As Mayor, the city will take on the role of IT support to help RNOs run more efficiently and connect with their communities.
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	I believe that RNO's are important vehicles for connecting and gathering input, feedback, and information from local residents. Working with RNO's is critical especially when communicating or advocating for changes that will impact residents represented by the RNO.
Penfield Tate	I began my community service on the board of the former Five Points Community Center and have been an active member of the Greater Park hill Community Center. RNOs can be a vital voice for neighborhoods, a voice all the more important as we face the challenges that come with inevitable growth from mobility to open space.
Will Chan	RNOs are key community stakeholders. I see the relationship as a two-way street; I value RNOs' feedback and intend to maintain strong channels of communication to ensure that the policies and guidelines created in the city are in line with the residents' best interests.
Sarah Parady	In addition to using RNOs as a conduit for information and feedback, I would love to see the city support RNOs in building their membership through things like text campaigns to folks in the applicable zip codes or support with websites where neighbors can easily access past newsletters and recorded meetings.
Travis Leiker	Registered Neighborhood Organizations, and similar groups like business improvement district (BIDs), general improvement districts (GIDs), play an essential role in community engagement through programming, public policy, and community engagement. Engaging with each groups' leadership and other stakeholders on myriad issues will be a priority when elected. I am supportive of RNO reform, including better governance structure, financial supports where appropriate, and building in guardrails that encourage thought-partnership and rather than the tendency to engage with the city in an adversarial way. There are best practices and models of success available in Denver. I am eager to operationalize those throughout the city, with particular emphasis investing in BIPOC communities.
Jeff Walker	I helped start the Rosedale/Harvard Gulch Neighborhood Association. We made it a conduit for information between the neighborhood and city officials. It does not take a position on issues. Everyone who lives/owns a business in the neighborhood is a member. Dues are suggested but not required.  I see RNOs as most valuable when they provide the means for discussion between neighborhood members, other neighborhood groups, city, state or federal officials. I've attended hundreds of meetings where the same few members attended, voted, and claimed it represented a community's position.
Serena Gonzales-Gutierrez	RNOs are the ground floor of democracy - the organizing that you do directly impacts the work we can accomplish at City Council, and I would look to partner closely with RNOs to plan, adjust, inform, and implement policies that affect our city!

Tim Hoffman	<p>RNOs serve as a vital link between city government and the community by providing valuable insights and feedback on local issues, such as zoning changes, development projects, and public safety concerns. They can also help to foster community spirit and involvement by organizing community events and promoting community engagement.</p> <p>As a City Council member, I would seek to promote collaboration and communication between RNOs, residents, and the city government. I would work with RNOs to ensure that their voices are heard and that they have a seat at the table when decisions that affect their communities are being made.</p> <p>I'd also like to make sure RNOs are as inclusive and representative of their neighborhoods as possible. The hybrid online/in-person meeting model that has been employed by many groups is a good example of the type of improvement that allows more Denverites to engage.</p>
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	<p>RNOs are a critical link in the conversation between the city and its residents. The ideal city-RNO relationship provides a healthy, facts-based dialogue between those two groups. RNOs amplify resident voices and help lift up our representative democracy.</p>
Shannon Hoffman	<p>I believe in community co-governance, which catalyzed my campaign. An effective and trustworthy Council Member not only listens to constituents, like RNOs, but legislates and advocates for the priorities of the people they represent. I want more transparency and accountability in local government and more opportunities for D10 residents to get involved and have their voices heard. I will achieve this in more formal ways (e.g. advisory committees and meeting attendance), but also informally to meet people where there are with regular outreach events, newsletters, social media, and more.</p>
Noah Kaplan	<p>Our RNO system requires updating and reform. We must recognize that the members of RNOs are the most dedicated stewards of their neighborhoods, and we must figure out a more modern way to empower and organize them. As a city councilman, I will ensure that our office has representation at all public meetings, holds quarterly round table meetings open to all RNOs that will be collaborative spaces to improve policy and move District 10 forward. I'm dedicated to opening a satellite office in the district so that we have services and representation embedded in the community - not just at city hall. I also envision RNOs taking a more active role in side street snow removal to ensure streets and sidewalks are accessible to all during significant snow events.</p>
Margie Morris	<p>Denver's RNOs are a vital part of participatory government, providing essential community input and guidance for city planning and service improvements. I envision RNOs as key partners in making our city the best place to live, work and play – not only today, but well into the future.</p> <p>Further, RNOs foster community engagement by bringing neighbors together to elevate and discuss common issues while working toward solutions that improve their shared quality of life. I applaud CHUN's efforts to establish formal Good Neighbor Agreements with third parties to advance collective priorities. From noise and safety concerns with local businesses, to historically sensitive design and sustainability expectations with area developers, you are truly creating a better Denver. Thank you!</p> <p>My priority in City Council will be solving our city's growing homelessness crisis. CHUN will play a crucial role in talking about how their community engages with neighbors experiencing homelessness and the changes they want to see. No one knows the neighborhood better than the people living there. Service providers need to know what encampments - and neighbors facing housing instability - need urgent services and assistance. I look forward to working collaboratively with our city's RNOs on evidence-based strategies that provide a clear path toward healing and housing for all.</p>

<b>Electoral Race: District 9</b>	
Darrell Watson	<p>As a former President of a Registered Neighborhood Organization, I will fully engage with each RNO in District 9. In my first year, I will focus on the following three initiatives in collaboration with existing RNO's.</p> <ul style="list-style-type: none"> <li>• RNO reform – increase reach of RNO’s to renters, English as second language speakers and others.</li> <li>• RNO Funding - I will add to the 2024 budget funding for RNO's to assist them with expanding their communication and outreach through a lens of equity.</li> <li>• D9 Area Plans - Expedite planning process from 2 years to 1 year.</li> </ul>
Candi CdeBaca	<p>I would love to see them become more representative of the neighborhoods they represent. I see them as a conduit to community and the issues impacting micro-scale communities. I could see them being trained to effectively outreach on issues to a broad cross-section of the people they represent and also see them as an entity that can and should have input opportunities on what is happening in their district.</p>
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	<p>Registered Neighborhood Organizations are valuable groups working hard to engage with the city and better their communities. RNOs are one tool for seeking input on policy, reaching neighborhood activists who can communicate with others, and enriching community at the neighborhood level. As a City Councilor, I will commit to personally attending or sending a staff member to RNO meetings to ensure transparency and accessibility.</p>
Flor Alvidrez	<p>I will be a presence at RNO meetings to hear their concerns and work with them to improve our neighborhoods. I will also have a grant writer on my staff so that we can fund neighborhood lead projects and reduce the burden on our hard working RNOs. All of this and I also want residents to feel like they can communicate with me directly. What I have found talking to residents while knocking doors is people find me to be someone they can talk to candidly, someone they trust and that's approachable. That's what I hope to bring to the community as District 7's councilwoman.</p>
Nick Campion	<p>First, we need to support our RNOs more and increase their strength and engagement by creating an RNO agency in the city. By doing so, we can increase civic engagement in Denver and in District 7, leading to more open, honest and fruitful communication about what policies are and aren't working for our communities. By strengthening RNOs, we can engage residents in ways that develop their sense of collective efficacy, and their ability to make tangible community improvements such as increasing neighborhood safety, affordable housing and other resources (Ohmer &amp; Beck 2006). In other words, the role of RNOs is providing a tangible avenue for Denver residents to make and communicate the change they want to see. Second, we need to centralize our communication utilizing software that our city government already uses, such as Granicus. By doing so we allow for more efficient communication between RNOs and city leadership, and community building across RNOs.</p>
Guy Padgett	<p>RNOs play an essential role in the governance of Denver. First, they provide a way for residents to get involved in their community, in capacities ranging from input on planning and zoning, to organizing community events and activities such as cleanups and festivals. Second, they provide a means by which neighborhoods can remain abreast of developments throughout the city, which come frequently and quickly and require an organizing principle to funnel to residents' attention. And third, they provide a conduit through which neighborhoods can influence and even help direct city policy.</p>

Arthur May	This district needs equal representation from the RNOs and its constituents. For community outreach, I plan to work with each RNO to assess how our office budget should be spent and in a way that is representative of the number of constituents of each RNO. On policy, I plan to poll neighborhoods in partnership with RNOs to ensure our district's voice is represented, even if that voice doesn't align with the other districts. Additionally, it would be my goal to have the office's staff represented by each of the RNOs at least on a part time basis.
<b>Electoral Race: District 5</b>	
Michael Hughes	As a former CHUN board member, former chair of the Hilltop RNO, and current board member, I know first hand the important role RNOs can play in connecting neighbors to one another, to the topics of the day and to the decisions that impact their homes and communities. At the same time, unfortunately, RNOs can be a way for residents to exclude and resist necessary change. I see a great need for RNOs to maintain a close partnership with city council members, to translate citywide questions to local circumstances, to make public policy and council action more responsive, transparent, and rigorous and to help all of us move into a better future.
Amanda Sawyer	Registered Neighborhood Organizations are our most important connection to residents. Good relationships and communications with RNOs is extremely important for a Council Office. I have created a Community Cabinet meeting, held bimonthly, where District 5 RNO leadership can connect with our Fire and Police Department representatives, our DOTI and Parks Advisory Board members, Denver Water, the Council Office, and other RNO leadership. It is a space for RNOs to learn about upcoming work and events in the neighborhoods, as well as share important information and identify issues of neighborhood concern for City Departments. It is an important resource that has helped create connection between the City and our neighborhoods.

## HOUSING

### 2. What are your policy ideas for expanding the availability of affordable housing and maintaining this for the long-term?

#### Electoral Race: Mayoral

<p>Andy Rougeot</p>	<p>Denver is unaffordable. First time homebuyers, young families, and blue collar workers can not afford to live in our city. As Mayor, I will fix a broken permitting department, eliminate regulations that drive up the cost of building affordable housing, and get money and corruption out of the zoning process.</p>
<p>Aurelio Martinez</p>	<p>Housing and Gentrification work hand-in-hand.</p> <ul style="list-style-type: none"> <li>• People move into a neighborhood paying higher than normal prices and begin to change the standards of a neighborhood. These drastic and quick moving changes make it difficult for existing residents to meet the higher costs of living in the neighborhood and are forced to leave.</li> <li>• Our administration will put together bona fide programs such as down payment assistance that will not work against the applicant and their debt-to-income ratio. This can be done by providing down payment assistance loans that will not become due until the mortgage loan is paid for or the home is sold.</li> <li>• Our administration will also put together educational courses on how to raise their FICA scores, making qualifying for a home lone a strong possibility.</li> <li>• On the rental side of housing, we will look into ratifying a rent cap, this will help make rentals affordable for people that want to live in Denver and are not interested in home ownership or simply cannot afford to buy.</li> <li>• Currently there is a 40-year-old state law that prohibits local governments from enacting any form of rent caps. With the current housing affordability crisis, our administration will be a strong advocate to have Colorado lawmakers remove this law.</li> <li>• Denver needs to clarify affordable housing in development projects so the number of required affordable units targets families with an annual income of \$45,000 or less.</li> <li>• Our goal is to stop Denver residents from having to move out of Denver because they can no longer afford to live in Denver and also to bring back families that were forced to leave.</li> </ul>
<p>Thomas Wolf</p>	<p>I have built, financed and accounted for affordable housing while living in and working for a nonprofit on the lower eastside of New York City. It was structured very effectively via a land trust, tax exemptions, and abatements, and all of these buildings perhaps 15 in total still exist to this day. It is an effective model that we can replicate here in Denver. The big picture is demand exceeding supply. A couple smaller fixable issues are the state needs to address the length of time builders are liable for construction defects and our city needs to expedite P&amp;Z, building and fire reviews to lower costs. I also think there is an opportunity with city balance sheet to assist credit worthy renters into home ownership and equity creation, which is a double win because it frees up a rental unit. I have a plan to broaden access to affordable health insurance, which should improve citizen's budgets for housing. Lastly, housing is most efficiently delivered by the private sector, and their decision to invest is driven by risk and reward, measures such as rent control that increase risk and decrease reward will decrease investment capital choosing Denver.</p>
<p>Deborah "Debbie" Ortega</p>	<p>The EHA program created by City Council begins to address this by expediting permits for affordable units, but more work is required to fix Denver's broken permitting process so that affordable housing can be brought online more efficiently.</p> <p>Additionally, we need to invest more strategically in alternative housing, including modular homes, repurposing vacant units and/or commercial buildings, and ADUs.</p> <p>We should also identify vacant public lands for manufactured housing at 40% cheaper than on-site new construction.</p> <p>Lastly, the housing demand of our senior population is growing and we need to look ahead to prevent them from falling into homelessness.</p>



Ean Tafoya	As a fourth generation Denverite, I know our leaders need to stop prioritizing corporate developers and start prioritizing everyday people. We need to have local control of rent, a vacancy tax and tenant protections. Then we need to build more transitional housing and housing that's actually affordable for working families, the disabled and the elderly. This needs to include those making below 60% AMI. I have decades of experience fighting to require high percentages of such housing, for better zoning and for community land trusts. I would continue that effort as Mayor.
Kelly Brough	<p>We need housing solutions that benefit people across the income spectrum, particularly hard-working people who earn too much to qualify for most public assistance programs but struggle to make ends meet with today's high cost of living. My plans to ensure more housing include:</p> <ul style="list-style-type: none"> <li>• Building more housing on underutilized, publicly owned land.</li> <li>• Revitalizing downtown and surrounding neighborhoods by incenting and supporting the transition of commercial space to residential.</li> <li>• Increasing density on major transportation corridors and at transit stations.</li> <li>• Working with homeowners to maximize value of their property through accessory dwelling units.</li> <li>• Fundamentally restructuring how development is reviewed and regulated.</li> </ul>
Lisa Calderón	<p>My housing policy priorities include:</p> <ul style="list-style-type: none"> <li>• Repurpose brown and grey space to introduce dense, affordable, and social housing in Denver</li> <li>• Support renters by developing a tenants' bill of rights</li> <li>• Create community land trusts which prioritize the needs of residents before corporations</li> <li>• Include community members in new development planning by implementing participant-public-private partnerships</li> <li>• Legalize Accessory Dwelling Units, or ADUs, which let homeowners build rental units on unused space and avoid displacement</li> <li>• Require new developments to offer housing for low- and moderate-income families at or below 50% average monthly income</li> <li>• Eliminate the red tape around permits that slows homeowners and builders from completing projects</li> </ul>
Trinidad Rodriguez	<p>I will accelerate the creation of total housing supply and its diversity, particularly housing stock. Serving on the board of DHA for 11 years, I helped lead its first affordable housing bond backed by Denver to speed up the delivery of 5,000 units.</p> <p>I will catalyze private sector momentum in the supply of missing middle housing types priced to be affordable to moderate income households. These can be built in medium and medium-low density along high frequency transit corridors and nodes.</p> <p>Denver also needs to cut red tape and accelerate the permitting process, which involves investing in logistics plans and accountability.</p>
Kwame Spearman	<p>My philosophy on state housing policy is centered on the belief that housing in Denver must be affordable to make our city successful. I believe that housing is about more than just buildings, it's about the people who live in them, and the neighborhoods that they are a part of. This is why my Neighborhood Agenda will create more local flexibility to grow our communities.</p> <p>To achieve this, my neighborhood agenda includes implementing the Vienna Plan, which incentivizes the development of workforce housing on vacant land. This approach has been successful in Vienna and I believe it will work here in Denver as well. Additionally, I plan to better utilize unused public and private land by conducting an audit and implementing incentives for development. I also want to promote zoning policies that make it feasible to transform vacant buildings in upper downtown into housing units, helping to revitalize the area.</p> <p>Furthermore, I want to eliminate red tape that stalls plans and makes proposals unaffordable by aligning the city's employees to specific neighborhoods, and promoting transparency and accountability by posting response time goals and performance metrics. Overall, my housing policies will be tailored to the unique needs of each neighborhood, and I believe that this neighborhood-driven approach will be key in addressing the housing crisis in Denver.</p>

Terrance Roberts	<p>My campaign platform since April 2022 has stated we need more Public Social Housing, and a Public Banking System to pay for it outside of our general fund. Denver also needs to become a 24 hour world class city, which will add enormous sales tax annually. Studies have shown 24 hour cities are safer for unhoused people, law enforcement, everyone in general. This will also revitalize our downtown area. We need to get aggressive right now about housing. If my administration needs to use Eminent Domain to acquire structures for retrofitting for additional housing that will happen as well. And for those who do not want to be housed, we need safe voluntary encampments with outdoor lighting, bathrooms, showers, washers and dryers, toiletries, etc.</p>
Mike Johnston	<p>I spent the past two years traveling around the state and the country working with housing experts and visiting cities that were doing a much better job solving the housing crisis. I realized there were three problems, regulatory obstacles that slowed down permitting, sustainable public funding for affordable housing, and increasing the voices of the silent majority that wants to bring down the price of housing. With housing supply failing to keep pace with growth, Denver is quickly becoming a city that only the rich can afford. As Mayor, I will make affordable housing one of my top priorities so the nurses, firefighters, and workers who serve our city everyday can afford to live here. My plan for affordable housing will utilize funds made available through Prop 123 to do the following:</p> <ul style="list-style-type: none"> <li>• Create over 25,000 permanently affordable units so teachers, nurses, and firefighters can live in the city they serve.</li> <li>• Cut the regulatory red tape by requiring the City of Denver to approve affordable housing permits within 90 days.</li> <li>• Prevent rent increases so that eligible Denver residents won't pay more than 30% of their income to rent.</li> <li>• Build mixed income developments that ensure a healthy mix of market rate and affordable units and create diverse neighborhoods.</li> <li>• Put money in people's pockets by helping renters in eligible units save up to \$100 every time they pay rent.</li> <li>• Provide down payment assistance to help working families buy homes and support community land trusts to make buying a home more affordable.</li> </ul>
Leslie Herod	<p>Safe, healthy, accessible, affordable housing is a human right, yet a home has become a luxury many in Denver cannot afford. We need diverse housing options to reduce costs while ensuring people can afford to live in the neighborhood they grew up in. Last year, I led the creation of the Colorado Middle Income Housing Authority that will deliver thousands of attainable housing units for families. As Mayor, I will fight for resources to create truly affordable housing and end chronic homelessness; zoning reforms to prioritize fair housing; protections to stabilize tenants; and ways to expand permanent affordability.</p>
James Walsh	<p>I believe that addressing the housing crisis needs to involve two strategies. First, I would invest in a massive increase in affordable housing units, where necessary using city-owned land to do this. I would move to close regulatory loopholes that allow developers to sell off affordable units long before the intended 30 years. I would also like to develop a process whereby renters are incentivized to enter into Social Housing Cooperatives, or Limited Equity Cooperatives. This means that renters own a cooperative and have access to some of the equity of the house, using it to lower their rents and allow them to build equity. The Queen City Cooperative on Capitol Hill is a shining example of how this can work.</p> <p>The other strategy involves addressing the core reason for the housing crisis: the massive disparity of wealth in our city and in our nation. This means finding ways to funnel resources to those most in need. A minimum wage that is closer to a living wage is a central piece of this, as is an expanded Guaranteed Income, or Universal Basic Income, program. This would supply those at the bottom of the economic ladder with the resources needed to access housing, to catch up on bills, to spend time with children, and improve the social health of our city.</p>

Chris Hansen	<p>This is a supply problem: Denver needs to build tens of thousands of additional units of housing—both affordable and market rate—in order to meet the needs of its workforce and businesses today and in the future. As Mayor, I would support preferential permitting for affordable housing projects and I would have a special team set up within the department that makes sure we are fast-tracking projects that are funded with federal and state funding from the Inflation Reduction Act.</p> <p>As Mayor, I would hire additional permit review staff on a contract basis in order to address the egregious backlog that is making housing more expensive, stifling our city’s growth, and aggravating business owners who want to build in Denver and contribute to making Denver the thriving city it can be. At the legislature, I have been a leader in digitization of government services, and I would continue that as the next Mayor. For simple, small projects that require permits, I would look for opportunities to digitize the permitting process because there is no excuse for the permitting backlog. We can fix this and it would be a high priority for me as Mayor to do so. I have extensive private sector experience in improving operations and this is the exact type of problem I know I can solve as Mayor.</p>
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	<p>For transitional and supportive housing:</p> <ul style="list-style-type: none"> <li>• Address permitting issues that delay the construction of new affordable housing units.</li> <li>• Use unused, underused, or city-owned motels, hotels, and vacant homes for transitional housing.</li> <li>• Expand resources for supportive communities and explore building them on City-owned land and being run by nonprofits.</li> <li>• For market rate affordable housing:</li> <li>• Support and expand community trusts to reduce displacement.</li> <li>• Rezone to allow Accessory Dwelling Units (ADUs) citywide.</li> <li>• Address insurance and liability rates that make building mid-price condos impossible.</li> <li>• Ensure the companies that set limits for rent prices are maintaining equity.</li> </ul>
Penfield Tate	<p>Several strategies are needed. One is the recent City Council ordinance that requires affordable units in any development of a certain size. As a state Senator, I passed a law in 2000 exempting sales and use taxes for low-income housing. I recently testified in favor of state legislation to allow local governments to enact rent control, like legislation I sponsored in 2001. Homeownership, however, is the best way to stabilize housing costs. As a former member of the Colorado Housing and Finance Authority, I will champion financing first time buyers - many already burdened with college debt - through land trusts and incentives to incorporate affordable housing into developments around the city. I will also advocate streamlining the permitting process and the development of accessory dwelling units (ADUs) throughout the city.</p>
Will Chan	<p>Denver residents need abundant housing options to reflect their needs, lifestyles, and income levels. We can address housing scarcity through zoning reforms to enable thoughtful density, such as eliminating parking minimums and allowing accessory dwelling units (ADUs) city-wide. In addition, many multifamily properties are held by massive corporations that rely on software to maximize profits by keeping units vacant. The City must use its power to rebalance the market and make more housing units available for Denverites, up to and including a potential vacancy tax. I will also work to improve the construction permitting process, which can be unreasonably slow and confusing, to expand our supply of both affordable and market-rate housing. If elected, I would also advocate for providing incentives to projects that touch on adaptive re-use of commercial spaces to convert them into residential options. Finally, I will investigate the feasibility of granting tax incentives to businesses that offer workforce housing.</p>

<p>Sarah Parady</p>	<p>I support the following policies: Secure new funding streams to support city-owned social housing, starting with an audit of city-owned land and buildings. Rather than making one-off decisions about how to use city property and when to sell or lease it, Denver should audit its real estate holdings and create a plan to use this portfolio to (1) create funds for housing and (2) prioritize where to build housing. Council should also explore other funding sources such as sending a real estate transfer tax to the ballot and utilizing the state revolving ARPA loan fund. With these funds, Denver should build and operate mixed-income social housing with rents set at 30% of a tenant’s income, then issue bonds on the rents to create a permanent social housing fund. (Public ownership is a leading tool to combat financialization of housing.)</p> <p>Establish a tenants’ bill of rights enforced by the city. About half of Denverites rent their homes. Displacement due to rising rents is incredibly costly and destabilizing. City Council should permanently fund legal representation in all eviction proceedings; enforce the safety of rental units directly through the City Attorney’s office or City Auditor’s office instead of requiring tenants to find private legal help; permit evictions only where just cause exists; give tenants a right of first refusal to purchase their homes if put up for sale; and lobby the state to lift the ban on rent stabilization.</p> <p>Support community land trusts to promote wealth-building and reduce displacement. Denver should proactively identify areas where a CLT would meet these goals and serve a historically displaced or redlined community.</p> <p>Gently rezone to allow duplexes, triplexes, and ADUs citywide and look at zoning for more density on appropriate corridors.</p> <p>Preserve existing affordable housing with something similar to a small sites fund.</p>
<p>Travis Leiker</p>	<p>I am encouraged by some of the measures that have been passed by Council in recent years; the city has a duty to ensure these successes but to refrain from creating overly burdensome processes that hinder development. I recently worked with market rate and affordable housing providers to assemble a clear, actionable plan to deploy more affordable housing without creating more bureaucracy and headache. The following are those priorities: (1) Preserve existing affordable housing units that will lose their affordability over the next 5-10 years; (2) Add to Denver’s land bank and utilize investment strategies like land trusts to bring down costs of real estate; work with public, private, and philanthropic partners to onboard more affordable housing; (3) Support the waiver of city sales and use tax on materials used to build 100% affordable housing developments; (4) Leverage/acquire historic properties as opportunities for new housing; promote and encourage adaptive reuse to provide significantly affordable and supportive housing; (5) Implement city grants and stipends for improvements to older properties and help contain costs; (6) Finally, deepen city partnerships with Denver Housing Authority (DHA) and Colorado Housing Finance Authority (CHFA) to increase housing assistance programs for income qualified renters and first-time homebuyers; expand rental assistance programs to reduce evictions for Denverites living on lower incomes.</p>
<p>Jeff Walker</p>	<p>I believe the best way to address affordability in the short-term is to assist with the efficiency of residential units. Programs that assist with insulation, new windows and more efficient appliances can drastically reduce the operating cost of housing. I also support eliminating single-unit zoning, but construction of a new dwelling unit can take a year. Replacing windows, for instance, can take months assuming windows are available. Increasing a dwelling unit’s efficiency also helps the environment by reducing the use of fossil fuels.</p>

<p>Serena Gonzales-Gutierrez</p>	<p>I know the significance of affordable and stable housing. As a child, my mother was displaced for the building of the Auraria Campus. After college, I couldn't afford to move back to Denver; my husband and I worked hard and saved for almost a decade so we could raise our kids in the same place where we grew up. At the state legislature, I've made affordable housing one of my top priorities, securing over \$500 million for affordable housing and strengthening protections for renters and tenants. I'll continue that work on City Council with a three-pronged approach to addressing our housing crisis:</p> <ul style="list-style-type: none"> <li>• Increasing the stock of affordable housing, which can be accomplished through increased density, zoning reform, and significant investment of public dollars</li> <li>• Protecting renters so that those currently housed do not experience instability or homelessness, which can be accomplished through fully funding eviction defense and strengthening protections for renters</li> <li>• Increasing supports for people experiencing homelessness, which could include purchasing unused hotels and motels for long-term housing with wraparound services and doubling the number of mental health treatment providers in Denver</li> </ul>
<p>Tim Hoffman</p>	<p>Increase the supply of affordable housing: We need to create more affordable housing units to meet the demand. The recently implemented Expanding Housing Affordability ordinance, which requires a percentage of new development to be affordable or has the developer pay a fee into an affordable housing fund, is a good start. Expedited permitting and other tax incentives should be explored as well.</p> <p>Implement inclusionary zoning: We can require developers to include a certain percentage of affordable units in new developments. This can help ensure that new development doesn't price out existing residents and can maintain a diverse community.</p> <p>Support affordable housing preservation: We can work to preserve existing affordable housing units and prevent them from being converted to market-rate housing. This can be done by offering tax incentives to landlords who keep rents affordable or by offering loans to help maintain properties.</p> <p>Increase funding for affordable housing: We can increase funding for affordable housing programs, such as the Denver Affordable Housing Fund. This will enable us to build more affordable units and preserve existing affordable housing stock.</p> <p>Collaborate with community organizations: We can work with community organizations, such as community land trusts and housing cooperatives, to expand the availability of affordable housing. These organizations can provide long-term affordable housing options and ensure that residents have a say in the management of their housing.</p>
<p>Dominic Diaz</p>	<p>No Response</p>
<p><b>Electoral Race: District 10</b></p>	
<p>Chris Hinds</p>	<p>I participated in the process to create Enhanced Housing Affordability, and I voted for it. This means all new development projects must install affordable housing as part of the development instead of paying a linkage fee (that was woefully inadequate anyway). I also sponsored the Golden Triangle text amendment which ultimately redefined affordable citywide from 80% AMI to 60% AMI. This meant teachers, nurses, and firefighters will have the opportunity to live in the city in which they work.</p>
<p>Shannon Hoffman</p>	<p>I'm a Cap Hill renter with deep ties to my neighbors (housed and unhoused). We're all living Denver's housing crisis. Social housing is an ambitious model recently adopted by Seattle voters where the City, not private companies, develops housing, tiers rent according to tenants' income, and funds more affordable housing development with resulting profits. Financing social housing will likely require a bond measure. I'm also interested in an audit of the Office of Real Estate to determine how to leverage City-owned property and examine current homelessness policies that direct significant funding towards emergency shelters instead of permanent housing.</p>

Noah Kaplan	<p>I am running to bring stronger partnerships between the city and developers interested in building affordable housing, providing a collaborative and varied approach to increasing housing stock. As a city councilman, I will work to improve partnerships with the Denver Housing Authority and look to the creative use of under-utilized city-owned property to champion inclusive development that preserves and grows the character of our neighborhoods while welcoming a new generation of homeowners. I will work with our planning and zoning office to expedite affordable housing projects, provide below-market rental options, and increase the density of our housing in the downtown core and next to multimodal transportation.</p> <p>Strong community benefits agreements with developers are needed to ensure new housing remains affordable and does not compromise the character of neighborhoods, while benefiting the community at large. Finally, as a councilman, I will address Denver's missing middle by creating a pathway for middle-income renters to become homeowners through down payment assistance programs.</p>
Margie Morris	<p>Denver has a gap of 50,000 housing units to meet the need in our growing city, with affordable housing being the most urgent need. Thoughtfully revised zoning to allow for density, while preserving walkable, mixed-use neighborhoods, will be essential. Creating an expedited permitting process for priorities – including affordable housing, transit-oriented development, and adaptive reuse projects – can incentivize and fast-track construction, while reducing project costs associated with our lengthy permitting process. Using federal and state dollars to leverage private investment in affordable housing, combined with city-owned property and creative land use for public/private or nonprofit development should also be part of the solution.</p> <p>Even with these steps, Denver will not close the housing gap for years. In the interim, we need to look for additional ways to increase immediate affordability. Increasing the number of unrelated residents in a single unit has been on the table and should be fully supported. I would also encourage consideration of time-limited rent stabilization that is reduced and eventually sunsetted as sufficient affordable housing stock comes on the market. I'd increase rent vouchers and income-qualified housing, as well as 1st time home-buyer down payment assistance. We need to continue promoting and expanding tax incentives like the Colorado Affordable Housing Tax Credit and consider adding a Denver LIHTC. I'll look for innovative ideas everywhere. We are experiencing a housing crisis, and it requires our best solutions.</p>
<b>Electoral Race: District 9</b>	
Darrell Watson	<p>As founding chair of the Housing Stability Strategic Advisors board, we led the process to create the only affordable housing mandate in the state of Colorado.</p> <ul style="list-style-type: none"> <li>• Increase sources of funding for attainable and affordable housing, including the expansion of the Deerfield fund and CHAFA programs to provide down payment assistance for first-time buyers up to 80% AMI.</li> <li>• Streamline permitting process to reduce the permit timeline from an average of 18 months to 3 months in order to meet Proposition 123 requirements.</li> <li>• Pre-Approved Prototypes: Streamline missing middle housing typologies with simplified reviews and prototype pre-approved designs</li> </ul>
Candi CdeBaca	<p>I am currently supporting the efforts at the state level to pass rent stabilization and just cause eviction. If local control over rent stabilization passes, I see Denver being able to implement meaningful efforts to control increases in rent. This is necessary as rents are currently arbitrary and exorbitant increases destabilize housing and the entire economy. In the interim, I have supported the deepest affordability, innovations such as land trusts, safe outdoor spaces, tiny homes, safe parking, group living changes, and master leasing. I would love to implement social housing that is paid for via a housing bond where we could convert city owned parcels, vacant nuisance parcels and other acquired parcels (i.e. motels, schools, etc). I would love to see major adaptive reuse of commercial spaces in downtown that will be unlikely to ever return to commercial in our new normal.</p>
Kwon Atlas	No Response

<b>Electoral Race: District 7</b>	
Adam Estroff	I believe that the city should build and maintain publicly owned social housing for city workers and others in our community. While some subsidized homes can be created through inclusionary zoning policies like the EHA passed last year, only public or non-profit owned housing operated without a profit motive can be maintained as permanently affordable housing for the long term.
Flor Alvidrez	The new affordability legislation in Denver is a great start. I don't think we have seen the effects of it yet but it's coming. We need to capitalize on the is frame work but adjust the income limitations to be more inclusive. This legislation focuses on 30% and below AMI which means people that make less than 30k per year. I like the yes and approach. Yes to 30k and below but also we need housing that's affordable to individuals and families making up to 110% AMI. This units will be deed restricted which means they will be permanently capped by AMI limitations. An other important part of affordable housing is getting people out off affordable housing. I am very passionate about economic mobility. Some people may need to live in affordable housing forever but some may just need additional skills, certifications, capital investment or other resources to get a leg up increase their income so that they can afford market rate housing and open up that affordable unit to someone new.
Nick Campion	First, we need zoning reform to allow for mixed-use housing. Second, we need to increase dense housing near public transportation with specific requirements for affordable housing. Third, need to prevent the loss of existing affordable housing and remove barriers to homeownership. Fourth, providing rental assistance can help reduce the segregation of lower-income populations (historically people of color), support new affordable housing units, and restructure long-term financing for redeveloped public housing properties ( <a href="https://www.hud.gov/RAD">https://www.hud.gov/RAD</a> ). Finally, we can make Income-restricted areas in neighborhoods, particularly near schools, hospitals, and within one mile of bus/rail transit for middle-class workers.
Guy Padgett	Families must live and work in Denver, while units must be constructed. Denver's inclusionary housing ordinance was a start to development of affordable housing. We don't have the right tools in that ordinance. As it unfolds, we must integrate it with voters' decision to redirect state revenues to affordable housing. The next mayor and council will have to adapt. Denver's leadership must bravely inform the public of the true scale of the challenge, what will be needed to address it, how much it will cost and how long it will take.
Arthur May	To address this issue locally, the answer is not more houses, because the financing of more houses will, a majority of the time, be with a bank that is regional or national in size. The following items improve home affordability at a local level: <ul style="list-style-type: none"> <li>• Lower property taxes</li> <li>• Reform the permitting process to remove time and burdensome cost but not at the expense of safety 3) support rezoning to meet the needs of district 7 (which may not be the same as the City of Denver as a whole)</li> </ul>
<b>Electoral Race: District 5</b>	
Michael Hughes	We need serious regulatory reform in Community Planning and Development to increase housing supply to meet the unmet demand. We need to simultaneously streamline the processes and connect them more rigorously and effectively to neighborhoods, those in need of housing and homebuilders and stakeholders. We need to connect multi-modal transportation investments and housing location more effectively to deal with congestion, traffic, parking and the mobility needs of those who need housing, and place new housing where we already have (and will quickly have) transportation services for walkers, rollers, drivers, transit users, and cyclists.

Amanda Sawyer	<p>There are many places where Denver has the opportunity to grow within existing zoning. For example, all of the parcels along Colfax in District 5 are zoned 3 or 5 stories, but only one story buildings exist there currently. Focusing development in the areas where current zoning allows for additional growth makes sense and maintains a good balance between growth and neighborhood character. Additionally, I have rezoned the East Colfax neighborhood to allow for ADU's which created the opportunity for property owners to build additional needed housing types while maintaining the character of the neighborhoods. I am currently hosting conversations with Montclair residents to do the same. We have to balance the unique character of our neighborhoods with future development, because Denver will continue to grow.</p>
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## HOUSING

### 3. Do you support amending current zoning rules to allow greater density in Denver neighborhoods? If so, what mechanisms should be used to achieve this?

#### Electoral Race: Mayoral

Andy Rougeot	Increasing the density in some of our neighborhoods is a critical tool towards making our city more affordable for first time homebuyers, young families, and blue collar workers. I think the example of the city's progress on ADUs is a great example of a path forward.
Aurelio Martinez	No, the mechanisms are already in place. Denver needs to adhere to zoning
Thomas Wolf	No, I think the current P&Z overlay accommodates for the additional supply we need, other than I think ADUs throughout existing R2 makes a lot of sense.
Deborah "Debbie" Ortega	<p>I am a proponent of our neighborhoods, and believe that the City got it right with changes to Blueprint Denver and the 2010 Zoning changes call for expanding housing opportunities along edges of our neighborhoods including commercial corridors, while moving to include ADU's across the city. It's important to change local zoning or permitting policies to allow for the building of more housing in these areas that can help increase our housing supply while balancing concerns associated with density and affordability.</p> <p>I will create this balance with our ongoing housing needs by continuing to prioritize development near transportation hubs.</p>
Ean Tafoya	Generally, yes. Restricting neighborhoods to single-family houses contributes to a housing shortage and has a history of racist and classist exclusion. I've advocated for zoning that allows accessory dwelling units and enables us to build multi-family housing. We especially need transitional housing and housing for those making below 60% AMI. But we have to develop responsibly, so residents are not displaced from their neighborhoods and so they have infrastructure and necessities nearby. I sat on the Blueprint Denver and it's time to put our plans into action.
Kelly Brough	Yes. We need to increase density to address both our current housing shortage and climate challenges. From a land use, planning and zoning perspective, a one size-fits-all approach has never made sense for Denver. I will prioritize density along major transportation corridors, at transit stops, and adjacent to commercial zones. There are multiple approaches to how to achieve density – ADUs, duplexes, row homes / townhouses, condominiums, and apartments – all different and appropriate in different parts of town. I will work with City Council, RNOs and other local stakeholder groups to determine the best approaches to density for each neighborhood.
Lisa Calderón	As noted above, we need to increase density of housing - this can be achieved by legalizing ADUs, or by incentivizing greater density of new builds and remodels through the permitting and zoning process. For example, buildings with greater housing units can be incentivized by offering exceptions to existing zoning. Additionally density can be supported by supporting '15-minute communities' in which support for small business, improved walkability and transportation, and community safety all support the liveability of denser neighborhoods.
Trinidad Rodriguez	Yes, to the extent necessary to accommodate greater total and diversity housing supply. In particular, changes that unlock the more rapid delivery of new and conversion of existing to low-medium and medium density at edges of low-density neighborhoods along transit corridors and medium and medium-high density along high frequency transit corridors and medium-high and high density in and around rail nodes, consistent with Blueprint Denver and the Comprehensive Plan 2040.

Kwame Spearman	<p>As the Neighborhood Mayor, I believe in empowering communities to make decisions that are best for them, including decisions about zoning and density. I support amending current zoning rules to allow greater density in Denver neighborhoods, but I also believe that these changes must be made thoughtfully and with community input.</p> <p>To achieve this, I will work with neighborhood organizations to conduct a comprehensive review of the zoning code and make recommendations for changes that will increase density and affordability. These changes could include allowing for more accessory dwelling units (ADUs) and other creative housing solutions that fit the unique needs of each neighborhood.</p> <p>It's important to note that any changes to zoning rules must be done in a way that protects the character of our neighborhoods and ensures that new developments are compatible with existing buildings. I believe that the best way to achieve this is by working closely with neighborhood organizations and conducting a thorough review of the zoning code.</p> <p>I support amending current zoning rules to allow greater density in Denver neighborhoods, but I believe that this must be done in a way that is tailored to the unique needs of each neighborhood and includes input from local residents. As Neighborhood Mayor, I will work with neighborhoods to ensure that any changes to zoning rules reflect the character of the community and increase affordability and access to housing.</p>
Terrance Roberts	<p>I support amending zoning for more density for individual neighborhoods, not blanket across the city. Not every neighborhood wants more density, some do or can handle the development if it comes. But there is not an area where more structures for more high cost, with a few affordable housing units hasn't been built. This is why my administration will make sure the voice and votes on what the community really wants from RNO's will be heard, and I personally feel this is crucial and vital.</p>
Mike Johnston	<p>It's important for City leaders to strike that right balance between increasing density, which we desperately need, with maintaining space and permitting for single-family homes. As Mayor, I'll work closely with neighborhood organizations, affordable housing experts, and housebuilders to continually update our policies so that they're as effective as possible and so that we strike that balance and meet our housing goals. We know there are places where single family zoning is not the right zoning decision, and where we have capacity to increase housing by increasing density, and where we have the opportunity to increase density by decreasing parking requirements next to Transit Oriented Development (TOD) and other sites which we should pursue as well.</p>
Leslie Herod	<p>Smart density is key to Denver's future growth and to quality planning for the future. Denver has a 50,000 unit housing gap. In order to provide these additional units, I believe Denver must leverage vacant and underutilized land and buildings it already owns and partner with communities on projects that will help provide additional housing opportunities at all levels—ensuring that we revitalize and renew our neighborhoods while preserving their unique character and not pricing residents out. We must also eliminate the development permit backlog in order to keep up with the pressing housing demand.</p>
James Walsh	<p>I support working directly with RNOs to target areas of the city where greater density makes sense. Every neighborhood needs to play a role in this process, but it is vital that this be done with the greatest amount of community engagement possible.</p>
Chris Hansen	<p>I support using accessory dwellings and creative solutions to add density in our neighborhoods. Building denser communities leads to benefits like reducing emissions, easing the housing shortage, reducing segregation, and reducing homelessness. Having options for folks to live in our city—across income levels—makes neighborhoods more equitable, more diverse, and ultimately more dynamic. Housing affordability is a matter of supply and demand, and creating more housing stock is one of the best ways to decrease the upward pressure on prices. Recent home prices in Denver have had an exclusionary impact and folks should be able to live near their work.</p>
Al Gardner	<p>No Response</p>

<b>Electoral Race: At Large</b>	
Marty Zimmerman	The only amendment I absolutely support city-wide is allowing ADUs in all neighborhoods because people still have a choice about density. Before making other city-wide statements, I would want to connect with the local neighborhoods so I can learn from them before advocating for any change. In the East Central Area Plan, especially along the Colfax Corridor, it is clear that current zoning rules need to be modified to allow greater density and for the plan to be implemented. I favor making these modifications for this area because the community provided input into the plan.
Penfield Tate	Growth in Denver is inevitable, but progress and development must be intentional. It is no secret that Denver is home to one of the hottest real estate markets in the country – even with recent inflation and rising interest rates. We must be intentional and planned in how we develop our city moving forward. Finite resources like land and water must be considered, as well as availability of affordable housing. It is no secret that the time and process to move through the permitting process takes far too long. As a public finance attorney who has worked on most of the major public developments in the city, I understand that time is money and the delays in obtaining approvals adds cost to all projects and makes even exploring development a difficult proposition. I will schedule meetings with the development community to discuss the needed changes in the review and permitting process.
Will Chan	I am proud to be a Denverite and I love our city’s history and its modern-day vibrancy. To preserve our values and urban identity, we must keep growing in a way that maintains strong, healthy, resilient neighborhoods. We should be intentional in encouraging growth that accommodates everyone in our city at all stages of their lives. To achieve these goals, we need to evaluate and modernize our zoning code and practices to enable gentle density, address the missing middle, and diversify our housing options. As mentioned above, we can address housing scarcity through amending current zoning rules to enable thoughtful density, such as eliminating parking minimums and allowing accessory dwelling units (ADUs) city-wide. In this way we can build distinctive, attractive neighborhoods which protect longtime Denverites and support newcomers.
Sarah Parady	Yes. I am in support of a citywide gentle upzone, pattern zoning where certain building plans are pre-approved and can move quickly through the CPD pipeline, and setting default rules for minor variances to be more easily granted where they will lead to more housing units. We also need to look at upzoning along corridors that are already heavily trafficked and mixed commercial.
Travis Leiker	Yes. I am in support of a citywide gentle upzone, pattern zoning where certain building plans are pre-approved and can move quickly through the CPD pipeline, and setting default rules for minor variances to be more easily granted where they will lead to more housing units. We also need to look at upzoning along corridors that are already heavily trafficked and mixed commercial.
Jeff Walker	Yes. I support eliminating single-unit zone districts. The form of single-unit residential units can still exist, but the use (i.e., allowing two units on a single zone lot or sharing a wall) allows higher density in existing structures in some instances.
Serena Gonzales-Gutierrez	Yes, and we should do this thoughtfully. As a 3rd-generation Northsider, I know the impact of laissez-faire approaches to our neighborhoods and their history. At the same time, we desperately need more housing in our city. Allowing ADUs citywide is a great option, and we should also look into targeted zoning reform that allows greater density along transit lines.

Tim Hoffman	<p>Yes, I do. We can strike a balance between unlimited and thoughtless increases in density and the status quo which is too restrictive in terms of the types of housing that we allow in Denver.</p> <p>Transit-oriented development: We can encourage denser development near transit hubs, such as light rail stations, to make it easier for people to use public transportation and reduce reliance on cars.</p> <p>Accessory dwelling units: We can allow for the construction of accessory dwelling units, also known as ADUs, in existing residential areas. ADUs can provide additional housing units without requiring significant changes to existing neighborhoods.</p> <p>Mixed-use development: We can encourage mixed-use development that combines residential and commercial spaces in the same building. This can help create more walkable communities and provide convenient access to goods and services.</p> <p>Soft infill: Allowing duplexes and triplexes in certain areas will not fundamentally alter the character of that neighborhood while at the same time boosting the overall stock of housing and giving more people opportunities at home ownership.</p>
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	<p>The Golden Triangle text amendment I sponsored does just that: more density is being built in Golden Triangle as a result. It also prioritizes the pedestrian experience, triples air rights over historic structures (to encourage historic designation when appropriate), and allows for more creative massing of buildings. I'm also in favor of ADUs citywide and other missing middle options, but District 10 is the best option in the city for large density projects, and I'm in favor of more of them.</p>
Shannon Hoffman	<p>We must center the most vulnerable people as we develop more of every housing type in every neighborhood. I'd consider upzoning all neighborhoods after amending Expanding Housing Affordability to require more deeply affordable units in new developments. We can charge a price per square foot on a fee-in-lieu basis based on what our market here can hold. This would provide more funds for building more affordable units. I'll advocate for social housing and leveraging City-owned land as well as push for more permanent safe outdoor sites, more deed restrictions on City-owned property, and budget amendments for more housing dollars.</p>
Noah Kaplan	<p>The city should listen to its residents when considering where and how to increase the housing supply across the city. District ten is an excellent example of a district with diverse housing, mixed-income, and mixed-use. It is what many love about our district. Our strength is in our diversity. Let's build on that charm. As a councilman, I will support gentle density increases in single-family neighborhoods like additional dwelling units, increasing housing volume with little impact on the surrounding area and allowing for reasonable autonomy to homeowners to improve their properties, increase additional workforce housing, and provide opportunities for families to offer housing to their children and parents. In addition, we must increase family-oriented housing stock, most specifically in our downtown core, next to existing and developing multi-modal transportation. Each neighborhood needs individual consideration, acknowledging the challenges of further development for current residents. I will listen to the concerns of the residents of district ten and provide a balanced approach to gentle density increases and sustainable growth for our city. Our housing shortage requires action, but we should do all we can to minimize the disruptive impact on our neighborhoods and their families.</p>

Margie Morris	Yes, We are experiencing a housing crisis and it requires bold solutions. Both Blueprint Denver and the Comprehensive Plan 2040 incorporate equity ideals, which we must ensure are reflected in our zoning. With nearly 80% of Denver zoned for single family homes, we have work to do to increase density! ADUs, duplexes and triplexes are important and immediate additions to incorporate in zoning changes, but those will barely chip away at the 50,000 housing unit gap in our city. California ended single-family zoning across the state last year, and Denver should watch and learn as we determine next steps to close our own housing gap. Our RNOs will be important thought partners in navigating our housing crisis with workable solutions.
<b>Electoral Race: District 9</b>	
Darrell Watson	Yes. We should implement BluePrint Denver and each of the existing area plans that provide for increased gentle density like ADU's, triples, and duplex. We should also expedite the permitting time for the development of these housing types by creating pre-approved prototypes designs.
Candi CdeBaca	Sure, but not before we pass rent stabilization and certainly not in a one-off fashion. If we upzone EVERY neighborhood across the city to accommodate the SAME zone districts, I'd support. Otherwise, upzoning in a few neighborhoods will exacerbate the current inequities and gentrification challenges.
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	Yes. At the very least I believe that City Council should adopt the legislative rezonings called for by Denverites in the Blueprint Denver plan. Another easy change would be to create an administrative process for ADUs, so they aren't treated the same as giant apartment buildings and brought before the whole City Council.  I believe that the city should focus on a form based zoning code that regulates building size and safety. Our current zoning allows for 6000 sq ft mansions but bans a smaller triplex of three 1200 sq ft starter homes in a smaller building. This should be changed.
Flor Alvidrez	I believe we need to adjust zoning to match what we have in blueprint Denver. Blueprint Denver is a great document which takes into account density, displacement & neighborhood character while adding 20% density to every neighborhood. This document was finalized in 2019 and then COVID happened so we need to get it implemented.
Nick Campion	I do support changing zoning rules to allow greater density in Denver neighborhoods. We need to work towards zoning reform that allows for more duplexes and triplexes with adjustments to height limits, minimum lot size and parking requirements, and allow ADUs throughout the city. We also need to work towards speeding up permitting process by creating Pattern Zoning which are pre-approved building plans for homes and ADUs that developers can use.
Guy Padgett	I support density where it fits alongside existing land uses or transit hubs. Transit oriented development, for example, is an effective way to leverage infrastructure that already exists, concentrating high-density residential infill in areas that can support it. Liberalizing the potential for ADUs can add density to single-family neighborhoods without altering the basic character of the community or overtaxing existing infrastructure. Adaptive reuse can be used to revitalize or add depth to already developed areas. Government should serve to enhance the opportunity for residents to adapt to changing needs in ways that improve the value of their property.
Arthur May	I support amending current zoning rules to allow greater density if crime has sustained a downward trend within the district. If crime continues to rise, we may not need more housing if residents do not feel safe living in the city. I would champion our rezoning process while seeking to understand the processes and timelines for the rezoning process to see if there are opportunities to reform it.

<b>Electoral Race: District 5</b>	
Michael Hughes	Not in a gross or indiscriminate way, citywide. We need to do a far better job of locating new housing and making strategic zoning changes while preserving historic buildings and districts and preserving thriving neighborhoods.
Amanda Sawyer	It depends on the proposal. For example, I support amending the ADU rules to reduce existing barriers for residents to build ADUs, which will add to the diversity of housing stock in Denver neighborhoods. But I do not support the idea of getting rid of single family zoning altogether. As I said in my previous answer, there are many places where Denver has the opportunity to grow within existing zoning before we start to sacrifice neighborhood character. However as a City we need to streamline development processes which are currently slowing down developments due to bottlenecks in the city processes and adding to the cost of housing in Denver.

## HOMELESSNESS

### 4. What policy approaches would you support to address homelessness and the needs of the unhoused population?

#### Electoral Race: Mayoral

Andy Rougeot	I will aggressively enforce the camping ban, to get the homeless into the mental health and drug addiction services they need.
Aurelio Martinez	<p>The plight of the homeless in Denver is worse than ever. We have to stop hasty remedies and work on solutions! If we analyze the problems that lead to homelessness, then we'll find solutions. Three top issues leading to homelessness are</p> <ul style="list-style-type: none"> <li>• loss or low income</li> <li>• mental conditions</li> <li>• drug addiction</li> </ul> <p>Any current programs or facilities, Denver has in place addressing these issues are failing terribly because homelessness continues to rise. We need to focus on restructuring current programs and facilities or bring in new 'state of the art' programs and facilities to include:</p> <ul style="list-style-type: none"> <li>• Career Education for better paying jobs</li> <li>• Doctors and Psychiatrist specializing in mental health issues and Drug addiction</li> </ul> <p>Our administration will focus on assisted living for people and families experiencing homelessness as well as expanding and improving on daily shelter facilities.</p>
Thomas Wolf	Encampments are our root problem and require our tough love. Encampments are destroying Denver physically, mentally, and financially. If you have seen, smelled, or heard an encampment, I am sure you can quickly join me in acknowledging this as a humanitarian crisis. Shelter is the answer, provided by your city on its land and within its surplus buildings. To not shelter Denver's neediest is inhumane and inexcusable.
Deborah "Debbie" Ortega	There is no one-size-fits-all solution to homelessness, but we need more treatment beds for unhoused people in crisis. First, I will declare homelessness a public emergency to mobilize existing and future resources from local, state and federal organizations. Second, we must expand single room occupancy housing (SRO's) and remove any zoning barriers. Last, I will prioritize regional partnerships for housing, treatment and wraparound services – including the critical missing piece of job connection and helping people to self-sufficiency – resulting in less demand on our already strained resources and long-term solutions to the crisis.
Ean Tafoya	The first step is to improve access to public health resources and sanitation. I have done this with the Headwaters Protectors, a nonprofit that received a SEED award from CHUN this year. Step two is permanent solutions. There is solid research that shows the fastest, cheapest way to get people off the streets is to get them into housing with wraparound services. In 2020, I presented a community plan that leveraged regional cooperation to rapidly gets our neighbors off the streets, and as Mayor I would implement the same plan while expanding housing programs that have actually been proven to work in Denver. We also have to address our housing crisis so no one becomes homeless in the first place.
Kelly Brough	<p>Living on the streets is neither safe nor humane. I will eliminate unsanctioned encampments in my first year by maximizing the use of shelter beds and housing and temporarily expanding supported camping, while working to build indoor solutions. Additionally, I will:</p> <ul style="list-style-type: none"> <li>• Take a Regional, Data-driven Approach: Work with regional governments to establish a coordinated strategy and strengthen our data system.</li> <li>• Prevention: Support those at risk of homelessness by ensuring access to job supports and other stabilizing services.</li> <li>• Evolve Sheltering &amp; Build Housing: Evolve our shelters and build housing to ensure we have safe, welcoming alternatives to life on the street.</li> </ul>

<p>Lisa Calderón</p>	<p>As the only candidate who has developed policies to address homelessness with the unhoused, I firmly stand behind a housing-first approach that simultaneously recognizes the diversity of needs of the unhoused. This includes:</p> <ul style="list-style-type: none"> <li>• Using city funds to acquire affordable housing, hotels, and commercial offices for housing-first policies</li> <li>• Ending the costly, ineffective sweeps that perpetuate the harms of homelessness</li> <li>• Creating accessible services to help people shift back into permanent housing</li> <li>• Make services more timely and efficient so no one has to wait months to get the services they need</li> <li>• Providing Safe Outdoor Spaces and Safe Parking Sites to all who need it</li> </ul>
<p>Trinidad Rodriguez</p>	<p>My administration will build upon many of the advancements our human service provider ecosystem has made over the last 20+ years methodically addressing this challenge. As the scale of the challenge grows, it is clear that we need to do something different as well, particularly for people living and dying unhoused on our streets while grappling with mental health and substance misuse disorders.</p> <ul style="list-style-type: none"> <li>• I will sweep unauthorized encampments under the unauthorized camping ban</li> <li>• I will declare an emergency response</li> <li>• I will work to provide treatment-resistant folks who are unhoused and pose a threat to themselves or others with treatment under voluntary and involuntary basis.</li> </ul>
<p>Kwame Spearman</p>	<p>I believe that we need a compassionate, coordinated, and accountable approach to addressing homelessness in Denver. Homelessness is a complex issue, and we must work to provide individualized services to those who need them. That's why my policy approach includes streamlining access to mental health, addiction, housing, and workforce support services, with a 1:1 approach to meet unique needs. We will also provide free mental health screenings and shared data infrastructure to ensure that all individuals who want services receive them and are treated with respect.</p> <p>I also believe that we need better coordination between city agencies, service providers, and other levels of government to ensure that we're using our resources effectively. To this end, I will launch an outside audit of current programs and contracts and create a new city agency to integrate services. We will also launch a public-facing dashboard to keep residents informed about our progress in addressing homelessness and shift resources to serving people instead of just moving the problem around. We will work with state leaders to secure state mental health beds and ensure that immediate local needs are met and responded to.</p> <p>Finally, we must hold ourselves accountable for finding solutions to homelessness in Denver. We will enforce laws, including the camping ban, and work with other levels of government to find solutions. Public safety teams will be empowered to enforce policies that ensure community safety, and illegal activities that cause harm or disruption will not be tolerated. We will conduct an audit of all existing service providers to assess which solutions work and which do not. My policy approach is designed to address homelessness in a way that is compassionate, coordinated, and accountable, and I believe that it will be effective in helping to provide services and support to those in need. Part of my neighborhood plan will be ensuring we find solutions that work for every neighborhood in Denver.</p>
<p>Terrance Roberts</p>	<p>As stated we need more Public Social Housing. Housing is a Human Right, period. It has been highly politicized in this current election. As soon as Governor Polis implements rent controls at a state level, I will implement it at a municipal level.</p>



Mike Johnston	<p>We know that the current approach to homelessness is not working because people who are experiencing homelessness have no place to go. We can address our homelessness crisis by addressing three overlapping crises: the lack of affordable housing, the absence of mental health support, and an explosion in the severity of addictive drugs. My plan to end homelessness in my first term will do the following:</p> <ul style="list-style-type: none"> <li>• Build 1,400 units of safe, stable, and dignified housing in 10-20 microcommunities throughout the city that will provide wraparound services, including mental health and addiction care and workforce training.</li> <li>• These micro communities will be made up of 40-60 tiny homes or hotel conversions, both practices that we know have worked in Denver.</li> <li>• Create a sense of community by moving people who live together in encampments into the same microcommunities and offer a diverse array of microcommunities to meet individual needs.</li> <li>• Stop eviction and displacement by investing in prevention to reduce the number of residents who become homeless.</li> <li>• Appoint a Senior Advisor to the Mayor on Homelessness who will coordinate city efforts on homelessness across all departments of the city.</li> <li>• Lead compassionate enforcement of the camping ban for those who are unwilling or unable to move into microcommunities.</li> </ul>
Leslie Herod	<p>It's time to rethink how we address living space for our unhoused neighbors--the current situation is not working. Helping people get back on their feet requires stable housing, but the first step is getting people inside to safe places--ones where they feel comfortable and secure. We'll expand street outreach, substance use disorder treatment, and harm reduction to ensure that people facing a crisis are aware of new solutions. I will create the progressive change this city needs, and make Denver into a city that works for everyone.</p>
James Walsh	<p>I would end sweeps and end the Urban Camping Ban, believing that criminalizing those on the streets is not the solution. Instead, I would move to immediately implement a Universal Basic Income program for the unhoused, supplying many of them with the necessary resources to find housing. Finding people housing beyond shelters is vital as a first step. I would look at the templates used by cities such as Houston, San Antonio, Atlanta, and others to place unhoused people into housing and use what has worked elsewhere, channeling federal, state, and local resources into a streamlined process that places people into housing as quickly as possible.</p>
Chris Hansen	<p>It is clear that Denver's current approach to addressing homelessness isn't working. Denver is already spending \$254 million in 2023 to address this issue and it is clearly not getting results. Just as I've done in the state legislature, I plan to use evidence-based solutions to solve problems.</p> <p>My 3-pronged approach:</p> <ul style="list-style-type: none"> <li>• Reevaluate: I'll do a full audit of the city's homelessness programs to determine which programs are working and deserve additional funding, and which programs fall short. We can then reallocate existing resources in ways we know will deliver results.</li> <li>• Reimagine: I know we need an end goal in mind with our homelessness programs. To that end, I've studied cities that have been successful in reducing homelessness and will deploy similar strategies in Denver. I support the use of Safe Outdoor Spaces (SOS), which provide sanitation, social services, and security to unhoused folks who are resistant to shelters. We've already seen early success with the SOS approach in Denver.</li> <li>• Reinforce: Denver needs to prioritize public safety, public health, and public spaces and Chris, as the next Mayor, will do exactly that. The city will help the unhoused locate alternative shelter options so we can ensure our sidewalks, public spaces and streets can be utilized by all of Denver.</li> </ul>
Al Gardner	No Response

<b>Electoral Race: At Large</b>	
Marty Zimmerman	<p>For addressing homelessness, my policy is to innovate around a Housing First model. I will engage my deep connections in the nonprofit world to leverage relationships, staff, and networks to address the pipelines that lead to homelessness including those in the foster care system, domestic violence/assault victims, people who need mental health treatment, people with disabilities, and those with addiction issues.</p> <p>For those who are homeless, I will push to enforce the camping ban and direct people to vacant city property that will provide temporary housing with services on site, until permanent housing becomes available.</p>
Penfield Tate	<p>As the City expands housing, I will encourage the new administration to evaluate acquiring vacant school buildings and lands owned by the Denver Public Schools, as well as other privately owned buildings for new shelters or transitional housing run by professional shelter providers. The city must facilitate wrap around services including job placement, mental health, substance abuse prevention and treatment, and child welfare and protective services for those unhoused escaping violence and domestic abuse.</p>
Will Chan	<p>Homelessness is a complex problem and I wish there was a single solution. People are unhoused for a variety of reasons. I will work to revise the City's approach to encampments to include case management, while also encouraging a housing-first model that involves wraparound services. We need to tackle homelessness in a holistic manner, delivering short- and long-term solutions throughout our entire public services ecosystem.</p>
Sarah Parady	<p>Providing housing first is what works; that is, meet people's need for housing first, without onerous conditions, to support them in accessing other needed services and getting stabilized.</p> <p>While we work to get people housed, we should expand Safe Outdoor Sites, tiny home villages, and safe parking sites. And to make sure that the work to get people housed succeeds, we should accelerate implementation of a continuum of care, move to collect and assess by-namedata about those experiencing homelessness, and reduce barriers to access for behavioral health services, like untenable wait times for care.</p>
Travis Leiker	<p>The funding to support the homeless and providing services seems to be adequate, especially following recent legislation at both the federal and state levels. However, we are missing the mark from a management and implementation perspective. Here are few items I will pursue when elected: (1) Adopt Community Solutions' Built for Zero model to end homelessness. Identifying each unhoused person by name and understanding their circumstances will help the city and service providers deliver resources in a targeted, strategic way. This approach has been effective in other municipalities, and Denver can be the next success story; (2) Work collaboratively with regional partners to build more housing with wrap-around services such as health care clinicians, job placement programming, housing support, etc. Denver cannot go it alone, and I am committed to building regional partnerships to get this right; and (3) Strengthen the city's contracted services and use of on-the-ground experts to implement the full scope of housing services; I will be looking for nimble organizations that can deploy city resources swiftly and across the full scope of the support continuum. Existing delays are unacceptable.</p>
Jeff Walker	<p>Housing first!</p>
Serena Gonzales-Gutierrez	<p>There are three primary drivers of housing instability and homelessness: housing costs, lack of affordable wages, and evictions. And when people experiencing homelessness are offered housing and services; they keep housing and stay in it; they spend less time in shelters, emergency rooms, and city detox facilities; and they are less likely to get caught up in the criminal legal system. My focus will be on addressing the root causes of homelessness by increasing our supply of affordable housing, supporting workforce development and pipelines to good-paying jobs, and strengthening protections for renters to prevent cycles of eviction and housing instability.</p>

Tim Hoffman	<p>Housing First approach: This policy approach prioritizes providing stable, permanent housing to individuals experiencing homelessness, without requiring them to meet certain criteria or complete programs before receiving housing.</p> <p>Supportive housing: Supportive housing provides permanent, affordable housing combined with supportive services such as case management, health care, and job training to help people maintain housing stability.</p> <p>Rental assistance: Rental assistance programs provide financial support to individuals and families who are experiencing or at risk of homelessness, to help them pay for rent and other housing-related expenses.</p> <p>Increase funding for homeless services: This includes funding for emergency shelters, transitional housing, medical care, mental health services, substance abuse treatment, and job training programs.</p> <p>Address root causes of homelessness: This includes policies to address poverty, affordable housing, mental illness, addiction, and domestic violence.</p> <p>Collaborate with community-based organizations: Work with community organizations and nonprofits that specialize in addressing homelessness to coordinate resources and provide targeted services to individuals experiencing homelessness.</p>
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	<p>We must refocus from punishment to prevention. This means funding programs like STAR which sends experts trained in mental health and addiction to respond to calls that require mental health or addiction support. It also means funding the AID center, a brand new alternative to jail that concentrates nonprofits that can provide direct services to those in need. I have voted in favor of both. And it also means reshaping our shelter system. When I was elected, shelters did not allow pets or partners and kicked everyone out every day. Today, there are options for pets and partners, and shelters are 24/7. We also are buying motels so we have non-shelter options, too. I voted in favor of and advocated for all of these.</p>
Shannon Hoffman	<p>Homelessness is a public health crisis that requires a public health intervention. We need to stop the cruel, counterproductive, and expensive sweeps. In 2021, community members and I with Allies to Abolitionists audited public records and found from our conservative estimates that sweeps cost \$5,000 to \$20,000 each. We successfully advocated for the City Auditor to formally audit sweeps, with results coming in April. We should allocate funds in data-driven ways like housing people, creating safe consumption sites to prevent overdoses and offer treatment, and providing mental health care.</p>

<p>Noah Kaplan</p>	<p>Denver's lack of imagination, coordination, and courage regarding homelessness is its greatest failure. Our city has recently spent hundreds of millions of dollars, yet Denver's homelessness numbers have risen. For the past three years, I have worked on mitigation practices in these camps directly, and I am running to bring this experience and better accountability for a housing-first approach based in creating cultures of recovery. My plan uses data-driven wrap-around mental health and addiction services, case management, and community reintegration efforts to address the conditions that lead to and keep people homeless.</p> <p>Coordinated enforcement of our urban camping ban must be central to the citywide response. We must evolve this enforcement model to move people closer to stability rather than further away. I will work to improve the efficacy of our enforcement of the urban camping ban. Currently, sweeps do little than move the unhoused from one street to another. I have identified significant failures in our current model that I will work to address as a city councilman. For example, there is no collaborative effort during sweeps to collect data, identify barriers, or coordinate resources. I will facilitate more robust relationships between DPD and resource providers to treat sweeps as opportunities to move people toward stability. With better coordination of reintegration efforts, veterans services, housing providers, mental health, and addiction recovery. I will ensure our efforts to provide comprehensive support are well-resourced and that police are empowered to enforce laws that keep us all safe, housed, and unhoused alike.</p>
<p>Margie Morris</p>	<p>I am running for Denver's City Council with one major priority- to help solve Denver's homelessness crisis. This issue intersects with so many challenges that affect the economic and social health of our beloved city. I will champion a fully integrated, coordinated, and data-driven system of care across Denver to make homelessness rare and brief. Great work is happening across our city, but it's siloed. We need to work smarter, together. Plan: Create a standalone City Council Committee on Homelessness to elevate the issue and provide a single point of accountability. Establish common goals and performance indicators, as well as bring cross-sector partners together to coordinate services, share expertise, and provide data on outcomes to promote measurable change. Lean into effective mental and behavioral health crisis interventions, including STAR, co-responder, and judicial diversion programs.</p> <p>Enforce the Camping Ban with a triage approach that:</p> <ul style="list-style-type: none"> <li>• Prioritizes encampments for abatement by level of risk to surrounding areas &amp; residents.</li> <li>• Dispatches cross-functional teams to initiate supportive services prior to relocation. (well-being checks, mental health &amp; addictions assessments)</li> <li>• Identifies temporary shelter or Safe Outdoor Space &amp; provides transportation to it.</li> <li>• Utilizes 'By Name' list to ensure connection to treatment.</li> <li>• Maintain dashboards to publicly share progress and restore accountability.</li> </ul> <p>There are cities and counties across the country that have reduced or nearly eliminated homelessness. By rallying our political will and uniting all stakeholders around proven strategies, we can successfully address the unhoused crisis in Denver.</p>
<p><b>Electoral Race: District 9</b></p>	
<p>Darrell Watson</p>	<p>It is not compassionate for over 300 residents to die on hot or cold concrete in Denver annually. I recommend the following:</p> <ul style="list-style-type: none"> <li>• Implement the Community Solutions - Built for Zero initiative</li> <li>• Enhance the Department of Housing Stability (HOST) current dashboard to provide an end-to-end view of the transition of individual residents from unsheltered to housed.</li> <li>• Sanctioned Outdoor Spaces: Increase funding for Colorado Village Collaborative Sanctioned Outdoor Sites and place sites throughout Denver.</li> <li>• Implement Root Cause Solutions: <ul style="list-style-type: none"> <li>○ Provide continuum of care - mental health, and substance misuse support.</li> <li>○ Increase rental protections - rent/utility subsidies and eviction protection</li> </ul> </li> </ul>

Candi CdeBaca	All housing types in every neighborhood, from tents to shelters, to supportive housing to luxury units. We should not segregate the city via zoning to keep certain people in certain places. I support all innovations as mentioned above while we get to permanent housing for all. Housing is a human right and I would like to see all efforts aimed at decommodification of housing. I want to see us eventually implement social housing, a regional mental health and substance abuse facility as well. In the interim, master leasing, acquisition of hotels, expanding SRO opportunities, phased single-site transitional to permanently supportive projects, local voucher program and changing the metric for affordability (not AMI based) would all be valuable efforts simultaneously as there is not single silver bullet.
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	I believe that the city has a two tiered responsibility to both quickly clean up neighborhoods and business districts through interventions like the Safe Outdoor Space program, while investing in housing and services that offer a true solution to homelessness.
Flor Alvidrez	Our shelter system has failed us. It has failed us because they are gender based, kick you out at 6am and don't provide needed services like job training. We need to hold the shelters we fund to a higher standard. Making sure they have LGBTQ+ welcoming policies, allow longer term stays and provide health/job training/drug misuse services to get people into real housing solutions.
Nick Campion	Denver continues to sweep encampments but the unhoused population continues to increase in Denver. Encampment sweeps are a costly, traumatizing, cosmetic approach that disperses people rather than meeting individual needs to reduce the number of people living unhoused. We need a better solution for everyone.  First, we need to start with compassion and listen to the unhoused community. Second, a Housing First approach with regional support and cooperation to work together on housing and services to achieve Built For Zero. With that, we can make a real-time list of everyone experiencing homelessness so we can make decisions about where resources are needed. Third, we need to build more affordable and public housing, upgrade shelters with a transformational campus, purchase hotels, convert empty buildings into housing, and master leasing apartments. Fourth, we can create more tiny house outdoor spaces with wrap-around services. Fifth, it is vital that we increase treatment for drug and alcohol addiction and mental health services. Finally, by increasing vocational and skills training programs and job placement, we can provide them our unhoused a chance to get back on their feet.
Guy Padgett	I believe that Denver should reimagine its existing shelter model. Done in an orderly manner, this will prevent people from becoming trapped in a daily cycle of seeking lodging while dodging the health and safety risks that plague our shelter system and deter participation in our programs. We must provide more transitional and permanent housing, and in-patient and out-patient mental health and substance abuse care. Housing must be secure, dignified, and not just makeshift in nature. Furthermore, families – including partners, pets and children – should always be kept together.
Arthur May	The city agencies and charities that support the unhoused may not be addressing the problem at the root cause. According to commonsenseinstitute.org 30 percent of individuals unhoused have a substance abuse concern and 36 percent have a mental health concern. Of the 48 charities listed that support the unhoused only 2 make reference to mental health in their title. To address this issue, we should do a canvas of all city agencies supporting the unhoused to understand the experience of the unhoused and the resources provided. We could then: 1) relocate the unhoused to the appropriate charities with supporting resources for mental health or substance abuse 2) train staff to better support the underlying issues the unhoused are facing 3) improve programs with the private sector to increase awareness of and develop programs that communicate the rehabilitation path and progress of the unhoused.

Electoral Race: District 5	
Michael Hughes	<p>We need widespread agreement that allowing people to live in squalor in the middle of public rights of way or on tree lawns is unacceptable. We need to bring people who are unhoused into service centers where we can connect them to housing, addiction services, support for those who have experienced domestic violence or other trauma, mental health resources, and other support. We have to believe that we can end homelessness, and we have to act as if we can end homelessness and we have to carefully allocate the vast financial resources we are already spending as a city (on the order of a quarter of a billion dollars this year) to real solutions.</p>
Amanda Sawyer	<p>Over the past four years, the City has expanded its shelter system to include 24 hour services and added many more non-congregate shelters (individual rooms instead of a single large room with a number of beds), which provides better options for unhoused residents with different needs (for example, couples or residents with dogs). We have improved City processes to reduce the number of contacts between police and our unhoused residents.</p> <p>We have also improved processes so that caseworkers meet unhoused residents where they are to ensure that any unhoused resident in Denver has an opportunity to access services. We need to continue to expand and improve these options, as well as continue to build more permanent supportive housing with wraparound services. The city also needs to partner with our local colleges and universities to create workforce development programs so that we have a pipeline of local, talented, well-trained mental health and medical professionals because we have seen that our medical care system is desperately understaffed. Denver Health has a spectrum of mental health and substance misuse recovery beds but it doesn't have enough staff to keep them open. I look forward to continuing to address these challenges in my next term.</p>

## HOMELESSNESS

### 5. Do you support continuing and/or expanding city investment in Safe Outdoor Spaces sanctioned campgrounds?

#### Electoral Race: Mayoral

Andy Rougeot	I do not support the Safe Outdoor Space sanctioned campgrounds with city funds. City funds should be focused on getting the homeless into the mental health and drug addiction services they need.
Aurelio Martinez	This issue will be looked at very carefully, I'm more into finding and working on solution rather than prolonging a problem by feeding it.
Thomas Wolf	I would utilize surplus city buildings first, such as the old jail [currently used for storage, ridiculous!] and then city land, to neglect this crisis and think that a patchwork of NGOs and faith-based organizations are going to solve this problem is completely irresponsible and has been proven so for over 3 years and counting.
Deborah "Debbie" Ortega	Yes.
Ean Tafoya	Yes. This was a large part of the plan I presented to the current administration at the start of the pandemic. I proposed utilizing unemployed festival workers to process unhoused folks and help them into Safe Outdoor Spaces as well as indoor safe shelter until transitional housing can be rapidly constructed. I strongly support Safe Outdoor Spaces as a way to balance public health and safety while we build out permanent solutions. Headwaters Protectors provides water and trash pickup to encampments, and this could be scaled. As Mayor I would address this issue regionally by collaborating with neighboring cities.
Kelly Brough	Yes. Sanctioned, supported camping through Safe Outdoor Spaces and / or Safe Parking is an essential piece of my strategy to end the dangerous encampments that we have in Denver today. Long term, I am committed to building the sheltering and housing capacity needed to ensure all our neighbors have a safe, welcoming indoor space. However, in the short term, I support continuing and potentially expanding sanctioned and supported camping.
Lisa Calderón	Safe Outdoor Spaces are proven to support the unhoused in securing permanent housing, but they cannot be the only solution. We must recognize that the needs and preferences of the unhoused are not homogenous, and as such we need a diversity of solutions. Safe Outdoor Spaces are on such solution, but also can be improved to better support the unhoused, grant autonomy, and avoid a problematic paternalistic approach to providing services. Currently SOS sites can be a problematic gatekeeper for the unhoused to achieve housing, and we need to supplement SOS' with additional pathways to achieving permanent housing.
Trinidad Rodriguez	Yes.
Kwame Spearman	<p>My focus is on finding permanent, lasting solutions to homelessness. While Safe Outdoor Spaces are a temporary solution that can provide immediate relief, they are not a long-term solution to homelessness. My plan to address homelessness focuses on improving affordability to decrease homelessness and working towards long-term housing solutions that don't involve people sleeping outside.</p> <p>I believe that Safe Outdoor Spaces sanctioned campgrounds are a bandage, and that we need to focus on long-term solutions to homelessness. While they can be helpful in some situations, they are not a sustainable solution to homelessness. Instead, we need to invest in long-term housing solutions that provide individuals and families with the stability and support they need to get back on their feet.</p> <p>To achieve this, I will work to streamline access to mental health, addiction, housing, and workforce support services. We need to address the root causes of homelessness and provide individuals with the resources they need to become self-sufficient. We also need to increase affordable housing and work to make our city more livable for everyone. The camping ban must be enforced along with the other laws we already have on the books.</p>

Terrance Roberts	Yes I do. I actually stated above we need more investment in true Safe Outdoor sites. Those area should have outdoor lighting, bathrooms, showers, washers and dryers, toiletries, etc.
Mike Johnston	I do believe safe outdoor spaces can be an important part of our plan to combat homelessness. Our current approach to homelessness isn't working because people don't have anywhere else to go. That's why my plan to end unsheltered homelessness in my first term focuses on quickly and efficiently building 1,400 units of permanent supportive housing so folks experiencing homelessness have a safe, dignified place to live while receiving wraparound mental health, addiction, and workforce training services. Nobody should have to live in a tent, and I will make it my priority to ensure every resident has access to stable housing and doesn't need to live in a sanctioned campground.
Leslie Herod	It is time that we get people into safe indoors housing. Sanctioned outdoor campgrounds are another temporary solution that doesn't address the real problem--people need safe and stable housing as a first step to getting back on their feet. When we combine safe inside spaces with services and a commitment of permanent housing, we are actually helping our unhoused neighbors, and that's what I'll do as mayor.
James Walsh	I support SOS campgrounds, but not as a long-term solution. These campgrounds are often frequently relocated, which is difficult for the residents. They are a good idea and they can work, but they are not the long-term solution.
Chris Hansen	Yes, I support continuing city investment in Safe Outdoor Spaces (SOS), and depending on what my homelessness spending audit shows, possibly expanding city investment in SOS. These transitional spaces provide sanitation, social services, and security to unhoused folks who are resistant to shelters. We've already seen early success with the SOS approach in Denver and I am interested in seeing additional data about this program.
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	Yes. I would like for the City to assess all of its property to be used in three ways: To host Safe Outdoor Spaces (SOS) sanctioned campgrounds and tiny homes To have temporary encampments with services on site that are not part of the SOS network (individuals can build their own camps at these locations). To build supportive affordable housing that will be run by non-profits. In all three of these approaches, people can access services to help them be safe, address their unique issues, and receive housing when it becomes available.
Penfield Tate	A church in my neighborhood successfully operated a Safe Outdoor Space that the neighborhood embraced because of extensive outreach. So I am open – with neighborhood buy in - to expanding Safe Outdoor Spaces as the City transitions to permanent housing. From my experience in supporting a homeless shelter near downtown, I deeply believe the humanitarian crisis of the unhoused is solvable.
Will Chan	I support expanding upon the Safe Outdoor Spaces by adding on-site navigators and increasing funding for other front-line staff (e.g. paramedics) who serve the sites. SOS sites can be more effective if they include supports related to substance misuse, mental health, and housing. They can also expand by offering public health amenities for unhoused Denverites not living at the site (i.e. restrooms, showers, lockers, laundry), with staff prepared to engage using trauma-informed care practices.
Sarah Parady	Yes, expanding, with necessary support in rezoning and assisting in site location. These sites are important to get folks stable enough to move into a pipeline for permanent housing. I also believe we need sanctioned safe parking sites for those living in their cars.



Travis Leiker	I support investing in successful alternative measures such as tiny home villages and SOS sites, where they make sense, to aid unhoused residents, couples, families, and those with pets. These should be a short-term solution to getting unhoused Denverites on the path to stability and support. Further, I have a track record of negotiating the parameters under which these SOS sites operate. I do not support carte blanche access to properties and I would expect both resident accountability and operator guardrails (e.g. security, mental health services, etc.). Further, I would ask operators for a clear timeline, reporting mechanisms, and appropriate community feedback as part of this programming.
Jeff Walker	Yes! I support identifying sites that can provide for even more persons where services can be delivered more efficiently.
Serena Gonzales-Gutierrez	I do - thanks to the leadership of RNOs like CHUN, we know that this is a proven option with positive results. It shouldn't be a long-term solution to our housing crunch but it is proven to help address our immediate needs.
Tim Hoffman	Yes. They've been shown to reduce the overall rate of crime in the neighborhoods where they've been placed and are an important tool to provide people experiencing homelessness a more stable and safe setting.
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	The first two SOS sites were in District 10. While they faced heavy opposition before they opened, D10 residents embraced the concept once they realized that SOS sites are nothing like unsanctioned encampments. SOS sites are a great temporary tool to help people exit unsheltered homelessness and move up the spectrum into permanent housing. To be clear, it should never be seen as a permanent option for anyone.
Shannon Hoffman	Yes – including in District 10. Safe Outdoor Spaces are an essential, creative piece of a multi-pronged solution for our housing crisis. For many complex, intersectional reasons like substance use, trauma, disability, mental illness, and more, some unhoused folks feel safer camping and do not want or are not ready for structured housing. Like everyone else, these neighbors deserve a safe place to live. Safe Outdoor Spaces also offer their residents easier access to service providers if and when they are ready. We should leverage City-owned land and amend zoning code to establish more permanent Safe Outdoor Spaces.
Noah Kaplan	Our approach to addressing our homelessness crisis requires a varied strategy that reflects the diverse and complex needs of the unhoused community. I believe that Safe Outdoor Space sites are a great tool in the city's arsenal to provide shelter, community, public safety, and outreach opportunities to individuals experiencing homelessness. However, I acknowledge that SOS sites are a short-term, transitional solution and must only be one tool in our response toolbox. As a city councilman, I want to work to create better connections with our unhoused and stable housing opportunities, mental health and addiction service, case management, and peer support to create cultures of recovery that provide for the upward mobility of people experiencing homelessness.
Margie Morris	Yes, I believe Safe Outdoor Spaces are vital components to providing necessary, temporary alternatives to people experiencing homelessness. I support them for all of the amenities they provide to residents. SOSs are the first step on the path toward independent or supportive housing for those in need. We need to be investing more to ensure the city has enough of these spaces to meet the current need, with health and human services co-located or provided by mobile units.
<b>Electoral Race: District 9</b>	
Darrell Watson	Yes. As chair of the Housing Board for the city, we approved almost doubling the 2023 budget.
Candi CdeBaca	Absolutely, they have had proven success that cannot be ignored. We need all tools in the toolbox.
Kwon Atlas	No Response

<b>Electoral Race: District 7</b>	
Adam Estroff	I do support expanding the use of Safe Outdoor Sites, though I would like to resolve the permit blockages that keep them from using pallet shelters that would be safer for residents and neighborhoods. I will work to place a Safe Outdoor Site in District 7 as part of the city wide strategy to get unsheltered homelessness out of neighborhoods and business districts.
Flor Alvidrez	I would like to see SOS spaces phased out with actual housing options. These are temporary solutions with only a 6 month stay, high barrier to entry and still don't truly protect people from our extreme weather conditions.
Nick Campion	Yes, I support continuing and expanding city investment in Safe Outdoor Spaces as sanctioned campgrounds. They provide a place for the unhoused to live that isn't nearly as traumatizing as being swept around the city rather than having their needs met. Safe Outdoor Spaces can also be a temporary area where individuals who would like services and treatment can live, until other housing options become available for them.
Guy Padgett	I believe our ultimate goal must be to phase out the Safe Outdoor Spaces sanctioned campground sites. This program is best thought of as temporary, and rather than house people in make-shift campgrounds, I would like to see us as a city invest more heavily in dignified, secure housing by reusing underutilized spaces, such as old motels, apartments, and office buildings. To the extent that SOSs are utilized as a stepping stone between on-the-street camping and entry into a continuously graduated system of more permanent housing solutions, it may play a valuable part.
Arthur May	I would only support them if there are clearly defined outcomes as they related to addressing the root causes of homelessness and the unhoused.
<b>Electoral Race: District 5</b>	
Michael Hughes	Yes
Amanda Sawyer	I have repeatedly voted no on safe outdoor spaces. I see the value in them as a no-barrier option for unhoused residents. However, I believe that housing involves a roof and a door. Housing is not a tent. SOS sites are not a permanent solution to our homelessness crisis, especially not the way the current administration is implementing them with community partners. Additionally, the city has been using ARPA dollars to fund these sites. ARPA dollars will run out by the end of 2024 at the latest, and there is no plan for how to fund these sites after that. I have grave concerns about spending millions of dollars on these sites without a future funding plan in place.

## HISTORIC PRESERVATION

### 6. What strategies and processes do you support to preserve historically significant buildings and structures?

#### Electoral Race: Mayoral

Andy Rougeot	As a City we need to preserve our historical and cultural history. However, we can not allow the preservation process to be hijacked by outside groups as a tool to prevent the construction of more affordable housing.
Aurelio Martinez	I'm all for historic preservation.
Thomas Wolf	Our landmarking process is flawed but seems to get the job done, always receptive to better solutions or methods to encourage adaptive renovation of these treasures.
Deborah "Debbie" Ortega	The role that the Landmark Commission plays in the city is important in researching and recommending the historical value of properties to City Council for adoption. The recent inventory of properties for consideration also identifies how many buildings in our city should be preserved. I also believe once a property is designated, this office can play a key role in connecting property owners with financial resources to maintain the historical significance of the property. Saving properties in our city leaves future generations part of our historic built environment that is disappearing.
Ean Tafoya	As a Trustee of Historic Denver, I helped advance Denver's Chicano Cultural Heritage District, the first in the country, so I have worked on the historic preservation process and see value in that process. I believe we need to balance preservation with the needs of the most vulnerable communities for increased housing, healthcare, school and other resources. I believe we can achieve this balance through robust community engagement.
Kelly Brough	We're fortunate to have several historically significant buildings in Denver that represent our rich, diverse heritage. We can both preserve those structures and address growth effectively through strategies including adaptive reuse. The successful adaptation of the Denver Dry Goods department store downtown is a good example of preserving an architecturally and culturally important building but updating it for more modern uses. I believe that one of the mayor's most significant roles regarding the issue of historic preservation is to carefully appoint the members of the Landmark Preservation Commission who will thoughtfully partner with elected officials to make smart policy.
Lisa Calderón	The most critical historic preservation challenge to our city is the disequilibrium between our residential zoning entitlements and our existing built environment, which encourages displacement of residents and scrape offs. While resident investors line up to buy historic resources in our original neighborhoods, the mostly out-of-state developers see only a lot's development potential. The competition has driven up land prices and taxes. We adopt truly form-based design and development standards that respect historic patterns of development so that new growth is durable and compatible, even if it is stylistically different.
Trinidad Rodriguez	I propose the city develop a partnership with Historic Denver and other organizations that serves as a clearing house for innovative real estate and financing transactions that align use and match owners who value historic designated properties with sellers who do not. I will advocate for more flexibility in using historic tax credits, with enhanced value for property owners who experience an adverse designation. I believe historic significance should be assessed based in part upon the amount of architecture representing a given period is already preserved in addition to the other factors Historic Denver uses to determine significance.

Kwame Spearman	<p>I believe that preserving historically significant buildings and structures is essential to maintaining the character and charm of our neighborhoods. We must work to preserve our city's heritage while also creating vibrant and livable communities for all. That's why my Neighborhood Plan includes working closely with neighborhood stakeholders to ensure that the preservation process is inclusive and effective.</p> <p>To achieve this, I will work to create a more streamlined process for preserving historically significant buildings and structures. We need to make it easier for neighborhood stakeholders to provide input and feedback on the preservation process. By working more closely with neighborhood stakeholders, we can better understand the unique needs of each community and tailor our preservation efforts to meet those needs.</p> <p>In addition to this, I will work to increase public awareness about the importance of preserving historically significant buildings and structures. We need to engage residents and educate them about the value of our city's heritage. By doing so, we can build a groundswell of support for preservation efforts and ensure that we're working towards a common goal.</p> <p>Finally, I will work to find new incentives for property owners to preserve historically significant buildings and structures. This could tax credits, grants, and other financial incentives that can help property owners offset the costs of preservation. By doing so, we can encourage property owners to preserve these important pieces of our city's history.</p>
Terrance Roberts	<p>Structures like The Mayan Theater, The Fillmore, Mile High Stadium, etc. will be preserved under my administration. Personal homes and small business properties that are deemed historical is a different conversation and there could be leeway there if it's not community altering or a true local landmark.</p>
Mike Johnston	<p>Denver is rich in historical and cultural significance, and the city should be doing the work to preserve these buildings and recognize them, particularly in communities that have not traditionally been recognized by the city government. To do this, I will work closely with neighborhood and community leaders to identify historically significant buildings and structures, and direct my Administration to the most cost-effective and efficient way to ensure they are maintained well.</p>
Leslie Herod	<p>The character of our neighborhoods is one of the things I love about this city. When neighborhoods grow, we must ensure it benefits the legacy communities and reflects the community of that neighborhood. There are ways we can both decrease housing costs AND retain the character of our communities. For example, as part of a MCA project we are renovating the Holiday theater to accommodate affordable housing units. This is being done without resorting to structures that take away from the neighborhood's unique character.</p>
James Walsh	<p>As an historian, I am a strong supporter of the need to preserve our history, both architecturally and culturally. I would lean on the expertise of Historic Denver and History Colorado, among other organizations, to identify buildings and structures that might qualify. My focus, however, would shift toward recognizing a wider range of historically-significant spaces in our city. Traditionally, historic preservation focuses on the homes and businesses of the wealthy. I would shift these efforts toward identifying ways to preserve and mark spaces that have historic value to working class communities. Much of this work would focus on markers instead of buildings, on marking significant and ignored human rights history in our city. For example, the 1932 Splash-in of over 100 young activists at Smith Lake in Washington Park that led to the desegregation of the park. The space at 13th and Pearl where Irene DeSoto, a transgender sex worker, was killed by a Denver police officer, which led to the first trans-rights march in Denver's history. Marking these significant historical spaces carries powerful social symbolism and includes a more diverse array of voices in historic preservation efforts.</p>
Chris Hansen	<p>I will listen to the neighborhoods in prioritizing the most significant structures for historic preservation in the city. When there are key decisions to be made, I will move forward by building consensus with RNOs and listening to neighborhood voices about what particular properties mean to their communities.</p>
Al Gardner	<p>No Response</p>

<b>Electoral Race: At Large</b>	
Marty Zimmerman	I strongly believe in preserving our history so we can learn from it. Regarding buildings and structures, I have worked to preserve historical buildings and structures in Colorado and am aware of the most significant funding sources. Because there are more structures than dollars, I propose that in 2025, when negotiations restart with the City of Denver and Xcel Energy, we add a separate weatherization program for historical buildings and structures into the discussions to help these structures be maintained and last longer. I will start with the 50 buildings identified by historic Colorado ( <a href="https://historicdenver.org/50actions-50places/">https://historicdenver.org/50actions-50places/</a> ).
Penfield Tate	Developments in historic neighborhoods should undergo review early in the approval process by various stakeholders – architects, neighborhood organizations and city planners. That is the best way to take into account and address different and potentially conflicting views. Growth and development should not come at the expense of the history and unique character of our neighborhoods.
Will Chan	Landmark designation is an important tool that communities can use to maintain and share structures that have cultural and architectural significance. I will work to expand conservation districts and design overlays for neighborhoods. This creates design standards to complement the zoning code and ensure we can preserve neighborhood character while still allowing growth to happen naturally. We can also proactively identify main streets and neighborhood centers worthy of preservation, rather than reacting to demolition proposals, when a historic designation attempt may be too late.
Sarah Parady	The greenest building is one already standing. I am new on my learning curve about historic preservation, but would like to see the city make it affordable to owners of structures with historic significance to preserve and repair them using high standards that serve climate, habitability, and historic goals - perhaps beyond existing tax incentives and state funds. I would also pay close attention to making sure that historic designations pay attention to the history of all communities in Denver.
Travis Leiker	Preservation can go hand-in-hand with growth and development. My 8 Point policy plan includes a number of opportunities in this realm: (1) Leveraging historic properties as opportunities for new housing, small business development, city capacity building, etc.; (2) promoting and encouraging adaptive reuse to provide significantly affordable and supportive housing; (3) Implementing city grants and stipends for older properties for minimal improvements to contain costs and upgrade facilities; (4) Updating city code to facilitate easier updates and thoughtful reuse of old properties to reduce our carbon footprint and expedite neighborhood revitalization; and (5) Convening architects, developers, and property owners in proactive preservation.
Jeff Walker	I prefer that a structure be usable irrespective of its role in the city’s development. I believe that the property owner should be compensated by either the city or the group if an application for a historic designation is submitted on the property/structure. It is encumbering that property for a public purpose, the Fifth Amendment requires compensation in that scenario.  I also support adaptive re-use of existing buildings so that more options are available for buildings that, although historically significant, are challenging for their original use. The greenest building is the one already standing.
Serena Gonzales-Gutierrez	As a 3rd-generation Northsider and State Representative for the Northside and Westside, I understand the importance that some buildings and locations hold for community. When I drive through my district, I recognize places where I spent time as a kid, or a location that used to be significant to our community but has since been replaced. Recognizing that significance is an important part of representing and respecting the various cultures and influences that make up our city. We can do that while also addressing the very real needs of housing and growth in Denver. They are not mutually exclusive.

Tim Hoffman	I understand the importance of preserving our historic built environment while also accommodating the city's growing population. Creating additional historic districts where appropriate and providing owners with incentives to re-use existing buildings will help preserve the vibrancy of Capitol Hill and are examples of the type of initiatives I would champion.
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	I've supported multiple historic designations in District 10, including Cadillac Lofts and 1272 Columbine. Furthermore, the Golden Triangle text amendment I sponsored tripled the value of air rights over historically designated structures, giving a stronger incentive for property owners to initiate historic designation.
Shannon Hoffman	Maintaining historically significant buildings and structures not only preserves neighborhood character, but it also protects naturally occurring affordable housing. We do need to expand what we collectively define as historic, though, and listen to community members – especially those whose voices have not historically been heard – about which sites to protect and how. I deeply value co-governance and believe in centering people who are and have historically been marginalized by systems of power, including Indigenous peoples, Black and brown communities, other folks of color, disabled people, immigrants, trans people, and many others.
Noah Kaplan	We need to reevaluate the way our city assesses historically significant structures. I want to work with our Mayor's office and City planning officials to bring together some of the world's leading restoration specialists to create a new playbook for landmark development and improvement. Suppose we work with leading experts to determine what makes sense for our city's historic preservation. In that case, we can better streamline the requests of individuals interested in improving their properties, a reasonable opportunity to do so while ensuring that historic structures maintain their character and historical significance. We can accomplish this while working to grow and improve a diverse housing network. I also want to see better recognition of the city's historical past throughout District 10 so that we can create educational opportunities for families along their walking commute.
Margie Morris	Denver is a beautiful city with many historic, architecturally significant homes and buildings. I want to make sure we are preserving important historical buildings, while utilizing their space effectively and efficiently. As we balance the need for housing with a desire for preservation, it's important that we use landmarking judiciously. Adaptive reuse should be a high priority to achieve both goals, and has the added bonus of reducing carbon emissions by not scraping and building new.  I am also a proponent of mixed use infill developments that prioritize the rehabilitation of historic buildings where we have commercial space at the bottom and residential at the top. This not only helps save our historic buildings but breathes new life into them for decades to come.
<b>Electoral Race: District 9</b>	
Darrell Watson	I believe our current strategies for preserving historically significant building and structures work. Increasing the identification and broad communication of structures throughout Denver so that communities are not learning about these structures only during 'hostile landmarking' process.
Candi CdeBaca	I support our current ordinance which is why I voted for it. I would like to see more support for applicants wishing to protect structures as well as residents looking to improve protected structures. I think there could be some city owned companies that actually do the preservation.
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	I believe that the city should focus on preserving community structures and other buildings used as interpretive sites. It is important that landmarking funding be made available not just to upkeep the building, but to ensure that it is actively being used to tell Denver's story.

Flor Alvidrez	I think our current historic landmark designation process is effective.
Nick Champion	I support working on a case-by-case scenario to work with communities to ensure that historically and culturally important buildings are serving a communities needs and impacting the community's health in a positive way. For example, renovating the electricity in historic buildings to ensure they are being safely reused and occupied.
Guy Padgett	Denver must embrace programs that let residents and businesses reinvest in historic properties. Additionally, Denver code should require new buildings to respect the character of their neighborhoods through proper massing, materials, and design aesthetics. I also support the renovation of older homes into multi unit structures. High density growth should be channeled to areas that already have the infrastructure and character to support it, such as TODs and adaptive reuse. However, circumstances continually emerge where despite these efforts, historic structures are threatened with demolition. If a property has significant cultural, historical, or architectural importance, the city prioritize preserving it.
Arthur May	As a resident of Platt Park, I am aware that there was once a City of South Denver and the town hall was at the northwest corner of the park. I support the City of Denver's resources for historically significant buildings and structures. However, I do feel that we can do a better job of making the district aware of our Landmark Preservation Resources including federal, state, and city financial incentives that are available.
<b>Electoral Race: District 5</b>	
Michael Hughes	The city, Historic Denver and History Colorado need to complete the citywide survey of historic buildings so that preservation efforts can get ahead of demolition permit applications; preservation efforts are far too late in the development process.
Amanda Sawyer	Our current historic designation process is working, after the changes implemented in 2019. However, we need to provide more funding to incentivize adaptive reuse and historic designation. The city does not have the tax base for this given the breadth and depth of issues facing our residents that take a higher priority, so the State (which already provides for historic preservation grants) needs to grow their fund to help address this issue - not just in Denver but across Colorado.

## TRANSPORTATION

### 7. Do you plan to prioritize expanding multimodal transportation options such as walking, biking, and transit? If so, how?

#### Electoral Race: Mayoral

Andy Rougeot	To make these walking, biking, and the RTD more appealing to citizens of Denver, we need to make our streets safer. As Mayor, I will add four hundred police officers, increase funding for officer training, and redirect funds to focus on repairing our roads.
Aurelio Martinez	Yes, however the current plan will be restructured to improve safety and beautification
Thomas Wolf	When cars aren't the first choice in transit, it makes for healthier citizens and planet. We need to invest in safe networked lanes and sidewalks to encourage this option. Our city needs to take leadership and make sure on its land these conditions exist first.
Deborah "Debbie" Ortega	Yes. Since coming back onto City Council in 2011, I have made sure that our city prioritized the build out of our bike network for safe bicycle routes - this now includes 113 miles of the 125 mile goal by 2023. I will continue to put funding towards the completion of the 125 mile bike network.
Ean Tafoya	Yes. This is my life's work! The city has to expand electric public transport frequency, routes and accessibility. Public transport should be an easy alternative to cars for all Denverites, and we need to ensure that includes disabled Denverites starting with making sure every stop has covered benches. The implementation of the Denver Deserves Sidewalks Initiative and ADA compliance is a top priority for me. I've consistently worked with RNOs and communities to fight against highway expansions that demolish working communities, from the Central I-70 expansion to the proposed I-25 redevelopment, and advocate for safe multimodal infrastructure instead. I also successfully worked for Denver's first protected bike lane!
Kelly Brough	<p>Yes. I am a cyclist who has commuted by bike in Denver for 30 years and relied on transit often. I have lived this issue. My transportation priority will be supporting Denverites to move more efficiently, safely, and cleanly. My specific priorities include:</p> <ul style="list-style-type: none"> <li>• Prioritizing investment in first and last mile connections to make it easier for people to choose transit.</li> <li>• Engaging with RTD and other stakeholders to align priorities and maximize regional efforts to promote clean, efficient, reliable and affordable transit.</li> <li>• Maximizing federal funding available through the federal Infrastructure and Jobs Act and the Inflation Reduction Act.</li> </ul>
Lisa Calderón	<p>Improving public transportation in Denver means building a city that de-centers cars. As Mayor, I will:</p> <ul style="list-style-type: none"> <li>• Make public transportation as safe, pleasant, and convenient as driving</li> <li>• Revitalize downtown Denver by encouraging people to walk, bike, roll, shop, and live there</li> <li>• Shift valuable downtown space from parking lots to more efficient uses like shops, housing, bike lanes, and sidewalks</li> <li>• Develop a city transportation system that works with RTD and city schools</li> <li>• Integrate e-bicycles, e-scooters, and other micro-mobility tools into transportation networks safely and conveniently</li> <li>• Expand the presence of protected, and sufficiently connected, bike lanes</li> </ul>



Trinidad Rodriguez	<ul style="list-style-type: none"> <li>• Building an equitable mobility network that gives all Denverites safe, sustainable, efficient and healthful ways to move about the city is my vision for transportation for Denver. My priorities will be to accelerate the implementation of our existing citywide and regional plans and infrastructure to create complete mobility networks.</li> <li>• My team will accomplish this through innovative infrastructure design and building; lowering, and enhancing enforcement of speed limits to meaningfully reduce and eliminate mobility related injuries and deaths and determine how Denver can be a leader in unlocking promising new technologies that can advance these goals, such as self-driving people movers among others.</li> </ul>
Kwame Spearman	<p>Absolutely. I believe that a robust and efficient transportation system is essential for Denver to continue to grow and thrive. As Mayor, I will prioritize expanding multimodal transportation options, such as walking, biking, and transit. I plan to do this by creating a Transit Bill of Rights for every resident of the city.</p> <p>The Transit Bill of Rights will ensure that every Denver resident has access to quick and efficient transit options, is safe and secure on their travels, and has access to accessible bike lanes throughout the city. Additionally, we will prioritize safe electric transportation that residents can afford, and ensure that regional transportation options work for Denver.</p> <p>We must create a walkable city and ensure that everyone can get around easily, safely, and affordably. To achieve this, I will work to invest in our transportation infrastructure and policies to support multimodal transportation options. This includes building more bike lanes and pedestrian walkways, expanding our public transit system, and exploring innovative new transportation solutions.</p> <p>Furthermore, I plan to work with communities to identify transportation needs and gaps, and invest in tailored solutions to meet those needs. We must ensure that our transportation system is accessible and equitable for all residents, including those in historically marginalized communities.</p>
Terrance Roberts	<p>Yes democratizing modes of transportation is vital to making Denver a world class city. Making sure we have bike/roller lanes installed in the correct areas, adding the walking paths already mapped out by community, building a relationship with RTD to make sure we have more reliable transportation with bus and train routes.</p>
Mike Johnston	<p>Yes. We need to ensure that Denver’s streets work for everyone, whether you commute by car, bus, bike, or you walk. That starts with re-imagining the way people move around our city by building both market rate and affordable housing units near Transit Oriented Developments so folks have access to public transit and increase walkability.</p>
Leslie Herod	<p>Our budget will match our values. Denver needs to shift to an aggressive multimodal approach and build out sidewalks, high comfort bike lanes, and get into the mass transit business. Sidewalks need to be safe, inviting, and accessible; to be a viable first and last mile option. Bike lanes need a high comfort network for current riders, while being inviting for novice riders. While RTD has been a part of Denver’s transit for decades, Denver needs to step in, to fill the gap and make it a reliable way for residents to get to and from work, schools, and amenities.</p>
James Walsh	<p>Yes, absolutely. We need a much more robust bicycle infrastructure in Denver, a better and more reliable sidewalk system for pedestrians, and ways to incentivize people to get out of their cars and use e-bikes, scooters, and anything that does not involve carbon emissions. I would move to double the number of protected bicycle lanes in the city.</p>

Chris Hansen	Yes, Denverites deserve to feel safe on every street and on every sidewalk – and that’s why safety will be my number one priority and to me that includes increasing the safety of multimodal transportation. My philosophy about growth is that Denver needs to make smart investments in transportation and housing in order to build complete neighborhoods that meet the needs of its current and future residents and allow residents to walk and bike to many amenities like grocery stores, pharmacies, and restaurants. Creating this vision does not necessarily mean building out, it can mean building up in certain areas to increase density. Denver’s future under my leadership will include many well-planned TODs, bus rapid transit lanes, and an activated downtown core with many more residents able to live, work, and play downtown. With added density in key locations, comes greater safety benefits, more opportunities to walk and bike where folks need to go, and more efficiency in our public transportation systems.
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	Yes. My approach will focus on how to expand these options without increasing taxes. Some of the tactics include reintroducing Shared Streets, expanding the Bike Streets’ Vamos network, and focusing on our infrastructure deficiencies. My first step will be to start with the Denver Moves Everyone Plan ( <a href="https://denvermoveseveryone.com/">https://denvermoveseveryone.com/</a> ) which is currently in draft form. I will focus on prioritizing projects in this plan and then creating an implementation roadmap for how these projects can be implemented.
Penfield Tate	Yes, starting with better design and planning from building out sidewalks – especially in front of bus stops - to safer bike lanes based on pedestrian and bicycle data. The Denver Streets Partnership and other organization recommendations will inform my decisions. I am also committed to regional conversations with RTD and Denver Regional Council of Governments to expand public transit that is affordable, convenient, safe and clean.
Will Chan	While the City has added several miles of protected bike lanes and other bike infrastructure in recent years, the truth is that Denver’s bicycle network is haphazard and disjointed. The key to encouraging bicycling is to have a purposeful, integrated grid of high-comfort, separated bike facilities that connects neighborhoods to destinations. Council should pass legislation requiring the Department of Transportation and Infrastructure to prioritize pedestrian and bicycle connectivity in every street maintenance project (even simple repaving), with an emphasis on upgrading existing bike facilities and closing the gaps between them. As for transit, one of my top priorities is to ensure frequent, reliable, and fare-free for all Denver residents.
Sarah Parady	Absolutely. With respect to bike and pedestrian infrastructure, I support immediately designating a citywide network of shares streets closed to local traffic, using the locally developed VAMOS plan, then continuing to build protected bike lanes that connect to the shared street network and to each other. I also support providing secure bike storage and bringing back the city’s bike sharing program, continuing e-bike rebates, and looking for ways to make biking a safe and available transit option for low income people and neighborhoods. We also need street redesigns to protect sight lines for the safety of bicyclists and pedestrians, and speed reductions (through speed limits, speed cameras which I believe should be enforced outside police for safety reasons, and design features that have the psychological effect of signaling to drivers to slow down). With respect to non-car transit, the city should thoughtfully augment RTD services with shuttles (on routes with stops) or connectors (on-call vehicles), lobby the state for more RTD funding, considering purchasing greater frequency of service from RTD, and crucially, work with RTD to conduct a survey of land owned by RTD, CDOT, and the city where transit-proximate housing could be built, perhaps originally as workforce housing for transit workers to recruit and fill vacancies. The city should also provide the infrastructure needed for buses to move efficiently, for BRT corridors to come online, and for people to be safe and comfortable while waiting for the bus. We should also be actively incentivizing transit usage, push for a full time fare-free model from RTD.

Travis Leiker	Reliable, affordable, and accessible public transportation is the hallmark of any great city. I believe we need to expand the City's investment in this infrastructure and develop a robust partnership with RTD to achieve mutual goals of increasing the quality of life for all residents in an environmentally sustainable way, rather than working against each other. For example, I will work to adopt a Denver specific transit system (similar to that of Boulder's Hop/Skip/Jump/etc. bus routes) in to make public transit a feasible option for everyday commuters. When planning and investing in neighborhoods, we also need to ensure that residents have convenient access to a bus stop or RTD station, which is sorely lacking in historically marginalized neighborhoods. Investing in transportation options, such as the Montbello connector, will go a long way in reducing our dependence on single occupant vehicles. Finally, I will work to expand car sharing programs by prioritizing renewable energy as another viable public transportation option in all corners of the city. These services are typically isolated to the central part of the city; we need to ensure that options like these are available in council districts 2, 4, 8, and 11 for example.
Jeff Walker	Yes. I served on RTD's Board of Directors for nine years during construction of FasTracks. The emphasis was on the rail expansion, but the backbone of the agency is the bus system. Too many bus stops are inaccessible to anyone. I would like to see the funds from 307 first used to improve or create access to bus stops on all arterials, and at the same time create safety improvements. I also support building the VAMOS network to make additional safe routes for bicycling, rolling and walking.
Serena Gonzales-Gutierrez	Everyone should have the freedom to move around in the way they want or that works best for them, and trust that they can do that affordably, reliably, and safely. One of my first jobs out of college was working the swing shift at 2:00 PM, but I had to leave my house at 10:00 AM because our bus system was so unreliable and slow. Working people cannot rely on our current transit system - we need buses that arrive every 15 minutes, and we need connected micromobility options so that people can walk, bike, or scooter to their destinations. Much of this work is funding, and I will prioritize increasing funding options for multimodal as your next at-large City Councilperson.
Tim Hoffman	Yes. I support the rapid build-out of the bus rapid transit corridors which will incentivize Denverites to use consistent and reliable public transit. We also need an integrated and interconnected network of protected bike lanes and shared streets that allow people using bikes, e-bikes, scooters, wheelchairs, and other mobility options a safe and efficient option to move around Denver. I am less concerned with the sheer amount of bike lanes miles than I am with whether or not they help people get from point A to point B. We've seen with the success of the e-bike rebate program that people in Denver want multimodal transportation options. Expanding this program and offering incentives for employers to provide employees with eco-passes are other ways to promote a multimodal system.
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	Yes! We all deserve the freedom to get from A to B safely, no matter how we choose to get there. I publicly advocated for the Shared Streets model, and that's why the first Shared Streets were in District 10 (11th and 16th Avenues). We need to bring them back permanently. I'm also a huge advocate for the 5280 Trail, a 5.280 mile pedestrian and cyclist priority route around the city center (including CHUN's footprint). I pushed for (and received) \$7 million in funding for the Trail, and it will be used to create the first fully-completed segment in Golden Triangle.
Shannon Hoffman	Absolutely. Everyone in Denver -- whether they live in the city center or on its outskirts -- deserves safe, affordable, and sustainable options to get where they live, work, and play. I'll prioritize Denver-invested transit; neighborhood walk-/roll-/bike-ability; easy access to public transit; safe sidewalks; green space; snow plowing policies that prioritize safety for transit riders, disabled people, and pedestrians; traffic calming measures; and protected bike lanes. I'll approach transit with an intersectional justice lens to make sure that all Denverites, no matter their neighborhood, income, or ability, can take advantage of these programs.

Noah Kaplan	As city councilman for District 10, my objective will be to work to improve the ways an individual can move around the city without driving their car. That means linking Bus Rapid Transit with new Shared Street initiatives that prioritize the safety of pedestrians and alternative modes of travel. In addition, I will work to finish the 5280 Trail and connect Denver's central neighborhoods with a protected bike path. Big problems require an immense coalition to solve, which means the city council should do more to build them, especially on issues of transportation that provide for and link compounding issues impacting the city.
Margie Morris	<p>Yes. I would commit to taking measurable steps to making Denver a more walkable city. To achieve this, we must improve our public transit, bike lanes, as well as our sidewalks. Leaning into safer bike lanes and fully implementing Vision Zero &amp; Safe Routes to School are priorities to ensure safety within a multimodal city. Committing to BRT plans, supporting the DOTI/RTD collaboration on transit infrastructure, and prioritizing TOD in housing plans are a few ways I would support activation.</p> <p>I believe we need to be doing everything we can to reverse the effect of climate change and that also means reducing emissions emitted from single passenger commuter cars. Knowing that more and more people cannot afford to live and work in Denver, I believe universal public transportation needs to be a regional issue where Denver needs to be the leader.</p>
<b>Electoral Race: District 9</b>	
Darrell Watson	<p>Yes, I am an avid biker and pedestrian. I will lead on the following:</p> <ul style="list-style-type: none"> <li>• Denver must fully fund expanded micro transit options – namely the Denver Connector– to provide free or deeply discounted connectors managed by DOTI to supplement RTD regional transport will move more folks away from car trips.</li> <li>• Construct and maintain protected bike lanes that connect throughout the city. I will propose leveraging funds through CASR to expedite the VAMOS initiative to increase safe protected routes throughout the city.</li> <li>• Denver Deserves Sidewalks: Fully implement Denver Deserves Sidewalks and ensure that execution is equitable.</li> </ul>
Candi CdeBaca	Of course. I think its an order of operations issue and we have to make things accessible for those with the least resources FIRST, thus pedestrian accessibility is the top priority with biking next and transit following. I think we should be seriously supplementing RTD with our own assets/circulators/lines and think developers should be required to build complimentary transit plans via shuttles, onsite shared vehicles, and property owned last mile vehicles as well.
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	Yes. I will support efforts to electrify city vehicles, but that alone will not be enough to hit our transportation climate goals. I will move assertively to complete Denver's bike network and buy up public transit service to increase frequency. West of the highway there is no bus that is more than 15 minutes frequency in D7. It must be safe and dignified to navigate our city without a car. This is an environmental necessity, transportation emissions and city budgets can't be balanced without transforming transportation. Effective land use can help us fight climate change, preserve open space, manage water resources, and improve affordability. I would work to ensure that transit connections and new infrastructure is deployed to neighborhoods that have been left out.
Flor Alvidrez	Absolutely. I support Denver buying up our own local transit system to piggy back off of the Regional Transit District system. This system need to be free or close to free, convenient and safe. In addition to this I want my grant writer to focus on applying for funds to create safer walking, biking and mobility over highways, train track while activating our river areas. I would like to see more 2-way bike lanes, safer bike parking resources and wider sidewalks. I am also a proponent of shutting down neighborhood streets to the public to prioritize walking and small business & park access.

Nick Champion	<p>I do plan to to prioritize expanding multimodal transportation. Denver was built for cars. However, we are turning into a city where residents want to live without a car and be able to use trains, buses, bicycles, and sidewalks to get around. The plans to address our transportation issues have been developed by Denver with Blueprint Denver and Mobility Action Plan. We need to make the city agencies accountable and give them the support they need to make these plans happen.</p> <p>First, we need to make Denver streets safer by committing to the Vision Zero projects in Denver’s Vision Zero Action Plan. Second, we need to increase bicycle infrastructure through Denver Moves: Bicycle Program projects and build a network of low-stress bike routes, such as the VAMOS Shared Streets Network. Finally, we can increase public transportation infrastructure through Denver Moves: Transit plan.</p>
Guy Padgett	<p>Multimodal transportation is vital to the future of our city. We must invest in more pedestrian infrastructure, and ensure that we have a dense network of high-comfort bike lanes. Denver should seriously investigate the possibility of developing neighborhood circulators in dense commercial zones as well as BRT within the city that more effectively get Denver residents where they need to go.</p>
Arthur May	<p>I have been in dialogue with the VAMOS Shared Streets Network project and supportive of their efforts to launch hyper local test programs to validate safe biking opportunities that can prove out investment before expanding on at a larger scale. As a resident of Platt Park, I do not currently like my options for getting over to the S. Platte River trail by either Iowa or Evans.</p>
<b>Electoral Race: District 5</b>	
Michael Hughes	<p>Absolutely. We need to work with RTD to restore service disrupted in the pandemic and move beyond FasTracks. We need to engage with CDOT to ensure investment in BRT and bus ways as well as strategic improvements for congested routes. We need a robust and safe bike network and we need to implement the public vote for sidewalks so those who are accessing transit and those who are walking and rolling have proper sidewalks.</p>
Amanda Sawyer	<p>Yes. We will not be able to get residents out of vehicles until there are safe, reliable alternative transportation options available. DOTI's work is exclusively focused on the High Injury Network, but there are other roads that have safety issues that need to be addressed as well. To help support DOTI's work and fill in the gap on roads that are not part of the high injury network, I have dedicated District 5 funds annually to hire a traffic engineering firm. We have done four road audits so far, to gather data and identify quick win solutions for implementation that will enhance safety for pedestrians and cyclists in District 5. I have a list of other roads I plan to look at in my next term as well. Additionally, I sit on the board of District 5's local Transit Management Association, Transportation Solutions. I am actively involved in finding alternative transit solutions for our residents. The truth is that RTD does not have the ability to provide all the safe, reliable public transit Denver residents need. So Denver is going to have to implement some other public transit option. DOTI is piloting that now via the Montbello Connector, which has seen extraordinary success in its pilot phase. I look forward to implementing that program citywide in the future. I am also very supportive of the BRT project along Colfax (although I disagree with the idea of center-running service and think that side-running BRT makes more sense). Finally, I moved a budget amendment in 2022 that funded the building of 11 RRFB lights, one in each Council district. Denver has plans for days but is weak on implementation of those plans, and I have been working to address that issue by ensuring that budget is dedicated to building out the needed infrastructure, not just talking about it.</p>

## TRANSPORTATION

### 8. What policies will you implement to make street safety improvements and reduce roadway user deaths to zero, as outlined by Vision Zero?

#### Electoral Race: Mayoral

Andy Rougeot	As Mayor, I will add four hundred police officers and increasing funding for police officer training to ensure we are eliminating the running of red lights, speeding, and drunk driving that fuels our crisis in traffic deaths.
Aurelio Martinez	Our administration will do studies, research and take what has been working in other cities before jumping in blind and make policies.
Thomas Wolf	My wife is Norwegian, so it is hard for our family to give the Swedes credit for anything, but their strategy and its results are indisputable. I think all of the policies need implementing, as well as stiffer laws for these accidents, and a greater focus on mobility within Denver versus the old focus of getting through or around Denver.
Deborah "Debbie" Ortega	One step we need to take in accomplishing this goal is to institute a safety education campaign, with an emphasis on HIN (High Injury Networks). The city received \$1.5 million for these efforts between 2018 - 2019, and I'd look to extend funding for this program so we can coordinate local, city, and statewide messaging for the highest level of impact while educating the public on the detriments of speeding, distracted driving, and driving under the influence.
Ean Tafoya	This one is very personal for me, as I am a survivor of being struck by a car on my bicycle as a child. We haven't achieved Vision Zero because politicians have prioritized infrastructure for cars, not safe movement. We have infrastructure that is dangerous by design, we know which places are the most dangerous, and we have solutions for them. But we don't have leadership. As Mayor I will invest in public transit and multimodal transportation to make them more convenient and realistic options. We will prioritize creating walkable and accessible communities.
Kelly Brough	Pedestrian and cyclist safety will be a top priority for my transportation and infrastructure leaders. Denver is an outlier in terms of our negative trends on safety. We must do better. I endorse the goal of Vision Zero, but we need a strategic reset on our approach. My administration will lead an evaluation of our current strategies and tactics, comparing and contrasting Denver's efforts to more successful ones and then relaunch the initiative. In the meantime, there are some strategies we can and should pursue, included better enforcement of our traffic laws using technology, police, and non-police enforcement strategies.
Lisa Calderón	<p>We have seen traffic fatalities increasing as drivers have become accustomed to the empty streets during COVID and have not readjusted their driving habits to meet today's volume. As an avid bike rider and walker, I do not feel safe riding in my city and would love to see my bike as an alternative mode of transportation.</p> <p>As mayor I will prioritize widening protected bike lanes, ensuring bike routes are connected to avoid forcing cyclists into dangerous situations, and explore how European cities replaced their gray space with green space and shaded bikeways. As stated above, I want to move away from a sprawl development mindset and create a more densely populated living space that would require less car dependency. We can absolutely change how we move forward with proven solutions that will help us all rise.</p>

Trinidad Rodriguez	<p>As mayor, my first step will be to reduce traffic speeds by slowing, and enhancing enforcement of, speed limits. We will accomplish slower traffic speeds by:</p> <ul style="list-style-type: none"> <li>• Innovating and expanding the use of traffic calming measures and protective designs (such as protective bike lanes, signal timing among others) throughout the city.</li> <li>• Employing technology more broadly, such as speeding cameras, and our expanded police ranks while also growing the use of civilian police teams to drive better and more equitable enforcement citywide.</li> <li>• Acting upon citizen provided data such as hazard maps and becoming accountable in communicating on our plans to deliver solutions is a must.</li> </ul>
Kwame Spearman	<p>As Mayor of Denver, I am committed to making our city's streets safer for all Denverites. To achieve this, I plan to implement policies that are in line with the Vision Zero initiative to reduce roadway user deaths to zero.</p> <p>First and foremost, I will prioritize investing in infrastructure improvements that promote safe and efficient travel. This includes building safer pedestrian crossings, adding more bike lanes and protected bike infrastructure, and creating traffic calming measures in high-risk areas.</p> <p>In addition to infrastructure improvements, I plan to work closely with the Denver Police Department to enforce traffic laws and improve traffic safety education. We will also work to improve data collection and analysis to better understand traffic patterns and identify high-risk areas.</p> <p>I believe that it's essential to work with communities to identify and address specific traffic safety concerns. We must ensure that our streets are safe and accessible for all residents, including those in historically marginalized communities.</p>
Terrance Roberts	<p>I may be the only candidate who has actually thought about ending right turns on red lights. That is a huge step, there are opponents who will say it could add to traffic times and car time on streets, but that's why we need to get people out of cars and into safer modes of transportation. It's cars and trucks that are killing people, not bikes and walkers.</p>
Mike Johnston	<p>As Mayor, I will ensure the City works to make bike lanes safer and easier to use, which will help reduce the number of pedestrian and biker injuries and deaths, decrease traffic, and help the City meet our climate goals.</p> <p>We need to create a connected network of high comfort bike trails that connect our entire city, making it easier for people to get around on bike, and increase public transit usage and convenience so more and more people can take public transit and use bikes and micro mobility as their last mile solution.</p>
Leslie Herod	<p>My administration will take a two-prong approach to keep our residents safe: infrastructure and education. Infrastructure will include, protected bike lanes, sidewalks, prioritize bus lanes, bulb outs, speed tables/raised crosswalks, and much more, we are preventing areas of conflict and slowing drivers down.</p> <p>Regarding education, we need to engage our communities and stakeholders so that they are part of the conversation and so there is community buy-in.</p>
James Walsh	<p>I would look seriously at banning right turns at red lights, as this is a leading cause of pedestrian and bicycle deaths. I would support ways to promote alternative cycling corridors with less traffic, such as the map created by Bike Streets.</p> <p>I would also support any ideas around methods of educating drivers about sharing the roads with cyclists.</p>
Chris Hansen	<p>Years into the city's Vision Zero plan to eliminate traffic deaths, Denver's streets are currently deadlier than ever, with dozens of pedestrians, cyclists, and motorists killed in collisions every year. It doesn't have to be this way.</p> <p>By prioritizing environmental designs to ensure safe intersections, protected bike lanes, timely crossing signals, and enacting distracted driver laws, I believe we can meaningfully reduce traffic deaths in Denver.</p>

Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	<p>I will advocate to:</p> <p>Modify the jaywalking ordinance. Understanding the equity issues related to enforcement, I will allow jaywalking in locations with higher ticketing and ban it elsewhere. Vision Zero showed that most fatal crashes occur at mid-block locations and not intersections, especially for pedestrians.</p> <p>Improve lighting and signage. Vision Zero showed that most pedestrian and bicyclist fatalities occurred in unlit conditions. I will enhance solar powered lighting and have large flashing lights on streets when bikers and pedestrians cross intersections.</p> <p>Address speeding issues with more traffic circles and other tools to slow traffic.</p>
Penfield Tate	I will support and closely monitor dedicated funding to achieve the Vision Zero plan. I share the plan's focus on those areas that account for a disproportionate share of traffic fatalities and injuries.
Will Chan	<p>The recently released Denver Moves 2050 plan calls for installing bus rapid transit (BRT) on our high-injury network stroads, including Broadway, Colfax, and Colorado. This is a prime opportunity to have a significant impact on pedestrian and bicycle safety, but only if we can make the following three things happen. 1) Ensure that Denver's BRT is true BRT, with fully dedicated lanes, island stops, and commensurate street safety improvements; 2) get the Colorado Department of Transportation on board with rebuilding our high-injury state highways into complete urban streets; and 3) build out the BRT vision much earlier than 2050 – we do not need more decades of studies. I also support integrating the VAMOS project, which endorses the bike grid network proof of concept in Denver but also has practical solutions to address the epidemic of traffic deaths we are seeing on our streets.</p>
Sarah Parady	<p>Council specifically should take these steps:</p> <ul style="list-style-type: none"> <li>• Make road safety, rather than level of service, the fundamental metric for road design.</li> <li>• Push for funding for DOTI to do the following and pass any needed ordinances: <ul style="list-style-type: none"> <li>○ Implement road diets on the high injury network</li> <li>○ Redesign intersections for better sight lines and with non-car modes in mind (e.g. Hoboken) - starting with the HIN, then moving to things like daylighting for feeder streets and less dangerous intersections</li> <li>○ Continue improving signal prioritization algorithms</li> <li>○ Continue improving lighting</li> <li>○ Use speed cameras, but with enforcement within DOTI (not police) and with thought put into equity concerns about where cameras are placed.</li> </ul> </li> <li>• At the council level, consider banning right-on-red and continuing to lower speed limits.</li> <li>• As council is making decisions about fee levels under Denver Deserves Sidewalks, the two considerations that should drive where and how we build out sidewalks should be decreasing car usage (by making other modes easier to access) and keeping pedestrians safe.</li> </ul> <p>As an overarching matter, Denver won't reach Vision Zero unless we get serious about deprioritizing cars. Improving bus and light rail service (BRT, shuttles and connectors within neighborhoods) are also key pieces of the puzzle. I'm willing to explore congestion pricing for downtown, closing some streets to cars, or other ways to reduce cars downtown.</p>



Travis Leiker	I agree that the increase in traffic fatalities in recent years is highly concerning and I plan to address it from day one if elected. I will work with other council members, the Mayor, and the Department of Transportation and Infrastructure to design and implement a comprehensive plan to make meaningful progress toward Vision Zero that is based on data, evidence, and best practices adopted from peer cities. For example, by investing in public transportation and making it more affordable and accessible for all communities, we can reduce the number of cars on Denver’s streets and thereby reduce the probability of traffic fatalities. In addition, we need more marked pedestrian crossings throughout the city, particularly in low-income and historically underserved neighborhoods where there are few safe pathways for pedestrians to navigate their communities. Finally, we can work to pinpoint zones where traffic fatalities are occurring at higher rates, assess the conditions that might be causing this, and upgrade infrastructure in those areas to reduce traffic injuries and fatalities.
Jeff Walker	One council member cannot implement policies, but I will use the position to support reducing speed limits on arterials and physical improvements to improve lines of site, lighting, signalization and slower vehicle turns at intersections, even if it means eliminating a travel lane.
Serena Gonzales-Gutierrez	Two approaches will make a big difference here: better/more transit options, and street design that prioritizes people instead of car traffic. Taking the bus is one of the safest ways to travel in our city, and we should increase that as a legitimate option for Denverites. Similarly, streets designed to help people move safely (daylighting, bulb-outs, traffic calming, slower speeds, etc.) and that prioritize safe options like transit will slow drivers and make walking and biking more safe.
Tim Hoffman	I begin with two fundamental truths as it relates to transportation and infrastructure in Denver. 1) Traffic deaths are preventable and 2) the first principle of our transportation design should be the safety and wellbeing of all road users. As a survivor of a hit and run while I was biking home and someone who responded to numerous traffic fatalities in my role as a prosecutor, this issue is near and dear to my heart. When I was called out to the scene of a crash in the middle of the night, I was often going to the same intersections...the ones that make up our high injury network. We should first focus on these streets (Federal, Colfax, etc) working in conjunction with state agencies to improve the lived environment. Curb bump-outs, raised pedestrian crosswalks, improved lighting, set-backs of parked cars and other obstructions near intersections, and red light cameras all need to be leveraged.  On a larger scale, we should continue the work to reduce speed limits through both the signage and built environment (speed bumps) because we know that the severity of crashes is heavily correlated with the speed of the vehicle.  This all requires funding and advocating for dedicating and annual funding streams in the budget that specifics focuses on road safety and improvements to our multimodal network would be priorities of mine.
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	We must act with intention to make the pedestrian experience broad and inviting in Denver. We also must install protected bike lanes - as in ones where cyclists of all skill levels feel safe using. Boulder uses concrete barriers to keep bikes and cars separate, and Denver should be doing the same.
Shannon Hoffman	The City has historically backed down from safety improvements when some neighbors express opposition, cost concerns arise, and leaders lack political will to advocate for them. On Council, I’ll co-govern with our community and advocate for the safety improvement resources we need. Collaboration is nothing new for me. Last year, I hosted a participatory budgeting workshop that catalyzed one attendee to propose pedestrian safety improvements near Morey Middle School. Her idea was one of nine that Denver voters chose to fund and implement. I’ll also prioritize more public transit funding, including higher pay for RTD drivers and free fares.

Noah Kaplan	My focus for addressing Vision Zero is to make Denver the safest city in the country for school-age children and pedestrians to commute. I envision this becoming a reality by working with the Department of Transportation and Infrastructure to better understand areas of opportunity where we can increase pedestrian and multi-modal safety and, in some cases, entirely remove cars by expanding Shared Streets. I will also work with RTD and Denver Public Schools to create new pathways for students and teachers to access zero-cost public transit year around. I propose making transportation 100% free for any DPS student, teacher, or family member because if more children are riding our buses, we will ensure our buses are safe.
Margie Morris	Denver is a car-centric city, with high use of bikes, scooters, and e-bikes. We have a responsibility to ensure that these modes of transportation can safely co-exist. First, I would champion stricter enforcement of our traffic laws to reduce speeding and moving violations (running red lights/stop signs, etc.), focusing first on Denver’s High Injury Network streets. I advocate for both red-light cameras and radar to encourage responsible driving. I support a progressive approach, with an initial warning and stepped up fines with each additional violation. Increased DPD traffic enforcement is also critical, especially around schools. Second, I would make sure we are investing in safe walking paths to school, through SRTS, to ensure our families don't have to cross busy intersections or at least are prioritized at traffic intersections. And finally, I would increase bike/scooter safety through initiatives to boost road safety features, such as diverters and protected bike lanes with physical barriers (vs sharrows).
<b>Electoral Race: District 9</b>	
Darrell Watson	My policy focus will be to elevate safe streets as a public health crisis. Providing for clear public health criteria to be developed and followed as the top priority for our street engineering. i.e., community input must be sought for new street designs. However, community recommendations cannot override health criteria for increasing safe street design. This would be like existing safety criteria that overlays how we build homes and other structures. Community input is integrated but does not override the criteria that is in place to reduce the possibility of death or physical harm to users.
Candi CdeBaca	Council does not have authority to make the policies in DOTI but policies I will advocate to CHANGE include no longer requiring police data about injuries and fatalities in order to implement simple stop sign and crossing requests. I'd like to see every council district get a capital budget for implementation of community led traffic improvements via low cost initiatives and I would like to see community data informing improvements rather than expensive studies.
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	Denver’s streets are far more dangerous than our peer cities with nearly 100 lives lost in traffic crashes in 2021. I will recommit to Vision Zero and speed up implementing safe street design rules. Vision Zero needs an increased, dedicated source of funding to speed-up improvements, especially along the High Injury Network. In District 7, Federal Blvd and other main roads West of I-25 are the top priority. We need to make sure that these projects are at the top of the pile and expedite their completion to save lives.
Flor Alvidrez	I would increase traffic camera enforcement, reduce opportunity to make a right turn on red, put speed traffic vans and light up crosswalks on residential streets and focus improvement along our high injury network. This includes things like speed bumps and bump outs at intersections(so cars cannot park too close to intersections reducing visibility), as well as wider sidewalks and more crosswalk paint in residential areas.
Nick Campion	To commit to Vision Zero, I will implement policies that increase protective infrastructure for cyclists, such as protected bike lanes and low stress-bike routes. Additionally, we need to work on more traffic calming infrastructure within and near residential areas. Finally, we need to work on creating public transportation that is frequent, reliable, and safe to reduce traffic congestion.

Guy Padgett	<p>First, we need more traffic enforcement, specifically in the form of automated traffic enforcement, including red light cameras, HALO cameras, and speed enforcement wagons.</p> <p>Second, we need more effective and more affordable public transit that reaches more Denver neighborhoods.</p> <p>Third and most importantly, we need to rethink our infrastructure priorities so that rather than conceiving of bicycle lanes and pedestrian facilities as afterthoughts to be squeezed in next to roads, they are at the top of our minds and at the beginning of the planning process when we build new streets or reconstruct existing ones.</p>
Arthur May	<p>I would assess our ability to effectively enforce moving violations and what the gaps are. Furthermore, I raise visibility around biker safety and the importance of following Colorado's bicycling laws.</p>
<b>Electoral Race: District 5</b>	
Michael Hughes	<p>The pandemic unleashed some bad behavior that continues today --- because we were all staying at home, traffic disappeared temporarily and drivers could speed without consequences. We have to return to safe speeds by enforcing speed limits, making physical changes that signal to drivers that they have to slow down, and informing drivers of the need to unlearn what the pandemic taught us about how to drive.</p>
Amanda Sawyer	<p>See my answer to question 7.</p>

**PUBLIC SAFETY**

**9. What are the most effective ways the city can improve public safety? Please explain your key priorities.**

**Electoral Race: Mayoral**

Andy Rougeot	I will fight for Denver's future as Mayor by adding four hundred police officers, increasing funding for police officer training, and eliminating 911 hold times.
Aurelio Martinez	Curbing crime, protecting and serving residents starts with the police department. We will, if needed increase the budget for the Department of Safety to incorporate better training, and better recruitment
Thomas Wolf	Public safety, our laws and their enforcement are how we as citizens have decided how we would like our society to work. I have met the new Chief of Police a number of times, I think he has a good heart and a proper understanding of how to run his department, but not once have I heard him refer to being instructed or managed by our Mayor. Safety is our city's largest expense and needs to be carried out with a protocol and to the outcomes we citizen its customers desire. With my strong competent leadership we will reset this paradigm in all departments with roles and responsibilities, service standards, transparent accountability, and forward budget decisions based on outcomes.
Deborah "Debbie" Ortega	I intend to strengthen Denver's public safety by standing up a Metro Task Force to crack down on auto theft, keeping deadly drugs and guns out of our city, off of our streets, and out of our schools.. To do that, we need better recruitment, training and retention of our public safety personnel. Our law enforcement officers must also reflect the diversity of our city. One way we can achieve this is by encouraging Denver's young people into the Public Safety Cadet Program. Additionally, I will expand our gun buy-back program to get dangerous weapons off our streets.
Ean Tafoya	We need to approach public safety holistically and by preventing the root cause of problems. First we need to combat poverty by ensuring everyone is housed, by supporting workers' rights and by expanding access to healthy food and healthcare. We can make sure the air we breathe is safe by taking on polluters and our drinking water is clean by replacing lead pipes. We have to invest in continuity of care and harm reduction for mental health and addiction. We can invest in non-police community anti-violence programming that keeps people out of the criminal justice system, preventing cycles of trauma. Finally we need to ensure police cooperate regionally to address violent crime like the crisis of Missing and Murdered Indigenous Women.
Kelly Brough	Restoring community safety is fundamental to realizing the Promise of Denver – and it is closely tied to our education, economic development, housing, and health care strategies. As mayor, I will: <ul style="list-style-type: none"> <li>• Recruit and retain more officers to the force, particularly women and people of color, to fill our current levels of authorized strength.</li> <li>• Create a stronger public safety culture built around national best practices, transparency, and accountability.</li> <li>• Increase investment in civilian responders to ensure we provide appropriate resources through the co-responder and STAR programs.</li> <li>• Address crime prevention by investing in programs that promote stability and create opportunity.</li> </ul>
Lisa Calderón	I reject the false choice between over-policing and public safety. As Mayor, I will: <p>Invest in proven preventative methods like community safety initiatives, crisis responders, and mental health care</p> <p>Implement preventative and rehabilitative practices that get to the root of crime</p> <p>Reject reactionary punitive systems and invest in restorative systems that stop recidivism</p> <p>Fully invest in the STAR Program so that it is expanded and can operate 24/7</p> <p>Invest in economic opportunity in under-served communities to address the hopelessness that leads to crime</p>

Trinidad Rodriguez	<p>Hiring more police and rebuilding trust between our police and Denverites through equity are the cornerstones of my plan:</p> <p>Hire the best in-class leadership and management to help develop our officers over time, working to make officers feel supported, and ultimately increase job satisfaction and talent retention overall.</p> <p>Focus our expansion with recruiting in our diverse neighborhoods.</p> <p>Work to ensure that Denver police officers are doing the work they are trained to do and have all of the training to do their work while preserving life.</p>
Kwame Spearman	<p>I am committed to ensuring that our communities feel safe and secure. To address the increase in crime that we've seen, I believe that we need a clear plan that includes both restructuring the Denver Police Department and expanding our successful STAR program.</p> <p>To restructure the Denver Police Department, I plan to integrate neighborhood plans, so that police officers specialize in certain neighborhoods and become an active part of the community. This will allow for better relationships to be formed between law enforcement and residents, which can decrease crime and negativity towards the police. I believe that neighborhood policing is the best approach for addressing community safety, and I'm committed to making it a reality in Denver.</p> <p>Additionally, I believe that expanding our STAR program is an essential component of addressing community safety. This successful program has already shown results, and we must build on that success by dramatically increasing its scope. By assigning STAR units to specific neighborhoods across Denver, we can improve response times and ensure that those in need receive the help they require.</p>
Terrance Roberts	<p>Housing is the biggest precursor to poverty, and poverty is the biggest precursor to violence. Once we add more Public Social Housing, and democratize banking services with a Public Banking System, we can begin to get people off of the streets in larger numbers, and then they can receive counseling and support. Crime is reduced when people who are actually committing the crimes, do not feel like they need to commit crimes. We need to audit our Public Safety Budget and see where we have gaps in services and funding. We need more youth spaces for arts and culture, and youth centers. A lot of our crime is either housing, or youth and gang violence related.</p>
Mike Johnston	<p>Our City faces a crisis in public safety that must be addressed. I will protect Denver by putting 200 more first responders on the streets, including mental health professionals, EMTs and police officers, so that we have the right first responder responding to the right situation. Not every situation requires a police officer, and in many situations a police officer is not the right person to respond to someone in a mental health or physical health crisis. We will reform the police department to provide more community-based policing where officers build relationships and rapport with neighbors. I will also convert two pods of the Denver Jail to mental health and addiction treatment facilities, which will allow us to use diversionary courts to get low-level offenders the treatment they need. Too often we are putting people into the correctional system when their real need is treatment. I will also create an Auto Theft Unit for the first time at DPD so we have the people and the tools to prevent and investigate auto theft. As Mayor, I will also restore civility in our public spaces by ensuring that public drug use, harassment, and assault will not be tolerated. I will push for common sense consequences to crime including moving motor vehicle theft back to a felony, and aggressively enforcing our state's gun laws to prevent needless gun violence.</p>
Leslie Herod	<p>Every person in Denver deserves to feel safe. My record working with law enforcement and the community on innovative solutions to reduce crime is unmatched. I founded the Support Team Assisted Response (STAR) program which has improved policing and mental health support. I created the first bipartisan law enforcement integrity bill with law enforcement support. This same innovation is found in my Community Safety plan that outlines solutions for enforcement, curbing youth violence, getting guns off our streets, reducing hate crimes, alternatives to jail, and addressing theft and vandalism. Together, we can make Denver the safest city in the nation.</p>

James Walsh	Improving public safety begins with finding ways to train police through non-violent tactics of de-escalation. The STAR program needs to be expanded to include youth voices, harm reduction personnel, and support for gender-nonconforming individuals. Public safety is also an issue of economic justice. This means getting resources into the hands of those who are most in need so that their lives are more stable, consistent, and dignified. Universal Basic Income will decrease crime and incarceration by giving those experiencing poverty greater options.
Chris Hansen	As Mayor, my top priority will be public safety. Denverites and visitors deserve to feel safe in our neighborhoods, parks, and streets and I will commit to rebuilding and improving our Public Safety Department. We will invest in training, hiring, and retaining officers, as well as funding the STAR program so that co-responders can address issues related to mental health and substance use, which will allow our police to perform their core functions: preventing, responding to, and solving crimes. A safer Denver is possible with targeted gun crime prevention, increased patrol of hot-spots, and robust accountability.
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	<p>Address youth, policing, deterrent, and policy issues by:</p> <ul style="list-style-type: none"> <li>• Investing in after-school programs at schools, violence prevention programs, and education on consent, sexual assault and anti-bullying/cyberbullying.</li> <li>• Recruiting officers for the DPD and Sherriff’s Department. Enhance training focused on community engagement.</li> <li>• Expanding the use of co-responder programs.</li> <li>• Distributing gun locks broadly. Hold adults accountable if a minor in their house uses guns.</li> <li>• Providing discounted wheel locks to deter car theft.</li> <li>• Increasing the use of motion sensors to deter theft.</li> <li>• Creating an action plan to implement the Task Force for Reimagining Policing and Public Safety.</li> </ul>
Penfield Tate	Denver’s shortage of police officers is an opportunity to aggressively recruit a diverse class of police cadets. Three uncles who were police officers in other cities showed me that neighborhoods respond best to a police force that reflects and looks like the residents they serve. As co-chair of the citizens' committee that recommended establishing the Office of Independent Monitor, I will advocate for accountability for rogue officers abusing use of force; they diminish the reputation of those dedicated to protecting the public, cause costly legal settlements and diminish support for necessary funding.
Will Chan	Not every problem needs a cop. We rely too heavily on our police in Denver, and I believe we can more thoughtfully address issues linked to a weak safety net and systemic underinvestment of resources. Building on the successful STAR program, we can expand alternative interventions and address the root causes behind why crime is occurring in both the short and long term. Using community resources and direct service professionals to address mental health, substance misuse, and housing needs will directly strengthen our public safety net while also reducing crime and promoting prosperity across the city.

<p style="text-align: center;">Sarah Parady</p>	<p>My priority is to rebuild trust in government as a provider of safety, which requires a huge rethinking of how we currently provide public safety services:</p> <p>Move public safety funding out of the police department and under the supervision of community, medical professionals, and other departments. The very first recommendation of Denver’s Reimagining Policing Task Force was to follow the successful example of Oakland, CA and create a public safety department outside police, to tap trusted community members as violence interrupters and support other community led violence prevention programs. Similarly, given the success of our STAR program, we need to fully fund alternate responders to as many emergency calls as possible, and we should reconsider whether traffic enforcement should involve armed police at all.</p> <p>Reform police discipline and police record transparency, for example by adopting a City policy that records requestors from Denver do not have to pay for public records including police records. These records belong to the city and therefore to all of us.</p> <p>Stop criminalizing poverty. As of 2020, over one third of municipal criminal charges in Denver were against unhoused people for things like trespassing, drinking in public and violating park rules. Seventy percent of the charges were eventually dismissed. Housing and supportive services, not a revolving door through the jail, are what help people recover from chronic homelessness, and we should move our resources accordingly.</p> <p>Relatedly, we’re overdue to bring the Municipal Criminal Code in line with Denver values. Denver city ordinances define criminal offenses just as state and federal statutes do. Under the Municipal Criminal Code, nearly all municipal crimes (including things like having a barking dog) may be punished with a ten-month jail sentence - far longer than the same crimes under state law in many instances. Other crimes are vaguely defined in the Code allowing questionable charges.</p> <ul style="list-style-type: none"> <li>• Reorient policies towards harm reduction and support the creation of safe use sites.</li> <li>• End cash bail, which leaves those with the fewest resources vulnerable to losing jobs and housing while awaiting trial.</li> <li>• Abolish no-knock warrants, as the city of Louisville, KY did after Breonna Taylor was killed by police executing a no-knock warrant based on falsified information.</li> <li>• Strengthen the role of the Independent Monitor to make civilian oversight meaningful.</li> <li>• Use insurance - either policies required to be carried by individual officers, a policy carried by the city, or both - to create pressure to fire abusive police.</li> </ul>
<p style="text-align: center;">Travis Leiker</p>	<p>Crime continues to rise. At the same time, our public safety agencies are facing an unprecedented workforce shortage. We can tackle crime through smarter policing strategies, more training, more staffing, and improve the relationship between law enforcement and the community. Here are my priorities: (1) Support new, centralized training facilities for first responders including police, sheriff, firefighters, and other first responders. Evidence shows that interagency training is more effective and such models are being adopted by peer cities; (2) Work with the Department of Public Safety to set new goals in equity hires, prioritizing new public safety leaders from historically marginalized populations including race, ethnicity, gender, and sexual orientation; (3) Prioritize higher education and training across law enforcement; institute more training in the areas of implicit bias and anti-discrimination ranging from LGBTQIA+ and transgender awareness to racial implicit biases; (4) Dedicate resources to effective policing strategies such as increasing the number of unarmed officers along business corridors and directing more resources to the co-responder program—ensuring that law enforcement and licensed mental health professionals work collaboratively and responsibly; (5) Call for and financially support a nationwide, comprehensive recruitment plan to ensure sufficient staffing across all safety agencies; (6) Initiate crime prevention measures such as community policing, neighborhood engagement, and expanding the number of monitored hot spots; and (7) Dedicate more time and resources within the public, and private, sectors to promote crime prevention through environmental design.</p>

Jeff Walker	The most effective way is to support alternative response entities, like STAR. Also, supporting housing stability, mental health, improved access to health care, improved re-entry programs and improved access to healthful foods will improve public safety. Rather than focusing on locking up criminals, the city needs to focus on eliminating the conditions that lead to desperation, poverty and ultimately a criminal act.
Serena Gonzales-Gutierrez	We know what makes communities unsafe: a toxic combination of root causes like housing instability, a lack of access to behavioral health treatment, unemployment and exploitative jobs, and access to guns. As the next Denver City Councilperson at-large, I will tackle community safety at the root level with targeted investments to keep people housed, double the number of behavioral health providers in Denver, fight for good jobs that pay a living wage, and expand youth after-school programs that are proven to reduce violence.
Tim Hoffman	<p>Community policing: This approach emphasizes building trust and collaboration between the police and the community. It involves officers working closely with community members to understand and address their concerns, as well as engaging in community outreach activities.</p> <p>Investment in social programs: Providing resources for education, job training, affordable housing, mental health, and substance abuse treatment can help reduce crime and address the root causes of crime.</p> <p>Increasing police accountability: Implementing policies that hold police officers accountable for their actions, and establishing effective systems for reporting and investigating police misconduct, can help build trust between the police and the community.</p> <p>Targeted interventions: Focusing on high-crime areas and implementing targeted interventions, such as increasing lighting and surveillance in public spaces, can help reduce crime and improve safety.</p> <p>Support for victims of crime: Providing resources and support for victims of crime, including access to legal services and counseling, can help promote safety and reduce the likelihood of retaliation.</p> <p>Prevention programs for at-risk youth: Programs that provide positive activities, mentoring, and support for at-risk youth can help prevent them from engaging in criminal activities.</p>
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	<p>We have focused long enough on locking people up to solve the public safety problem; we should start addressing root causes of crime like poverty and inequitable access to opportunity to uplift the whole community by focusing on prevention instead of punishment.</p> <p>Ultimately, funding solutions to causes reduces crime and relieves the burden on law enforcement, allowing them to focus on protecting victims and other priorities which require their specific, specialized training.</p> <p>I've voted in favor of legislation and allocated millions of dollars to this end, including raising Denver's minimum wage (which is now the highest in Colorado and one of the highest in the nation), funded Safe Outdoor Spaces, funded the pilot and expansion of STAR, funded rental and utility assistance, partnered with community service providers, and more.</p>
Shannon Hoffman	City leaders haven't confronted our biggest public safety risks: crime and criminalization's root causes like poverty, systemic injustice, climate change, and untreated mental illness. The Taskforce to Reimagine Policing's recommendations are data-driven ways to improve safety: meet socioeconomic needs so communities can cultivate their own safety; strategize reentry for incarcerated folks; heal harm caused by the criminal legal system; and expand community roles in police training and accountability. I support expanding the STAR program to meet Denver's scale and creating mechanisms for community control through an advisory board similar to the Citizen Oversight Board with the Office the Independent Monitor.



Noah Kaplan	Youth violence has been a significant contributor to our public safety concerns recently. As a seven-year DPS educator, I know our young people's social and emotional challenges. Our city has abdicated its responsibility to Denver kids at the schoolhouse door, resulting in an explosion of dangerous behavior that has contributed greatly to our public safety concerns. I will work to improve after-school programming, and social and emotional literacy, by partnering with businesses and vocational programs that help provide community support to our kids, ensuring they obtain a ladder of opportunity. Our public safety teams need support to recruit, retain, and promote high-quality civil servants our neighborhoods can trust by focusing on engagement, accountability, and transparency to make our safety system a national model for reform and improvement.
Margie Morris	<p>I am running for Denver's City Council with one major priority- to help solve Denver's homelessness crisis because it intersects with so many challenges that affect our economic and social health. In my career, I spent two decades building healthier communities through mental and behavioral health programs. I will champion funneling more resources to mental health crisis response, like the Support Team Assisted Response Program (STAR), and effective mental health programs, like those advanced through the Caring for Denver Foundation. When we choose to make a more intentional investment in our public health initiatives, our public safety will improve. Our community members are silently struggling with mental health crises and they don't feel supported. Public health and public safety are directly tied together.</p> <p>I also support the Denver Police Department as a key partner in creating safe communities, especially when community policing is fully implemented. Alternative crisis response teams, such as STAR and co-responder units, have diverted low level and mental health related incidents away from police, fire and emergency response units. Not only does this improve outcomes and levels of trust among those served, it also preserves police strength for higher crimes. As STAR transitions from a weekday initiative to a 24/7 initiative with additional units available, we should see these street teams bring significant relief to police to focus on reducing response times and increasing law enforcement efforts.</p>
<b>Electoral Race: District 9</b>	
Darrell Watson	<p>The Denver Gazette recently reported that District 9 crime rate was 91% greater than the next District. This is unacceptable.</p> <ol style="list-style-type: none"> <li>1. DPD is short 200+ cadets; incentivize hiring of BIPOC cadets from D9 communities.</li> <li>2. The city must create a baseline of impact from organic growth and planned development to existing Fire, Police and Denver Health services</li> <li>3. Fully fund both the STAR and co-responder programs.</li> <li>4. Implement reforms that increase transparency in police contacts and provide accountability if those contacts impact civil liberties.</li> <li>5. Level set the budget for Denver Health reducing their perpetual funding gap.</li> </ol>
Candi CdeBaca	Taking a public health approach to safety is a start. Implementing any and all of the Re-Imagining Policing Taskforce's 112 recommendations. Shifting resources from ineffective uses of safety dollars to proven cost effective, high return investments. Consolidating Public Health and Safety departments and re-slicing the teams within a broader Public Health & Safety Department.
Kwon Atlas	No Response

Electoral Race: District 7	
Adam Estroff	We have a short term and immediate need to clean up business districts, neighborhoods, and transit while stopping the staggering amount of deaths to exposure and overdose that occur on our streets. This can be accomplished through using the SOS program and deploying overdose prevention sites. Council has funded and approved these programs, but balked at the difficult task of actually placing the facilities, instead leaving the work to nonprofits and religious communities. I will move assertively to place SOS sites citywide to slash unsheltered homelessness, and to deploy overdose prevention sites to clear public drug use from business districts, libraries, and transit lines. Our metric for success is a reduction in deaths on Denver streets and increased feelings of safety for all residents.
Flor Alvidrez	One of our biggest problems when it comes to crimes like theft and assault (crimes I have been a victim of) is that we have very limited investigative staff in our law enforcement. I would like to see an emphasis in crime investigation on things like. I would also like to see less law enforcement in areas where law enforcement isn't the answer. These are things like addressing our homelessness issues, loitering and nuisance issues. These things should be addressed by social workers or first responders and people with the resources needed in those situations. That being said my focus would be on funding public health and safety community lead programs like STAR and supporting crime investigation and faster response times to violent crime.
Nick Campion	As a veteran, I understand that safety is an incredibly important. From car thefts to petty crime, Denver has seen an increase in crime recently. Residents deserve better. First, we need to increase police staffing to 100% from 90% by creating incentives to attract high-quality candidates. Second, working towards increasing civic engagement by working with neighborhoods to increase awareness about crime prevention and participation in events. Third, we need to expand and invest more into programs like the Support Team Assisted Response (STAR) Program to deal with issues related to mental health, homelessness, and substance abuse which will free up police resources. Fourth, it is vital that we invest in our youth with after-school programs, mental health care, and job opportunities. Fifth, we can create a policy for a 10-day waiting period for gun purchases in the city. Finally, we must lobby the state to make car theft a felony again.
Guy Padgett	We need to bring our uniformed police force back up to its approved strength. At the same time, we need to invest much more heavily in civilian public safety personnel. The STAR program and the Civilian Crash Investigation teams have shown their great potential to help maintain civil order and direct people to the services they need; there are surely other quality-of-life law enforcement duties not best-suited for sworn, badged officers. Additionally, automated traffic and speed controls have shown themselves capable of decreasing patrol burdens for uniformed officers while neutrally providing base-level traffic enforcement in a consistent and unbiased manner.
Arthur May	Denver's crime rate is increasing faster than its population growth rate. Denver's crime rate has increased at a rate 10X the increase in population from 2021-2022. Using crime statistics from denvergov.org and population stats from macrorends.net violent crime increased 11.8%, property crime increased 4.6%, other crimes increased 12.3%. Denver's population only increased 1.22%. Non-violent crime can be just as damaging to our neighborhoods morale as violent crime. To address the issue we need to 1) Make 311 more efficient such that property crime can and non-violent crime can be reported much more efficiently. You should be able to report a crime with the same ease you would post it on the Nextdoor app 2) Ensure district 7 has an appropriate police budget allocation relative to the amount of non-violent and violent crime 3) Review laws that are unenforceable and either reform them or eliminate them so police can focus on enforcing the laws that will improve the safety and morale of our neighborhoods.

<b>Electoral Race: District 5</b>	
Michael Hughes	In the near term, we have to fully staff, expertly train, and create robust systems of accountability for our police and sheriff staff, provide them with the resources they need to be present in our communities to deter crime and to bring violent criminals to justice. In the long term, we have to build a culture that rejects violence and equips each of us with the skills to resolve differences peacefully and reject the impulse for violence.
Amanda Sawyer	I have worked closely with the Denver Police Department and Department of Safety to create and implement several programs to address our public safety issues. For example, in 2022 I personally took almost 1000 unwanted weapons off our streets (and turned them into garden tools!) via a gun buyback program that I created and implemented. Obviously people engaging in criminal activity aren't going to turn in their weapons; however, we have seen the presence of a weapon in homes lead to gun violence in cases of domestic violence, suicides, accidental deaths, and crimes of opportunity (weapons being stolen from homes and cars and used in other crimes). Our goal was to provide a safe, anonymous space for those weapons to be turned in. Additionally, I worked with DPD to create and fund a community policing program in East Colfax that reduced crime in the neighborhood, as well as a program to support small businesses by using CPTED (Crime Prevention Through Environmental Design) study recommendations by DPD to enhance safety and security around local businesses. Finally, I implemented a Lights On program in partnership with DPD and Xcel Energy where my office donates two lightbulbs to every home in a neighborhood so that residents can help light up the neighborhood. We have seen that the presence of lighting can deter crime, and by helping make residents aware of this they can be partners in elevating our community safety.

## ECONOMIC DEVELOPMENT

### 10. How do you plan on supporting the vitality of small businesses?

#### Electoral Race: Mayoral

Andy Rougeot	I am former owner of a small business that fixed gates for self storage facilities, so am aware of the critical role small businesses play in our communities. As Mayor, I will reduce regulatory barriers to blue collar business creation, invest in the infrastructure that powers our economy, and fix Denver's broken permitting department.
Aurelio Martinez	Small businesses are the backbone of America as they are to Denver. We will look into better programs to assist small businesses.
Thomas Wolf	In all ways within my power and budget. Remedy our encampment crisis, so that their storefronts aren't being trashed, kicked-in, and tagged. Then once we return to having safe clean streets, customers will return as will businesses. As a business person and finance professional I have a career full of insights to help in this capacity and drive their success.
Deborah "Debbie" Ortega	<p>It's no secret that our cherished small businesses took a huge hit throughout the pandemic, forcing many to permanently close their doors.</p> <p>That's why I plan to allocate additional funding from the annual budget towards small businesses and institute a robust Buy Denver policy, and continue to fund the Herman Malone Fund.</p> <p>To address the workforce shortages that have severely impacted our small businesses, I'm already getting out ahead of this issue alongside Councilwoman Kniech - having partnered on an upcoming ordinance that will codify a pilot project that supports the job-creating pipeline for skilled trades on large construction projects.</p>
Ean Tafoya	As the cost of energy and inflation increase, we have to support small businesses. Helping businesses become Certified Green Businesses is one of my highest priorities. We must end homelessness with housing first programs and create public bathrooms to alleviate the strain on businesses in the meantime. Local control of rent will help us make sure we don't lose local vendors to large corporations. I also want to bolster small-business training programs and grants specifically for first-generation business owners, people of color and the formerly incarcerated. I've always been a strong supporter of our local businesses and I'd use the city platform to promote them regularly, like I am doing on the campaign trail.
Kelly Brough	Small business is the heartbeat of Denver's economy and will be a central part of my economic development agenda. As CEO of the Denver Metro Chamber of Commerce, I was responsible for the Small Business Development Center. During my tenure, we were recognized as best in the nation. My administration will cut red tape and provide small businesses with the supports necessary to succeed, particularly women and minority-owned small businesses. One focus could be to create one application for all public sector partners (CDOT, RTD, DPS, City) which would allow small businesses to qualify as MBE/WBE/DBE for purposes of contracting.
Lisa Calderón	<p>As our economy grows we must ensure we bring our small businesses with it. As Mayor, I will:</p> <ul style="list-style-type: none"> <li>• Give procurement preferences to employee-owned companies and co-ops</li> <li>• Support growing the Denver Economic Development and Opportunity Department to help create worker-owned businesses</li> <li>• Create reliable funding streams for Legacy Businesses with historical and cultural ties to the community</li> <li>• Consider pay, benefits, and employee satisfaction when giving out contracts</li> <li>• Actively engage with Business Improvement Districts across the city</li> <li>• Encourage more mixed-use development that gives priority to small, Denver-based businesses</li> </ul>

Trinidad Rodriguez	<p>My plans for safety and affordability are designed specifically to support small business entrepreneurs in our city whose customers want a sense of safety. My administration will cut red tape by smoothing out compliance processes, adding the question to each Denver’s inspectors and front line workers, how can I support our small business customers in each transaction and interaction.</p> <p>I support the development of new small business support efforts, particularly focused on women and BIPOC-owned businesses and making our existing programs more accessible.</p>
Kwame Spearman	<p>As a small business owner myself, I know firsthand the importance of supporting locally-owned businesses. Denver's economy thrives on homegrown businesses and workers, and as Mayor, I will prioritize creating an economy that works for everyone.</p> <p>One of my key policies for supporting small businesses is creating a city fund for seed and emergency capital with low interest rates and mandatory timelines for efficient deployment. This will help to remove barriers that stand in the way of local businesses, workers, and entrepreneurs.</p> <p>Additionally, I will work to influence large Denver-based organizations to become anchor institutions via leadership and partnership incentives, pledging to source goods, workers, and IT from Denver neighborhoods. This will help to strengthen the local economy and create a more equitable distribution of wealth.</p> <p>To further support workers and entrepreneurs, I will elevate the city's infrastructure to provide worker training for marginalized and student communities, and incentives for local businesses to employ these workers. This will help to ensure that everyone has access to the tools and resources they need to succeed.</p> <p>Finally, I will use sales tax dollars to emulate the federal government's Employee Retention Credit program, which gave tax dollars back to businesses that kept their employees on payroll during the pandemic. This policy will allow companies to continue increasing minimum wages to their employees, while also lowering their effective labor rates.</p>
Terrance Roberts	<p>Adding a Public Banking System, making Denver a 24 hour city, bringing more trade shows, and different industries involving the arts and culture will bring more sales tax and tourist revenue to our city that the city and county can use to help established small businesses and start ups with grants and forgivable loans. Making Denver a 24 hour city will help revitalize the downtown and Welton Street Corridor. The 5 Points should be designated an Historical Arts District. These areas have the highest concentration of small business and small business failure. Revitalizing those areas to where people are coming to hand over money for events or services will make those business more successful and stable.</p>
Mike Johnston	<p>Small businesses are the heart of Denver’s economy and our culture. After the COVID-19 pandemic took a toll on many of our city’s small businesses, it will be critical that the next Mayor puts small business vitality at the front of their Administration’s efforts. That starts with making sure our city’s resources are equitably available to every small business owner. As part of my equity plan, I will push our decision making process to be more aggressive in betting on our small entrepreneurs, especially entrepreneurs of color who too often get turned away from traditional banking. Additionally, I’ll work to revitalize downtown and neighborhoods around our city so more Denverites are leaving their homes and frequenting the small businesses that make our city vibrant.</p>
Leslie Herod	<p>Small businesses are the backbone to our economy. First, zoning, we will prioritize small businesses when zoning commercial areas within our neighborhood. Strip malls and large box retailers shouldn’t trump mix use pedestrian districts. Second, we need to get more small businesses involved in public contracts. We can prioritize local in all contracts with the city and under my administration we will. Finally, we need to expand our resources to help local businesses get access to low interest loans, help with mentorship with larger businesses that currently support the city and to have access to emergency assistance when needed.</p>
James Walsh	<p>I would entertain any ideas for supporting small businesses, which I believe to be the economic backbone of our communities. I would move to create a small business advocacy council, where small business owners would have a direct impact on shaping policy ideas.</p>

Chris Hansen	There are so many actions the city can take to support small businesses. Some of my priorities in this area will include: improving the city's infrastructure from snow plowing to adding EV charging stations, reducing the backlog of building permits in order to allow the construction of tens of thousands of units of housing that we desperately need as our city's workforce housing, and connecting students with programs for training for specific industries that need labor. These are just a few of my ideas and I look forward to working with small business owners to meet their needs as Denver's next Mayor.
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	As a small business owner, I will focus on three areas: Not enough workers. I will support community reentry of formerly incarcerated individuals, promote outreach to people with disabilities to encourage them to work, and encourage businesses, depending on the position, to remove/reduce educational prerequisites. Permitting. I will work with the new Mayor to address the City's permitting backlog so that small businesses are able to grow. Lack of access to capital, especially for BIPOC-led organizations. I will expand current incubator programs that leverage growth and provide capital for emerging businesses.
Penfield Tate	The issues faced by residents of Denver are the same facing small businesses. Lack of affordable housing has exacerbated our housing crisis and forced too many into being unhoused. Forcing the unhoused to shelter outside is not healthy; it isn't healthy for businesses, it isn't good for public safety, and it certainly isn't healthy for the unhoused individuals. Rather than looking for bandages, we must address the trauma. Expansion of multimodal transportation also provides additional opportunities for people to patron small businesses, as it lessens the burden of reaching that destination (and prevents having to find parking once you are there).
Will Chan	City Council must support small businesses by objectively reviewing the City's business policies, and including thoughtful differentiations to support small, medium, and large businesses, each of which have different needs. The policies that large corporations can implement easily may be more difficult for medium and small businesses. We must be intentional in how we support and what we expect from each of these business groups. Each of them have strengths and distinct roles to play in the strength of our business ecosystem - downtown and citywide. We need them all. City Council can also support efforts such as providing incentives to businesses who are currently implementing, or intend to implement, social benefits that meet community priorities (i.e. childcare, parental leave, etc.).
Sarah Parady	I have been interviewing small business owners to get a sense of what they need. Here's what I'm hearing: <ul style="list-style-type: none"> <li>• Fix our broken permitting and licensing processes.</li> <li>• Fund immediate needs like ADA compliance, snow removal, and window repair</li> <li>• Offer navigators who work across city departments to support a specific business type (not simply within departments)</li> <li>• Focus on support for established small businesses, not just new ones.</li> </ul>
Travis Leiker	The pandemic has caused us to reevaluate how to support Denver's workforce and sustain economic growth. Boarded up windows, graffiti at vacant properties, and delays within the City are hurting small business and neighborhood vitality. We must support our small businesses—including women, BIPOC, LGBTQ+, and other minority owned businesses—to stimulate more economic growth and to create intergenerational wealth and financial stability. I want to work with stakeholders to identify new ways to support local, small businesses through government contracting and neighborhood input. Further, we need to convene minority and women owned developers, architects, and lenders to help promote economic development in underserved and historically marginalized communities; activate and support communities of color. Finally, council should play a more active role and work closed with the Office of Economic Development and others to ensure we are investing in neighborhoods with the greatest potential and/or need.

Jeff Walker	I will support improving access to embedded businesses and strip malls by means other than private vehicles. Reducing or eliminating parking requirements can help reduce the cost of businesses in new construction. I will support adaptive re-use of existing buildings which are less expensive to occupy and are more sustainable.
Serena Gonzales-Gutierrez	Growing up, I worked at our family flower shop, restaurant and various other small businesses in North Denver. I know the challenges that small business owners face, and those have only increased as Denver has become increasingly expensive and inaccessible for the local businesses that are the core of our city's vibrant economy. As your next Denver City Councilperson at-large, I would increase options and support for small businesses to occupy key storefronts in the economic corridors of our city, infusing our city's busiest commercial area with local energy and culture.
Tim Hoffman	<p>Providing financial support: The city can offer grants, low-interest loans, tax breaks, and other financial incentives to help small businesses start up or expand. These resources can be especially important for businesses in underserved communities.</p> <p>Streamlining regulations and processes: The city can work to simplify the regulatory process for small businesses, reduce unnecessary red tape, and make it easier for them to obtain permits and licenses.</p> <p>Providing technical assistance: The city can provide small businesses with technical assistance and training, such as help with marketing, accounting, and legal issues.</p> <p>Collaborating with community organizations: The city can work with local community organizations, business associations, and chambers of commerce to support small businesses, promote entrepreneurship, and foster economic development.</p> <p>Investing in infrastructure: The city can invest in infrastructure improvements, such as public transportation, street improvements, and public space enhancements, to make it easier for customers to access small businesses.</p> <p>Encouraging local purchasing: The city can encourage residents to support small businesses by promoting buy local campaigns, encouraging procurement from small and minority-owned businesses, and offering incentives to businesses that source their products and services locally.</p>
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	I am on the Board of the Colorado Smart Cities Alliance, a business incubator and accelerator downtown that will bring small businesses to life. We are currently selecting several businesses to participate in each. I also financially supported the Malone Fund, another incubator specifically for minority owned businesses. We are furthermore creating financial incentives for minority and women owned businesses to open a store along the 16th Street Mall, and when that pilot completes, we intend to expand it along Colfax.
Shannon Hoffman	As a former retail and community outreach employee with D10 small business Hope Tank, I know that small businesses are more than where we exchange goods and services; they're community gathering places. We need strong, progressive policies to stabilize the cost of rent that's driving many small businesses out of their spaces and making it tough for them to pay staff a living wage. I also support having commercial community land trusts to regulate the cost of rent for small and local businesses and a commercial rental registry to understand and regulate the conditions of commercial rental spaces.

Noah Kaplan	<p>Small businesses are the heartbeat of our district. As a city councilman, I want to work to increase opportunities for new entrepreneurs and provide lifelines for some of our city's oldest businesses that wish to remain in District 10.</p> <p>I will work with the City of Denver's Office of Economic Development to create new mentoring opportunities for Denver's youth. I will create pathways for our business people's success so they can live and work in Denver's central business district, and ensure public safety concerns that discourage patronage of small businesses in often neglected areas are addressed. Denver needs a renaissance that can begin and grow out of District 10. By working with small business owners to realize the potential of places like 16th Street Mall and the Colfax Main Street district, we can create welcoming spaces for everyone.</p>
Margie Morris	<p>City Council needs to play a big role in making sure businesses continue to thrive. My biggest goal in this area is to ensure our small businesses feel supported and know that the council is doing everything they can to bring prosperity through their doors. We can incentivize residents with city sponsored vouchers, host small business festivals, or provide small business guides featuring rotating shops. There is a lot the council can do that is fun and engaging.</p> <p>In addition, City Council should review and reform its overly complex zoning code with a goal of simplification. Start ups and businesses trying to expand have shared that compliance is difficult, time consuming and adds unnecessary costs. We need to make it easier to launch and run a successful business in Denver!</p>
<b>Electoral Race: District 9</b>	
Darrell Watson	<p>I am a small business owner. I will prioritize the following:</p> <ul style="list-style-type: none"> <li>• Expand the Herman Malone Fund to be inclusive of Historic Five Points.</li> <li>• Develop incubators that provide access to capital and other technical assistance.</li> <li>• Establish a long-term fund like the Deerfield Fund that provides no interest loans and grants to current and new small businesses.</li> <li>• Engage the Good Neighbor Fund to connect them with small businesses in D9 that could who qualify for their micro-grant program.</li> <li>• 5. Expand Xcel's franchise fee along with federal IRA funds to support small business transition to Energize Denver requirements.</li> </ul>
Candi CdeBaca	<p>I was the initial proposer of the Legacy Business Ordinance that was instead adapted by DEDO as a program without a permanent funding stream. I believe it needs to have a permanent funding stream that can be created by taxing large corporate entities that siphon off business from small local business. I believe special districts could be revamped to actually redistribute resources rather than concentrate them. I also believe that helping workers and helping stabilize housing IS good for the vitality of small businesses.</p>
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	<p>On a larger policy level I would want to steer the city towards undoing the skewed property tax rate system that puts enormous burdens on small businesses. The city should also create funds to help business owners defray the impacts of crime on their business.</p>
Flor Alvidrez	<p>I would like to adjust and broaden outdated policies. Small businesses I know have received citations for small things like A frame signs, open signs and clothing racks I would do away with those policies. I would also like to get rid of Denver Occupational Privilege tax which was enacted to receive funds from people who don't live in Denver but have the privilege to work in Denver. This outdated policy costs small businesses and employees alike and has a great impact on small businesses owner as they have to pay this even on themselves individually. The last policy I would like to see phased out for businesses is the property tax. Not only does a business pay sales tax whenever they buy equipment they pay taxes again for it every single year just for owning it. At a time when businesses pay so much yet receive minimal city services I think we need to find better way to be a partner with local small businesses so they stop closing and moving out of Denver.</p>



Nick Campion	<p>As an entrepreneur myself and the Lead Organizer of 1 Million Cups and Denver Founders (two organizations committed to developing and supporting small businesses and entrepreneurs through feedback and shared resources), I am passionate about supporting small businesses, the heart of Denver.</p> <p>Here are solutions I support:</p> <ul style="list-style-type: none"> <li>• Tax incentives and grants for small businesses.</li> <li>• Promoting local shopping and dining through marketing campaigns.</li> <li>• Improving the accessibility and walkability of local shopping districts.</li> <li>• 4. Hosting events and initiatives that bring attention to local businesses, such as farmers markets or small business fairs.</li> </ul>
Guy Padgett	<p>The first and best way to support small businesses in District 7 and Denver at large is by patronizing them enthusiastically. As a member of the Council, I would take that spirit and multiply it by the reach of the office. I would use local vendors for my Council office's needs and I would personally showcase businesses and entrepreneurs. But policy plays perhaps the biggest role. We need to ensure that small businesses have access to city services that are provided in a timely manner and in a way that assists rather than hinders small business people.</p>
Arthur May	<p>When it comes to city budget expenditures to vendors I would first ask 1) Is there a vendor in our district that can fulfill this need? 2) Is there a vendor in the city that can fulfill this need? 3) Is there a vendor in the state that can fulfill this need? I would ask these 3 questions before going out of state. Small business is a vital part of our city and district's economy. According to AdvisorSmith.com, Denver as a city has the 3rd most number of small businesses for a city larger than 750,000 people. Denver's Division of Small Business Opportunity should not limit the availability of its resources to minority- or woman-owned, or otherwise being a disadvantaged business. By doing so, it is potentially holding back support for up to 18,000 additional small businesses. Furthermore, I would seek to bring area incubators like TechStars and YCombinator closer to our communities for mentoring and business plan acceleration.</p>
<b>Electoral Race: District 5</b>	
Michael Hughes	<p>We need to reactivate downtown - completing the 16th Street Mall project on time and on budget (or ahead of schedule and under budget) and working with the Downtown Denver Partnership, Visit Denver, and downtown neighborhoods to bring people downtown to support restaurants, retail businesses and other small businesses in the downtown core. We need to help small businesses move quickly and easily through needed permitting, including building permits and licensing.</p>
Amanda Sawyer	<p>Small businesses are the backbone of our community and they face many challenges. Some of them come from the State level (for example the commercial property tax rate which is a huge burden on small businesses). However, I've worked hard to address some of the challenges at the municipal level, for example the small business security CPTED program mentioned above, and the acknowledgement that city bottlenecks are adding costs for businesses mentioned in my responses above as well.</p>

## ECONOMIC DEVELOPMENT

### 11. What are your thoughts on invigorating the Colfax corridor as promoted in the East Central Area Plan?

#### Electoral Race: Mayoral

Andy Rougeot	The Colfax corridor is a critical and historic part of Denver, and agree with the plan's overall goals of increasing housing affordability and strengthening the local small businesses, but do not agree with all the specifics.
Aurelio Martinez	Unfortunately I do not know enough about the East Central Area Plan but promise to take a close look at it.
Thomas Wolf	Certainly a longtime coming, now time to execute, which fits my bias to act, problem solve, get things done and move on. Colfax is frequently referred to as America's longest main street, and has been long overdue for this restoration.
Deborah "Debbie" Ortega	In the spirit of making our neighborhoods more affordable, safer, and more prosperous for all, I am in support of the East Central Area Plan because proposed density along this corridor will bring neighborhood serving businesses and more residents. I will work with our neighboring jurisdictions to the east and west to connect the Colfax BRT from Golden to Aurora, thus transforming how RTD buses interface with it and reduce the frequency of bus trips into downtown - doing so will also reduce the brown cloud.
Ean Tafoya	Can we build the Colfax Bus Rapid Transit already? In all seriousness we must invest into all the corridors that Denver Moves calls for, and we must leverage once in a lifetime resources from the state and federal government to do it quickly. We have done the work to create the plans like the East Central Area Plan –let's put them into action
Kelly Brough	I am committed to the vibrancy of central-east Denver. My priorities include: <ul style="list-style-type: none"> <li>• Adding density – Colfax is a key transportation corridor where increased density makes sense</li> <li>• Preventing displacement – strengthening rent assistance and eviction prevention efforts and helping property owners maximize the value of their property through ADUs</li> <li>• Supporting adaptive reuse – maintaining the historic main street character of buildings along Colfax, while modernizing those spaces so they are appropriate and safe for commercial operations today</li> <li>• Completing bus rapid transit– this important investment will improve mobility and transform Colfax. We must be smart about implementation, so we don't compromise our small businesses.</li> </ul>
Lisa Calderón	While growth is necessary for a vibrant Denver economy, gentrification that results in displacement will lead to a city for the wealthy. I believe further planning is needed to understand the impacts for low-income communities and communities of color in the Colfax corridor, and to establish processes that encourage authentic collaborations among all stakeholders from the beginning of the planning process, while mitigating the preventable and most harmful effects of gentrification. Additionally, it remains unclear how the total budget for the project will be funded given the level of current funding only covers a fraction of the total cost.
Trinidad Rodriguez	In general, I support the plan's Colfax corridor recommendations. Mobility planning will need to be done holistically recognizing the origin and destination activity in the East Central Area while recognizing its role of facilitating regional connections between neighborhoods and opportunity. The focused area where I will seek community input is to develop and implement a plan that further emphasizes active and transit mobility modes over single occupancy vehicle modes throughout Colfax.

Kwame Spearman	As a small business owner and candidate for Mayor of Denver, I am committed to supporting the vitality of small businesses throughout the city. One area of particular interest to me is the East Colfax corridor, where I have a Tattered Cover location and have seen firsthand the challenges and opportunities facing small businesses in the area. To invigorate the Colfax corridor and promote economic growth, I support the East Central Area Plan, which seeks to promote mixed-use development, affordable housing, and pedestrian-friendly streets. I believe that this approach will create a more vibrant and sustainable community that benefits everyone who lives, works, and does business in the area. As Mayor, I will work closely with small business owners, neighborhood organizations, and other stakeholders to implement the East Central Area Plan and ensure that it reflects the unique needs and character of the community. This will involve providing seed and emergency capital for locally owned businesses, creating worker training programs and incentives for local hiring, and partnering with anchor institutions to support small businesses and workers.
Terrance Roberts	It is actually the same as my my plan to revitalize downtown and the 5 Points. the revitalization of those areas, by making Denver an all inclusive 24 hour city will also bring revenue and excitement back to Colfax. Getting more people off of the streets and with services by adding more Public Social Housing to our stock, and adding more then only 2% of our public safety budget to housing along with a Public Banking System will also help revitalize Colfax.
Mike Johnston	The East Central Area Plan offers a strong start to reinvigorating the Colfax corridor and making this area more affordable and accessible while maintaining the historical and cultural significance of the corridor. As we work to increase density in our city, it'll be important to prioritize transit oriented development where it makes sense, and this plan introduces that to the Colfax corridor in an innovative way, which will lead to more housing, more local businesses, and more foot and bike traffic to help this community thrive.
Leslie Herod	I support reinvigorating the Colfax corridor. With Bus Rapid Transit (BRT) moving forward, it is the perfect time to reinvest into abandoned buildings, sidewalk improvements, safety, and incentivize development. Colfax has a lot to offer and we can take advantage of that with a one build approach that starts with BRT and engagement from RNOs/BIDS.
James Walsh	After educating myself on this plan, I am impressed with the level of community engagement and commitment. I support the goals and vision of the ECAP have a strong appreciation of the historic and economic role that the E. Colfax corridor plays in our city. This plan would have my full support and access to resources, as it anticipates many of the challenges ahead in a post-pandemic urban world.
Chris Hansen	I emphatically support this plan because it includes increased housing density at key public transit locations and the addition of Bus Rapid Transit. The Mayor plays a crucial role in making sure that smart growth happens in key places like public transit corridors and making Denver neighborhoods conducive to thriving businesses. Developing density along corridors like Colfax and Federal is just what the city needs in order to become more connected and to succeed in the decades ahead.
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	I believe that the bus rapid transit (BRT) will have a profound effect on the community and by adding more housing density in close proximity to the public transportation and affordable housing will address the expected growth in the next twenty years. I will help overcome the barriers that would delay or negatively impact these efforts since the plan comes from the will and desires of the local residents.
Penfield Tate	The holistic approach of the East Central Area Plan provides an important framework for other communities across Denver. As we look to support local businesses, keep housing accessible for all, reduce crime, lower our carbon footprint...all of these must be looked through a holistic lens. We saw with COVID that much of our infrastructure wasn't as stable as we once thought. As we look towards invigoration, however, we must be intentional in how we implement. Unintended consequences, like gentrification, must be recognized and policy must reflect that we are actively mitigating its effects.

Will Chan	The East Central Area Plan is solid, and now we need to implement it. Too often, the City takes many years to implement its plans – sometimes even to the extent that the people who can benefit from the plan’s recommendations no longer live in that neighborhood. I mentioned accelerating the Colfax BRT above so that I can hope to use it before my grandchildren are born but I would also encourage greater investment in the corridor to bring back small businesses. I am excited to hear about the progress of an international district that will draw more foot traffic to the area and support the local economy. The other elements of the plan are aligned with my platform to make Denver greener, more affordable, more prosperous, and safer.
Sarah Parady	My law firm is on Colfax and is a member of the Colfax BID - when we looked for space, we knew we wanted to be on the longest street in America. As someone who used to take the 15L regularly, I am excited for Colfax to become Denver's first BRT corridor. I also believe that my housing plans, including acquiring existing multiunit buildings and building new ones through a social housing program plus potentially supporting the creation of one or more community land trusts along Colfax, would help balance the need to add housing with the need to protect existing affordable housing/neighborhoods.
Travis Leiker	I am concerned about the current state of the Colfax corridor and support the key elements of the East Central Area Plan. More multi-modal transportation, including the completion of the Colfax BRT, is a top priority for me in my first 4 years on council. I think a more active council member, especially at-large members, is going to be important to recruiting and retaining commerce along the corridor. Clearly defined metrics and accountability measures will need to be in place for the various business improvement districts along the corridor. Where the public sector (the city) may be falling short (e.g., graffiti cleanup and corridor cleanliness), quasi government agencies have the capacity to meet existing needs.
Jeff Walker	I support improving access by rolling, walking, biking and transit as means to invigorate the corridor. I also support the revision of tax credits to foster the adaptive re-use of existing buildings. The East Colfax Area Plan involves infrastructure and programmatic alternatives to supporting businesses and residential uses. Partnerships, tax incentives, physical improvements and others provide a mix of options that will be more productive during different cycles as the economy ebbs and flows. It provides flexibility, which is important for sustainability and resiliency.
Serena Gonzales-Gutierrez	Colfax is one of our Denver's most vibrant city corridors, and preserving that significance should be a top priority as we move forward with important projects like densification and the BRT line. Colfax has a unique flair (neon!) and we should support the local businesses while necessary change and development happens around them. Colfax is ripe for transit and dense, affordable housing, and we should pursue that while caring for and supporting the businesses that make it one of our city's most significant streets.
Tim Hoffman	There should be a focus on changes and improvements to the lived environment. Planting more trees and enhancing green space serves both as a beautification of the corridor while at the same time bolstering the tree canopy and helping to mitigate the effects of climate change. The city can also partner with building owners to activate vacant retail spots by bringing in local businesses for pop-up locations at reduced or subsidized rental rates. Related to this, the city should work with existing businesses to activate under-utilized alleys and other space that can bolster the businesses and provide additional community gathering locations.
Dominic Diaz	No Response

<b>Electoral Race: District 10</b>	
Chris Hinds	<p>Colfax BRT will be a huge driver of additional pedestrian traffic, and it is slated to complete in 2026. It will allow people to hop on and off the BRT and go to businesses there without worrying about parking.</p> <p>I'm also a huge advocate for the 16th Avenue Shared Street, another initiative that will allow pedestrians and cyclists safe access to shops along Colfax. I have provided more than \$200,000 in funds for the Colfax Avenue BID to create additional sensible lighting and other improvements along the corridor. A bright, welcoming Colfax will encourage more people to enjoy the quirky road that is Colfax. And, as answered immediately above, we are looking to expand a business incentive program in Colfax.</p>
Shannon Hoffman	<p>I support the Bus Rapid Transit plan and will advocate for a faster timeline because working people need this transit option. This will also reduce car use and emissions. I support affordable housing on the Colfax corridor and believe financial incentives for those buildings should go toward housing.</p> <p>I want to leverage City-owned property for spaces that provide not just social services, but also community gathering opportunities for unhoused folks. I would love to see a community development corporation on Colfax and to reimagine the District 6 police station as a site for social housing, co-operative business, and social services.</p>
Noah Kaplan	<p>Denver's East Central Area Plan represents a good foundation for growth and opportunity in our index. I particularly agree with calls for increasing safe multi-modal transportation in our district. As a city councilman, I will work to help gently increase density around these naturally occurring transit-friendly areas. We should also work with RTD to implement new fare zones and decrease the times between buses. These minor adjustments will incentivize users to access transit that is not a car, creating safer streets and helping improve our local ecosystem.</p> <p>Addressing affordability issues is critical for the future success of the East Area Plan. As a City councilman, I will work with developers and community RNOs to work on cooperative agreements on new development that ensure it benefits the community. I also want to see the creation of more homeownership opportunities for our missing middle. We can do this by gently increasing density in District 10 and working to implement new repurposing of downtown buildings.</p>
Margie Morris	<p>Solving Denver's dual crises of homelessness and affordable housing is critical to reinvigorating the Colfax corridor, and a recommendation of The East Central Area plan. By bringing a transformational solution to our neighbors experiencing homelessness, we will be able to ensure that there is enough affordable housing within district 10 and Denver as a whole.</p> <p>Supporting businesses in hiring and retaining staff is also important, so job training and placement programs will be essential. We also need to incentivize adaptive reuse and storefront refurbishment along the corridor, which can be accomplished through tax incentives (rebates) and loan programs. I also want to make sure that we are increasing the walkability of the city and this comes with improving our sidewalks, bike paths and improving our alternative modes of transportation. Ensuring that the Colfax Lynx BRT is completed on time, and with minimal disruption to businesses, will be a long term benefit for the corridor.</p>
<b>Electoral Race: District 9</b>	
Darrell Watson	I support bus rapid transit and will do everything I can to expedite the process. I support increased density to actualize the '15 minute city' potential along that corridor.
Candi CdeBaca	I did not originally support the East Central Area plan but do support as a co-sponsor the DO-8 overlay to implement the plan in a way that does promote walkability and ground floor activation.
Kwon Atlas	No Response

<b>Electoral Race: District 7</b>	
Adam Estroff	While Colfax is not in District 7, it is connected to it through the transit links at Colfax & Broadway. I am a strong supporter of Colfax BRT, this is one of the most important transit routes in Colorado carrying 20,000 + people daily. Our main streets support our neighborhoods and ensuring our commercial corridors are safe and thriving is a key role for the city.
Flor Alvidrez	I think community lead development like this is fantastic! I really appreciate the diverse housing options and focus on transportation. As well on the emphasis on transit oriented development.
Nick Campion	The Colfax corridor is an iconic area of Denver due to its diversity, culture, and history. However, this area hasn't received the resources to help the area grow compared to other areas of the city. To invigorate Colfax, we need to start by incentivizing the growth and startup of local businesses, through tax breaks or grants, on the corridor. In addition, we need to change zoning to allow more housing and increase mobility to and from the corridor to help support these businesses. The East Central Area Plan was created by the community and, as a city, we need to implement what the community wants.
Guy Padgett	The East Central Area Plan, despite the shortcomings incurred by the pandemic, stands as a signal example of a multi-neighborhood effort to define an area, prescribe its evolution, identify its structural deficiencies and assets, and chart a sustainable path forward. Unfortunately, it also serves as an example of Denver's too common practice of creating area plans not concretely linked to land use policy, political players, and mechanisms for continual review and revision in light of evolving socioeconomic trends. We simply must, and certainly can, elevate Colfax and the surrounding East Central Area as one of Denver's vital main corridors.
Arthur May	When I look at the East Central Area Plan, I look at all of the community engagement statics and then I review the measurement methodology. I would want to bring the two closer together and show members of the community where we are in achieving the goals. The impacted residents should actually see how decisions being made in the community are measuring up to the the methodology. Also, I think there is opportunity to better tie the strategies matrix back to the measurement methodology.
<b>Electoral Race: District 5</b>	
Michael Hughes	I'm working in Lakewood today as part of a safety project that will redesign travel lanes, improve medians, create safe crosswalks and greatly improve the pedestrian environment, making it safer and more pleasant to shop, go to restaurants like Casa Bonita. Many of those same ideas are in the pipeline for east Colfax. It is important that council and the new mayor prioritize the transportation and public realm investments on east Colfax and move the planned public projects quickly.
Amanda Sawyer	While my current district is covered by the East Area Plan and not the East Central Area Plan, I have been working to implement the East Area Plan per recommendations from residents during three years of community conversations. As I mentioned before, Denver has plans upon plans, but time and again fails to implement those plans. I have been partnering with fellow Councilmembers along Colfax to implement the DO-8 design overlay along certain parcels on Colfax. The DO-8 overlay is called the Active Centers and Corridors overlay and its purpose is to promote a more pedestrian-friendly and small business-focused main street environment as future properties redevelop along this corridor. During the East and East Central Planning process, residents told the City that they would like to see this kind of change along the Colfax corridor for future development. Additionally, the community safety work I have done has all been based on recommendations from the East Area Plan around enhanced community safety initiatives. Finally, my work to rezone East Colfax (and possibly Montclair) for ADU's was also based in recommendations from the East Area Plan to add to the diversity of housing stock and add lower-cost housing options to our neighborhoods.

## CLIMATE

### 12. How do you think the city can most effectively combat climate change and become climate-resilient?

#### Electoral Race: Mayoral

Andy Rougeot	Denver can best combat climate change by becoming a hub for clean technology startups and small businesses that can fuel nationwide changes.
Aurelio Martinez	Cannot respond at this time.
Thomas Wolf	<p>I office in Iodo near one of the largest EPA offices outside of Washington DC and I am baffled as to why these issues which frequently violate federal standards, are not policed and enforced to make offenders accountable for their actions? Violations are occurring literally under this division of the EPA's nose. To find the poster child and habitual violator for this issue, look just north to the Suncor refinery.</p> <p>Yes our city should take a more active role in transit, including ensuring that our sidewalks are available equally and throughout as well as safe transit corridors for all the different two wheel modes of transport like bicycles. Both of these efforts will make our citizens and planet healthier.</p> <p>Additionally, electrification of our city fleet of cars, trucks, et al. have been put forward as the most immediate benefit.</p>
Deborah "Debbie" Ortega	<p>With transportation representing nearly 30 percent of carbon emissions in Denver, I would prioritize building out hydrogen and electric vehicle charging infrastructure for city fleet vehicles and commuters, providing more incentives for alternative modes of transportation, and setting ambitious goals with the Denver Climate Action Office to surpass our greenhouse gas emissions reduction targets within my first term.</p> <p>On council, I helped advance the voter-imposed creation of Denver's Climate Action Office to move us towards reducing greenhouse gas emissions. I'd continue to build off of this work in partnership with neighborhoods, advocacy organizations and Denver's Office of Climate Action.</p>
Ean Tafoya	This is my life's work! Besides public transit we need to use state and federal dollars to replace lead pipes, and lower utility bills by retrofitting old buildings and creating community solar programs. We need requirements and incentives for developing sustainable, walkable neighborhoods. That's a huge opportunity for workforce development and good jobs, and to support workers in transitioning industries. The communities most impacted by pollution need to be at the table when we make these policies.
Kelly Brough	<p>I fully embrace the science-based targets of 65% carbon pollution reduction by 2030 and 100% by 2040. And I believe that through cross-sector and regional collaboration, with strong leadership from Denver's next mayor, we can get there. My climate priorities will include:</p> <ul style="list-style-type: none"> <li>• Promoting housing density, particularly along major transportation corridors</li> <li>• Supporting the education, training, and re-skilling necessary to ensure Denver residents are prepared and well positioned to capitalize on green economy jobs</li> <li>• Fostering partnerships with RTD, DPS and DRCOG to increase efficiency and reduce emissions from our public fleets</li> <li>• Promoting regional action to address the Colorado River crisis</li> </ul>
Lisa Calderón	<p>Denver can achieve the goals set forth by the Green New Deal. As Mayor, I will:</p> <ul style="list-style-type: none"> <li>• Center marginalized and working families in our transition to a green economy</li> <li>• Expand green spaces that are critical to our local environment and livability</li> <li>• Work with experts to transition away from fossil fuels and towards renewable energy sources</li> <li>• Create good-paying green jobs</li> <li>• Develop a comprehensive program to protect us from dangerous air pollutants that disproportionately affect marginalized communities</li> <li>• Encourage equitable land use and housing policies that meet both climate and affordable housing goals</li> </ul>

Trinidad Rodriguez	The first step is implementing our climate plans.
Kwame Spearman	<p>I strongly believe that a green energy policy is vital for the economic development and environmental sustainability of Denver. As the next Mayor, I am committed to prioritizing the development of clean energy and sustainability in the city.</p> <p>To achieve this goal, my comprehensive green energy policy will include the following initiatives:</p> <ul style="list-style-type: none"> <li>• Electrification of City Fleets: I will work towards transitioning the city's fleet of vehicles to electric vehicles, with a target of having 50% of city fleet vehicles being electric by 2030.</li> <li>• Energy Efficient Buildings: I will promote energy efficient buildings by encouraging the use of renewable energy sources such as solar, wind, and geothermal energy in city-owned properties. I will also work to improve the energy efficiency of existing and new city structures.</li> <li>• Green Jobs: I believe that the transition to a clean energy economy will create thousands of new jobs in the green sector, including opportunities for apprenticeships and reskilling for workers transitioning into the sector.</li> <li>• Transportation Emissions Reduction: I will prioritize investments in climate-friendly transportation projects such as public transportation, cycling infrastructure, and pedestrian-friendly walkways to reduce car dependence and improve air quality in Denver.</li> <li>• Enabling a transition to Electric Vehicles: I will work to make EV charges available across city properties, parking lots, and in public-private partnerships to increase access in parking garages as well as on-site in multi-family housing.</li> <li>• Water Conservation: I am committed to preserving Denver's water resources and promoting water conservation measures throughout the city. I will work to implement water-saving technologies in city properties and encourage residents to adopt water-efficient practices.</li> </ul> <p>Through these initiatives, I believe we can create a more sustainable and economically vibrant Denver for future generations.</p>
Terrance Roberts	By democratizing modes of transportation to get more mobility with less cars. making sure RTD has a good relationship with the city and they are providing more efficient buses and steady bus and train routes. Making buildings more green energy reliant and eco friendly. New builds for housing should have tankless water heaters, energy efficient doors and windows, etc. Burning natural gas for heat is what adds a tremendous amount of greenhouse gas emissions from the flue pipes from the roofs homes and businesses. Over half of our year here in Denver is cold weather. Getting more people off of our streets and into housing is the first biggest step for climate action.
Mike Johnston	Denver's climate action goals are ambitious and it is critical to meet these goals to combat climate change. I am committed to transforming the city into a national leader in clean energy and climate sustainability by committing to have 100 percent of Denver's electricity sourced from renewable sources by 2040. This requires electrifying our fleet and electrifying our buildings while reducing vehicle emissions by providing incentives to increase the use of public transit, increase ridership, and increase route frequency and ride quality. Whether it's through building community solar gardens which will make renewable solar energy more accessible or building affordable housing in Denver so the people that work here can live here and stop communities 20, 30, 40 miles to work, the City should take action to support individual Denverites who want to live more sustainably. We must also take a more aggressive approach to preserving water by incentivizing turf and xeriscaping wherever possible.
Leslie Herod	Climate change and air and water quality issues are deeply linked. We've all experienced the dreaded brown cloud. Pollution is causing ill health effects, especially in our most vulnerable communities. I have a strong record of supporting renewable energy incentives and protecting water sources. To truly be a Green City, we must focus on improving air and water quality, increasing transit options, and reducing carbon emissions through renewables and energy efficiency, all while ensuring that communities of color are not disproportionately impacted by these changes. Denver is ready to protect its future.



James Walsh	I would move to implement policies for other cities that have had the most success in climate-related policies, air quality, carbon emissions, etc. San Francisco's Climate Action Plan, which charts a course toward net-zero carbon emissions, social and racial equity, and a transition toward fossil-free jobs, is a good template to being with. The future includes green rooftops with solar panels on all new buildings, incentives economic subsidies for transitioning to EVs, and a move toward a more robust community-driven composting program. I would partner with the non-profit Consumption Literacy Project to implement climate and soil education into every classroom in the city.
Chris Hansen	My background sets me apart from other candidates because I have a vision of Denver becoming the greenest city in the U.S. and I can make that a reality due to my private and public sector experience. We can dramatically improve air quality and reduce emissions if we focus on adding population density in areas with high-quality public transit that is electrified. We must enable residents to meet all of their needs by using a combination of highly efficient public transit, connected bike lanes, EV charging infrastructure, and making our streets safer for pedestrians. My systems engineering background combined with my extensive legislative experience will enable me to deliver this vision of a connected, green, dynamic city. For more details about my Plan to Build a Greener Denver, please see <a href="https://www.chrisfordenvermayor.com/_files/ugd/6f7f53_50c693df97924bb58353bda225a32382.pdf">https://www.chrisfordenvermayor.com/_files/ugd/6f7f53_50c693df97924bb58353bda225a32382.pdf</a> .
Al Gardner	No Response
<b>Electoral Race: At Large</b>	
Marty Zimmerman	<p>There are three things we should do:</p> <ul style="list-style-type: none"> <li>• Our city should set policies and goals of what we want accomplished and let businesses innovate to determine how the goals are met and when.</li> <li>• The most significant carbon emissions come from heating/cooling buildings. Denver believes that electricity is their solution, which is expensive for builders (affecting affordable housing prices), and we don't have a large enough grid.</li> <li>• Save water by changing parks to use native grasses and planting more trees and improve stormwater management.</li> </ul> <p>Continue incentives for people to go greener, such as e-bike rebates, solar panels, etc.</p>
Penfield Tate	<p>Climate change is already happening, and we have ample evidence of that fact in Denver, Colorado and globally. We need to plan for the inevitable impacts of climate change to ensure our most impacted communities have the resources they need to deal with the variety of things to come. First, we need to reverse the harm being done now. Finding equitable and effective transit solutions to reduce vehicle traffic and auto emissions is a necessary step. Expanding public transportation in our most impacted communities should be a priority. This will require a new and creative relationship with RTD with a goal of reducing barriers to the last mile. Public transportation must be efficient, equitable and accessible for those who want and need the services.</p> <p>Enforcing regulations to reduce air pollution is also paramount. We need to be focusing on resiliency for our most impacted communities. We need to work with the State to explore a more equitable utility system and expanding all emergency resources. This should be done in combination with continuing to encourage utilities to move to renewable sources. The drive to renewable sources will drive a capital cost, and we should work in partnership with the State and the utility industry to promote rate methodologies that don't price people out of a necessity – heat and light. A comprehensive analysis of our emergency plan and entirely revamping and modernizing the same should be undertaken. I view this as one of the most vital things to focus on in improving our air quality for our most impacted communities in Denver, such as GES.</p>

Will Chan	My platform for a Greener Denver includes increasing our tree canopy by 250,000 trees to reduce the urban heat island effects seen predominantly in our communities of color and provide much-needed shade in summer and protection from the winds in winter. Transportation will also be key as it is one of the primary contributors to GHG within our city; I advocate for frequent, reliable, and fare-free public transit for Denverites, as well as increasing and diversifying micromobility and multimodal transportation options. Finally, we need to build our green workforce and create good-paying, union jobs to modernize our energy grid, build infrastructure to support multimodal transit, encourage electric vehicles, and improve the health of all our neighbors. Finally I will continue to lobby our executives across the city and state to better enable the growth and support of our green infrastructure.
Sarah Parady	Increase resilience against fires, flood, and extreme heat in every neighborhood, restore polluted neighborhoods and homes, preserve existing green space, accelerate Denver’s Climate Protection 5-year Plan and decarbonize at every opportunity, improve climate standards on city-owned land and for new developments, shift funding and incentives so that anyone wishing to decarbonize by accessing ebikes, electric vehicles, solar power, heat pumps, electric stoves etc. may do so - not only affluent consumers.
Travis Leiker	Waste Diversion: Incentivizing adaptive reuse of historic/older properties for the purposes of economic development, housing opportunity, etc. while avoiding unnecessary waste impacting landfills. 2. Walkability: Working with city agencies to ensure that sidewalk infrastructure and pedestrian friendly thoroughfares are established and/or enhanced to ensure that we are less car reliant. 3. Air Quality: We need to do more as it relates to investing in our parks, open spaces, and tree canopy in Denver, especially in historically underrepresented communities; less asphalt and more greenery is essential to our city's vitality.
Jeff Walker	Transportation and housing are the largest contributors of greenhouse gases. Making access to transit - through improved sidewalks and denser housing - and improving the efficiency of housing - through weatherization and installation of efficient appliances - are the two most easily identifiable ways to fight climate change. On a personal level, I’ve kept my furnace below 60 degrees this entire winter. Not everyone is able to do that, but reducing the amount of fossil fuels is something anyone can do without any government program. My father grew up in pre-Depression area Mississippi without heat, electricity or indoor plumbing. I get a lot of my views from his life.
Serena Gonzales-Gutierrez	At the State Legislature, I’ve run numerous policies to hold corporate polluters accountable, establishing a statewide framework for regulating corporations that spew deadly air toxins into areas like North Denver. I'll continue that work so that everyone in Denver has clean air and water. Similarly, we must make the necessary investments to create a thriving public transportation system that provides regular and consistent transit options, reducing our dependency on cars and providing equitable, affordable, safe, and clean transit options in every corner of the city. Dense housing also significantly reduces our city’s climate impact, and the city should help property owners electrify and densify to help reduce the climate impact of our built environment.

Tim Hoffman	<p>Transition to renewable energy: The city can increase its use of renewable energy sources, such as wind and solar power, and transition away from fossil fuels.</p> <p>Reduce greenhouse gas emissions: The city can implement policies to reduce greenhouse gas emissions from transportation, buildings, and industry. This can include promoting public transportation, encouraging the use of electric vehicles, implementing building codes that promote energy efficiency, and supporting the transition to clean energy sources.</p> <p>Invest in green infrastructure: The city can invest in green infrastructure, such as parks, green roofs, and permeable pavement, that helps absorb carbon, reduce heat island effects, and improve stormwater management.</p> <p>Promote sustainable development: The city can promote sustainable development practices that minimize the environmental impact of new buildings and infrastructure projects.</p> <p>Improve waste management: The city can improve its waste management practices, including increasing recycling rates, reducing landfill waste, and promoting composting.</p> <p>Enhance climate resiliency: The city can implement measures to enhance its resiliency to climate change impacts, such as extreme heat, drought, and flooding. This can include improving drainage systems, protecting critical infrastructure, and implementing emergency response plans.</p>
Dominic Diaz	No Response
<b>Electoral Race: District 10</b>	
Chris Hinds	<p>The best way we can act as a community is to break Denver's dependence on cars. Making our pedestrian experience broad and inviting and creating a safe network for cyclists will allow us to reduce the city's largest carbon emission segment: transportation. We also just voted to adopt the 2022 Denver Building Code which provides additional requirements for energy efficiency in buildings. Among many other benefits, it provides requirements for installations of electric vehicle charging stations. We have also provided funding for e-bikes, an extremely popular incentive, and have additionally funded the installation of solar panels across the city. Let's not let Denver's 300 days of sun go to waste!</p>
Shannon Hoffman	<p>My approach is rooted in the climate justice movement and my ancestors' experiences. I'm the granddaughter of a coal miner who died of black lung disease. The coal company didn't offer compensation to my family after his death and paid off my grandmother's lawyer, leaving her with few resources to take care of the family. I believe in a multi-pronged approach to climate challenges: protecting and expanding green space; funding accessible, sustainable transit options; saving water with incentives for replacing grass with native plants and xeriscaping; and replacing turf on City-owned property with native plants and xeriscapes, too.</p>
Noah Kaplan	<p>District 10 poses one of the most significant opportunities for Denver to work on combating climate change by implementing a socially innovative policy that encourages multi-modal transit and leaves cars at home. As a city councilman, I want to work to rapidly expand our shared street network and expand days of no-car traffic to allow for more safe walking and rolling opportunities.</p> <p>As a city councilman, I will also work to rehabilitate and regrow our tree canopy in District 10. Finding new areas to add green space to our concrete jungle will vastly improve our eco-footprint and combat heat-trapping effects. In addition, the city will likely produce a considerable amount of compost, given our new Pay as You Throw and Waste No More policies, which will produce large amounts of living soil. The city should utilize this additional fertilizer in yards, parks, gardens, and shared green space, allowing for natural carbon capture, better water retention, filtration in green space, and additional cost-effective nutrients to support growth that will help mitigate the urban heat island effect.</p>

Margie Morris	<p>As a mom of 3, I am focused on ensuring a future where they and their families can thrive – and that means using and promoting sustainable practices today. Efforts described previously around housing and TOD are critical to climate resiliency. CASR, the Climate Protection Fund, and the Denver Climate Action Task Force are all strong initiatives to advance work toward a climate-resilient city. City Council ordinances to promote recycling and composting, as well as new green building standards are moving us in the right direction. As a further step, we must rehabilitate our current infrastructure through the use of renewable energy systems using solar and wind energy sources as part of our efforts to be NZE by 2030.</p> <p>A major area of concern where I see a gap is water use and reclamation. We need to start protecting our most precious resource today, with water smart homes and businesses that use water-efficient landscaping/irrigation systems, hot water recirculation systems, and water-efficient appliances. We can incentivize these similarly to the current ebike rebates. Same for water efficient technologies (WET), such as toilets and faucets. And we should consider restrictions on evaporative cooling mechanisms. Not only can we ensure that we are using our water efficiently, but we can also be reclaiming 100% of our water. Denver at its residents need to be doing everything we can to combat climate change, and City Council can help advance our goals through incentives and ordinances.</p>
<b>Electoral Race: District 9</b>	
Darrell Watson	<p>District 9 includes some of the most polluted neighborhoods in Denver. I will focus on the following:</p> <ul style="list-style-type: none"> <li>• Implement City Forestry strategic plan</li> <li>• Provide a 10-minute walk or roll to quality parks</li> <li>• Support Energize Denver transition.</li> <li>• Seek CASR &amp; DOTI flexibility on franchise fee dollars to scale additional funds to subsidize residential transition to electric</li> <li>• Increase energy solutions from solar panels to reduce energy bills for low-income households.</li> <li>• Designate Welton Street corridor and Larimer Street in Five Points as EV charging hubs.</li> <li>• 7. E-Bike Rebate: Expand bike program and increase bike safety education.</li> </ul>
Candi CdeBaca	<p>Not with our current approaches! I think we are taking a piecemeal approach an in many cases not experiencing a positive net gain from our efforts. If we appropriately use the data we have about who generates most waste, what generates most green house gases, where we have most significant pollution and build policy that MATCHES that data rather than dipping our toes in here and there, we could have more impact. Broadly, I think in order to meet our energy goals we are going to need to turn away from the Xcel monopoly due to the PUC. We have the ability to municipalize or create consumer owned utilities where profit is not the primary driver of services and that should be the foundation of our climate approach. I also believe that the structure of Denver Water needs to be reconsidered. Rent control is another huge part of climate resilience because we cannot just be densifying for the elite and pretending its a climate mitigation. If workers are pushed farther out and have to commute everyday to sell their labor to keep the city running, the density as a climate crisis mitigation is counter to the goal.</p>
Kwon Atlas	No Response
<b>Electoral Race: District 7</b>	
Adam Estroff	<p>My top priorities are changing our land use code to prioritize smaller homes and allow affordable housing in all neighborhoods. The climate crisis also looms over all of our policy decisions. City Council has power over the buildings we live and work in, as well as how we get between them. Buildings and transit are over 50% of CO's emissions.</p> <p>I will work to create a green land use and building code. I will work to expand the city's role in transit to improve frequency, as well as making it safe and dignified to get around our city without a car. This will help folks save money as well as hit our climate goals</p>

Flor Alvidrez	<p>I think out 2040 plans is appropriate and effective on removing our dependence on fossil fuels. I think the other focuses need to on sustainable construction that promotes preservation and adaptation and reduces demolition, which is terrible for water use and climate change.</p> <p>I would like to see us partner more with our most vulnerable residents to increase the energy efficiency of their homes, integrate bicycling into our rec center programing, increase our tree canopy and green spaces and creating a buy back program for gas lawn mowers and landscaping tools which contribute greatly to air pollution on those terrible ozone level days.</p>
Nick Campion	<p>As a member of the Sustainability Advisory Council of Denver's Office of Climate Action, Sustainability &amp; Resiliency, I understand that addressing climate change is vital to the health and success of Denver and its residents. The planet is getting hotter every decade and needs our help. Denver needs to reduce our emissions, so future generations have a planet they can enjoy.</p> <p>First, we need to commit to Denver's 80x50 Climate Action Plan from 2018 by optimizing energy efficiency in buildings, enabling next-generation mobility, and improving waste management. To improve energy efficiency in our buildings we need to work with landlords, homeowners, and commercial building owners to accelerate the electrification of heating and cooling systems to improve energy performance and human health.</p> <p>Second, we can expand Denver's green business and workforce with a just transition focus. Third, we must employ regulations and policies that protect Denver communities from the harmful effects of ozone pollution. Fourth, we should explore and prioritize opportunities to make our denser, urban spaces greener and more climate resilient to support Denver's human and ecological communities. Finally, we need to commit to delivering the Waterway Resiliency Program to achieve fishable, swimmable status in Denver's waters.</p>
Guy Padgett	<p>There are two main aspects of this issue that I believe we must face immediately: decreasing our carbon emissions, and constructing wise water use policies.</p> <p>We can decrease emissions by focusing on public transit, on regulations for new construction, and by helping people revitalize already-built structures rather than tearing them down and rebuilding.</p> <p>Wise water use policy includes optimizing those water sources we already own; securing new sources of water if necessary; and designing water use policies such as watering guidelines, gray water use in our public spaces and parks, and efficient treatment of our storm water runoff, among others.</p>
Arthur May	<p>The city needs to make a better economic case around any climate investments and show residents the ROI if the taxpayer is paying for it.</p>
<b>Electoral Race: District 5</b>	
Michael Hughes	<p>Water conservation, energy efficiency in buildings and conversion of the transportation sector to electrification are the three areas I would focus on. The City has an opportunity to access federal and state resources to make the transitions we need to reduce carbon emissions from buildings and transportation. The new mayor and council should pursue those resources.</p>
Amanda Sawyer	<p>The City has a responsibility to affect climate change in a number of ways and has already started that work. I was honored to be one of the leaders in the creation of Denver's Climate Office (CASR). However, it was created by Executive Order and I would like to formalize that office in ordinance or Charter to ensure its existence beyond this administration. We need to continue to promote climate-resilient policies and invest real dollars in the community to help our residents and businesses partner with us to combat climate change as well.</p>