

YIMBY Denver
2019 Mayoral and City Council Candidate
Questionnaire

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Lisa Calderón – Mayor

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Currently, Denver’s growth and prosperity works for some, but not for enough of us. If we continue down the path we’ve been on for the past eight years, many of Denver’s working people and families will continue to be left behind. I know we can take a different path. I believe collaborative growth should be integrated into the fabric of our current and future neighborhoods and ensure that prosperity is accessible to and shared by all Denver residents. As a 30-year public servant working both in and outside of government, I believe that every action that directly affects the people should originate with the people most impacted. Rather than the current administration’s top-down planning process, I will implement community- and resident-driven development which includes renters, homeowners and our unhoused neighbors. Community-centered development brings residents to the table from the beginning when planning decisions are made at all phases of planning, from early investigation of issues and concerns, through the crafting of goals, policies, and actions, and to the monitoring of outcomes. Currently, city planning in Denver is too far removed from the everyday lives of residents, and has failed to meet the people’s expectations because of the lack of vision and authentic community engagement practices. The participation of the community has been superficial at best, while merchant-developer interests have been pre-approved, subsidized, incentivized, all at the expense of Denver’s residents, resulting in hyper-gentrification and displacement.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, rising rents are a problem. The affordability issue is a combination of lack of housing supply, increasing demand and stagnant wages. The Denver area (Denver-Lakewood-Aurora) is estimated to have shortage of 86,000 affordable housing units necessary to meet the demand for residents earning at or below 50% of the Area Median Income (AMI). This makes it harder for residents, particularly renters, to afford to live in Denver. This is especially problematic as wages have not kept pace with the high-cost of living. Housing markets are dynamic and complex, especially in the realm of affordable housing. We need more supply in order to expanding housing options for all incomes and the rising rents are the product of the growing demand for Denver. These changes must be accompanied by livable wages that keep pace with rising housing prices. The right form, process, and type of development can bring equity, justice, and fairness to the advancement of Denver for all people.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Building attainable and affordable housing to meet the needs of individuals and families today and in the next few years will require a fundamental restructuring of the city’s engagement in housing. After eight years of lost initiatives, low expertise, and limited experience in dealing with the complexities of expanding and preserving housing affordability, I will call for the following changes: a cabinet-level Housing Department administered by housing experts with deep experience; a fully supported, accountable, and transparent Comprehensive Fund to fully finance initiatives across the spectrum of our housing crisis; more “missing middle” development; and implementing participant-public-private partnerships, or P4 initiatives, which require the involvement of community members (participants), the

government (public), and developers (private) in all decision-making. I will negotiate with developers for affordable housing requirements at the front end, and implement continued monitoring to ensure compliance with these commitments.

How would you increase low-cost housing production?

There are a number of low-cost initiatives a city can take to increase affordable housing stock. According to a recent article by Strong Towns (Gray, 2019), we not only need a big increase in housing production, but an array of policies that will boost housing affordability and accessibility that will also save taxpayer dollars. These options include: Scale up Accessory dwelling units (ADU) ordinances, including lowering permitting fees and bureaucratic red tape so that homeowners have expanded options to turn their unused spaces such as attics, basements, and garages into multi-family units. ADUs are a more affordable option than new builds due to their low construction costs and small size on single family lots. As Denver residents retire, or life circumstances change, ADUs can protect against displacement by providing a new stream of income for homeowners, while expanding affordable housing opportunities. Utilize spaces more efficiently by lowering minimum lot sizes. By building homes on smaller lot spaces, we can not only decrease the cost of building larger homes, but also conserve energy to heat and cool homes, which reduces carbon emissions. By allowing for smaller “missing middle” homes on smaller lot sizes, we reduce urban sprawl through infill projects, while minimizing the strain on municipal services and infrastructure. Provide more spaces for homes than cars. By reducing the number of parking spaces which are expensive to build and provide no housing for people, we free up more space for land purchases for affordable housing. However, we need to pair this with infrastructure to encourage less car-dependency to get more people to walk, cycle and use reliable public transit to get around town. Change zoning to allow more mixed-use, multifamily development and mixed income buildings in commercial zones. This change not only provides a diversity of housing options, but also boosts the small business economy. This return to the “village concept has the added benefit of encouraging social engagement with neighbors and business owners so that everyone is invested and feels a part of the vibrancy of neighborhoods. Cut the length of time for the review process to secure permits once the stakeholders, including residents and developers, have come to agreement about new builds. This includes an audit of the planning and permitting process to ensure timelines are clear and efficient, and cut discretionary review for small proposals that otherwise comply with requirements. I would also work with City Council on new zoning policies that they clearly state the goals or objectives for mixed-income communities, redeveloping and redrafting incentives and subsidies provided by governments directly to or through P4s (public-private-participant/community partnerships) to guide housing markets.

How would you increase price-restricted (affordable) housing production?

See previous answer.

Do you support building public housing in Denver?

Yes, and integrating public housing into the fabric of our communities, and intertwining the work of city housing and DHA. Given that public housing constitutes only 1% of rental units, unlike other world-class cities that provide 25%-60% public housing, Denver must do more to create an affordable housing plan that is both aggressive and visionary rather than overly relying on developer fees. I will also preserve existing affordable housing stock by revising the flawed ordinance passed in 2015 that includes a right of first refusal when properties are at risk of converting to market rate. The current administration

committed to revising the ordinance four years ago, and four years later, there's still no revision even though the commitment to revise has been in every OED plan since 2015. I would revisit the expansion of the minimum affordability period for projects receiving city subsidies from 20 years to 60 years, which has further burdened nonprofit affordable housing providers, which is why they publicly opposed to the regulatory change. Nonprofit affordable housing providers need MORE housing finance options, not less, including per unit preservation funding. I would increase funding and improve compliance-monitoring to preserve the existing income-restricted rental homes across the city. Over 300 units in the two the vastly change communities of Montbello and Green Valley Ranch were lost due to a lack of oversight by the Office of Economic Development (OED). I would also require better management of the 592 units that fall under the program, and increase the contribution of per unit preservation costs, which the City currently spends only less than 10% on average. I would protect existing homeowners by restructuring the TRUA program that is currently over-subscribed, underfunded and has yet to be audited. Further, I will expand access to the Mortgage Assistance Program, which has been needed for 7 years, would be made more accessible for homeowners by lowering barriers to participation.

Do you support setting limits on growth in Denver?

Building walls, whether physical or through policy, does not solve the problem of migration or affordable housing. It is more effective for city government to identify opportunities to be most productive, effective, and efficient by the setting of clear expectations--by administrative experts with deep experience--and the proper incentives and subsidies to ensure our housing market meets the needs existing people in our communities and those who wish to migrate to our great city. I support responsible and equitable growth and revising the zoning code's community engagement regulations to ensure justice and fairness when developers engage and negotiate with the community to ensure we grow together, not gentrify apart.

Do you support rent control in Denver?

I fully support tenant protections and the thorough consideration of rent stabilization efforts, which can be achieved through participant-public-private partnership (P4) initiatives where residents are at the table with developers and city planners. I believe all options should be on the table, including an analyses of rent control policies in other cities about how they can be an effective tool in making rental markets more affordable, as well as the potential unintended consequence such as limiting available rental housing stock. However, when incorporated as part of a robust equitable housing and anti-displacement housing policy, rent control could be a valuable mechanism to reduce homelessness and provide a needed safety net for vulnerable populations who at risk of losing their housing.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I support the creation of a comprehensive ADU program, and I also believe that Denver's housing stock is not a place for the elimination of single-family zoning. (See my answer above on ADU's as low-cost housing options).

What strategies should Denver employ to combat sprawl?

As mayor, I will implement my SMART vision for city planning to combat sprawl: Smart growth - Comprehensive land-use planning for environmentally sustainable, compact, walkable, and multimodal urban centers with mixed-use development offering a range of affordable housing options. Mobility - Implement initiatives to shift the culture from being car-dependent to reduce energy consumption and greenhouse-gas emissions. Use data to inform decision-making and measure benchmarks to reach the goal of zero traffic fatalities as envisioned by Denver Streets Partnership Vision Zero five-year plan. Increase funding to create equity across neighborhoods where the majority of deaths occur in "high-injury networks" or "communities of concern" which disproportionately consist of working-class people. Build infrastructure for alternative forms of transportation to make walking and cycling safer. Assess - Conduct social impact analysis of major development projects prior to construction to assess the ramifications and interventions for the environment and communities at risk of displacement to identify so that both may thrive. Revitalization - Create P4s public-private redevelopment strategies creating vibrant urban environments that reconnect to their histories and cultural identities. Trees and open space - Protect green spaces by acquiring or expanding environmentally sensitive areas, reducing carbon emissions and scaling up eco-friendly technologies to protect our water, air and soil. Include vulnerable communities who are disproportionately impacted by the cost of climate change, in environmental policy decisions that impact our families and communities. Adopt the principles of the Green New Deal including reducing wealth inequity by addressing the racial and gender wealth divide by ensuring that marginalized communities and working families are centered in the transition to a new economy rooted in clean, renewable, and zero-emission energy sources, and dispelling the false choice between good jobs and taking care of the environment.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Yes low-cost and subsidized affordable housing be located equally across the city. This is the only way to bring equity to our communities. We have seen historically what happens when cities are divided by socioeconomic status - inequity in access to quality schools, inaccessibility to healthy foods and parks, lack of accessibility for people with disabilities, and much more. In order to truly create an inclusive Denver, we need mixed-income communities. This will require a restructuring of the relationship between government agencies (the City, Denver Housing Authority) and supporting foundations with private-sector for-profit and nonprofit developers to revamp the incentives and opportunities that will allow us to expand and preserve affordable housing under a new Comprehensive Fund initiative and zoning process. We must also address the underlying causes of inequality and failed policies that have exacerbated the problem. For example, Denver's Road Home (DRH) was a good concept when launched under a previous administration, but has failed to meet the goal of reducing homelessness. In fact, according to a City audit, DRH had not effectively leveraged resources; did not gather data consistently from service providers; and had not effectively utilized the advisory group which could have helped the City's policymakers develop solutions to homelessness in Denver. It further stated that the City had not adequately mitigated the potential risks associated with Denver's Unauthorized Camping Ordinance (Ordinance). Under a Calderón administration, the City would fulfill its commitments and ensure that every resident has a place to sleep at night—particularly during Denver's cold winter months. population I support a housing-first model and will work with providers to accept our unhoused neighbors as they are, and will invest in resources to help providers respond to their needs. The path for ending homelessness must be led by a coherent, comprehensive, and consistent strategy that leverages

public and private resources to provide multiple pathways to proper shelter, temporary housing, permanent supportive housing, treatment services, and long-term affordable housing in mixed-income communities. And, all this work must be led by a Housing Department, led and staffed by housing and homelessness experts with the deep experience to address these complex issues immediately. I believe we must come together on policy responses to homelessness, which includes a strong stakeholder process. This includes removing some of governmental actions that have and are hurting our communities. We must work together at all levels and the private sector synchronize resources and initiatives to finally and effectively provide the housing stock we need to end homelessness for persons on the streets today and those seniors and working families living check-to-check who may experience homelessness in the future.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

These fees were based on economic assumptions at a different time, and should be evaluated for revision. This would be done by city ordinance, where the cabinet-level Housing Department I would create would work with Denver City Council.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

If we had an authentic and robust community engagement model, we would have more than 20% of residents engaged in a planning process. Consistent with my principles of justice, equity and fairness in all development, I support revisions to the community engagement zoning regulations by giving strong consideration to the establishment of community benefit agreements, the need for housing in a changing neighborhood and the demand for affordable housing options.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

Tenant protections are substantially controlled by the State, and I would work proactively with legislators and stakeholders at the state level to ensure tenant protections are passed and implemented. I would also fund the development of affordable housing through zoning policies and a new Comprehensive Fund initiative. I would have policies and programs implemented by experts in a comprehensive, effective and aggressive housing department, which includes housing code enforcement. Over 50% of evictions are due to non-payment of rent--we can reduce and eliminate that number with policies that consider the needs in our city and actually responding to them.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Denver's housing stock and land use management regulations are different from Vancouver's. I would ask my cabinet-level Housing Director to consider this as an idea. However, my priority is to listen to residents and community advocates to determine what are the best solutions for Denver.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Denver must make transportation more accessible to more people. Making public transit more affordable and accessible will be a priority, as we are the hub of the metro area's business industry. I will work across municipalities and at the state level to support funding for transportation, as well as the Regional Transportation Board. I will be a convenor of stakeholders to hold RTD accountable to be more affordable and inclusive of all communities, particularly those that are public transit reliant. If we want to be a state that prospers, we must work with our regional partners transit work for all people and communities. As part of my SMART (Smart Growth, Mobility, Assess, Revitalization, Trees and open space) vision for planning, I will implement initiatives to shift the culture from being car-dependent to reduce energy consumption and greenhouse-gas emissions. Unfortunately, Denver currently lacks a truly comprehensive, multimodal approach to transportation. As mayor, I will call for the development of a single integrated transportation plan that brings together planning for streets, boulevards, parkways, bikeways, sidewalks, transit, and paratransit. I will also use data to inform decision making and will measure benchmarks to reach the goal of zero traffic fatalities as envisioned by Denver Streets Partnership Vision Zero five-year plan. I will increase funding to create equity across neighborhoods where the majority of deaths occur in "high-injury networks" or "communities of concern" which disproportionately consist of working-class people. And I will build infrastructure for alternative forms of transportation to make walking and cycling safer. In addition to creating an integrated plan and correctly collecting data, I will also prioritize the follow-through. It's not enough to make plans; we also need to do the work to make our vision for a truly multimodal, bicycle- and pedestrian-friendly Denver a reality. I will ensure that budgeting and funding allocations at Public Works and other agencies are in alignment with our transportation goals, so that transportation initiatives will be properly implemented.

Is there anything else you would like the membership to know about you or your positions?

As someone who has lived in public housing as a child, been a renter for the first 30-years of my life in various Denver neighborhoods and faced housing discrimination, a homeowner in a rapidly gentrifying neighborhood, and a service provider who has worked with homeless populations for over 20 years, I will also work with the community, advocacy organizations, local business and nonprofits to also look for more permanent affordable housing solutions. I am running for mayor because I love my city, and because I believe Denver can be a city that is more fair, more just, and more equitable for all of its residents. I believe that by working together, we can build a city based on shared power and accountability—one where residents and workers are included in the policy decisions that most affect them.

Jamie Giellis - Mayor

According to the State of Colorado's estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Denver needs to have a strategy and vision of where to focus growth and how to include transit, green space and design. We need to look at distribution of housing and building where we know we can move people efficiently through the city.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, the cost of housing is increasing and the supply is dwindling. That together with stagnate wages create an economic reality where people are spending more than 50% on housing. Denver must make a significant investment in attainable housing (see plan below) and be a leader in stabilizing our rent costs in the city.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Here is my attainable housing plan: Our residents need stable, affordable housing to thrive. When households spend more than 30% of their income on housing they become housing cost burdened, often needing to choose between their mortgage, healthcare, food or educating their children. In Denver, the statistics are staggering – 92,000 people in Denver earning at or below 80% AMI (that's a \$50K annual salary) are cost-burdened, meaning that they spend more than 30% of their income putting a roof over their head. The lack of attainable housing has become a crisis, and the City of Denver has done little to actually solve the problem. If we are to be a city for every generation, it's critical that we elevate attainable housing oversight and action to the highest level within the City of Denver and hold our leadership accountable to turn allocated funding into actual housing. As your mayor I will create a continuum of housing, providing affordable housing options for all. I will commit to: End the attainable housing crisis in a generation, investing \$1B in attainable housing over the next 10 years In 2016 the Denver City Council approved an affordable housing fund from property tax revenue and a one-time development fee to raise \$150 million over 10 years to create or preserve 6,000 affordable homes. The 2019 city budget accelerated that by including more than \$50M additional over the next five years, thanks to an infusion of cannabis tax money. This is not enough. Adequate resources must be committed to end the housing crisis. We must prioritize getting housing built in the core, while also creating healthy neighborhoods that are well connected through a variety of thoughtful, transportation corridors. Elevate the City's oversight of attainable housing to a cabinet level position The failure to prioritize both retention and growth of affordable housing has been profound. To remedy this, I will move housing oversight out the Office of Economic Development (OED) and establish the Office of Attainable Housing, a stand-alone agency and cabinet position reporting directly to the mayor. Why? Because housing has become an afterthought in OED, where the agency also oversees workforce development, business incentives and small business support. I will make it one of my top priorities. Housing targeted to different income levels requires different financial solutions and support and should be treated as such. The current administration's strategy of trying to handle each of these disparate types of housing has created a muddled one-size-fits-all approach that has been ill suited to solve the housing crisis. Buy back existing affordable units This is the first step to stop the loss of existing

affordable housing. The Right of First Refusal Ordinance, passed in 2016 by Denver City Council, gives the City of Denver the first right of refusal to buy back affordable units. They city has not exercised this once – failing to enact our only policy specifically crafted to preserve affordable housing – while these units are sold off to private developers. No longer on my watch. Create streamlined City processes to expedite the delivery of attainable housing The City will become a navigator and coordinator for attainable housing development, helping to make the process clearer for those wanting to move thoughtful projects forward. As Denver’s next mayor, I will: § Streamline policies and procedures to expedite release of the affordable housing funds, which have proven difficult to obtain under the current rules; § Set clear city priorities for use of Low-Income Housing Tax Credits (LIHTC) tax credits in partnership with the Colorado Housing Finance Authority (CHFA) to maximize impact; § Serve as a liaison to support attainable housing developers in obtaining support with other key partners including, but are not limited to, the Denver Housing Authority (DHA) who can help with maximizing federal resources; CHFA who can help with tax credit; and the Denver Urban Renewal Authority (DURA) who can help with tax increment financing; § Identify how we can weave prioritization of attainable housing throughout other City of Denver departments and policies – in particular Community Planning and Development. Open up City of Denver-owned assets and land for attainable housing I will commit to creating an inventory of every piece of underutilized City-owned land where we can locate new affordable housing units. I will also work with other civic partners (CDOT, RTD, Denver Public Schools) to identify creative partnership opportunities for housing projects on their land. Build the coalition We can’t solve the attainable housing crisis alone. I will be a leader in building a coalition to help us solve this critical challenge for our city. I will commit to: § Work with our private sector companies and investors to support attainable housing development, exploring opportunities for them to invest this critical need for the city. § Establishing regional partnerships with our surrounding municipalities. The attainable housing crisis is impacting all of us, and it’ll be critical for us to work together to be aggressive on the issue and to leverage resources. § I will also work with our congressional delegation to advocate for expansion of federal tools that do work to advance attainable housing, notably Low-Income Housing Tax Credits Incentivize innovation in attainable housing Cities who don’t innovate will fall behind. We can be a leader in incentivizing innovation both in construction processes and in the types of creative housing opportunities we support. As your mayor I will advocate for a whole spectrum of options including non-traditional housing types (e.g. tiny homes, ADUs, modular housing) and opportunities to support models such as community land trusts that support a diversity in affordable options.

How would you increase low-cost housing production?

please see above Housing plan

How would you increase price-restricted (affordable) housing production?

Denver needs to be more aggressive in buying back deed restricted housing when it goes on the market and returning it to the affordable housing inventory. This is less expensive and more efficient then building new units. Currently, Denver is losing affordable units faster than they are replacing them which is unacceptable.

Do you support building public housing in Denver?

I support subsidized and affordable housing in Denver.

Do you support setting limits on growth in Denver?

No. This would certainly drive up housing costs and is not realistic.

Do you support rent control in Denver?

No. An analysis of rent control in the U.S. has shown that its unintended consequences can outweigh its benefits. That said, I do believe we need more in the way of supporting renters' rights, and am interested in exploring other creative concepts being deployed by cities such as a citywide system of government social insurance for renters – for example households that see their rents go up could be eligible for tax credits to offset rent hikes and vouchers to help the cost of moving. The money for the system could come from taxes on landlords, which would effectively spread the cost among all renters and landowners. I think there are many ideas to be pursued to help address rising rents, but do not believe rent control is a silver bullet.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

The bold moves Minneapolis has taken are awakening us to all to the shifts we must be prepared to make to address the missing middle as people flock back to urban centers. I applaud the City of Minneapolis on this move. And I think we should explore what it could mean in Denver. The issues I've heard, and am hearing on the campaign trail, is that neighborhoods are feeling cut out from the process of planning in Denver, and cut out from communication with the City, and that translates to a frustration that isn't productive for any of us. Development is happening to them, and density doesn't seem aligned with mobility, and design is not happening thoughtfully. Neighborhoods want a stronger voice in thinking through this. As with a lot of work I've done, I believe there is a way to navigate to a middle ground. If we eliminate single family residential zoning in our city, what are the unintended consequences? Design might be one for example - so how do we institute better design regulations to support that? Also - if we are going to increase density, and eliminate parking, what is our plan for transit and mobility? The new Blueprint Denver comes the closest we have yet to tying zoning to transit, but we need a plan to put the transit in place. So, short answer is I think there is room to be bold - but in doing so we have to look comprehensively at zoning, design, transit investment and neighborhood character and do things in a way that provide real solutions across the board.

What strategies should Denver employ to combat sprawl?

First, rethink Aerotropolis at DIA. This will increase sprawl and traffic. We have to focus on smart growth and transit, making sure existing neighborhoods have what they need before adopting a sprawl philosophy.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Yes, strong neighborhoods have economic and racial diversity. We should not repeat the mistake of previous generations of segregating neighborhoods through housing or other means.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over

ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

Fees are one option but they can't be the only option. High fees impact the cost of development which gets passed on to consumers. Transfer tax is one way of generating funding but I will be open to exploring other options.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

One of the issues I am hearing a lot about as I walk in neighborhoods across the city is neighbors feeling like they don't have a voice in development in their own neighborhood. Developers and the City have an obligation to meet with neighbors ahead of time and work with them on design and density and many issues could be resolved before they reach the point of no return. I believe Denver needs to revisit its zoning and include neighborhoods in the conversation.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I agree with all of the above.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I don't believe vacant parcels are an issue in Denver. This type of tax will be passed through to potential renters and does not seem as though it is cost effective for the City to pursue.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

I fully support wider sidewalks and increased pedestrian safety as well as building out Denver's bike lanes so we have connectivity to let people move in the city. Please see my transit plan below: The beauty of a buzzing city is that we move - from our house to our schools to our favorite local restaurant. The reality is that moving anywhere quickly within Denver is no longer possible. We waste time in our cars that would better be spent in our communities and with our families. People need options to move from work to home and from neighborhood to neighborhood. It's time to stop talking transit and start building it. As your mayor I will: Establish frequent, reliable, comfortable transit in our city. People want to take a few minutes to themselves - read a book, listen to a podcast, talk with a friend, or catch up on email - instead of fighting traffic. We only need to implement proven solutions that work around the country - and already worked here once. I do not believe we can rely wholly on RTD to provide solutions for and within our city to support our people. Denver must take a leading role in implementing a network of transit and supportive mobility that meets the people's needs now, with leadership that will be ready to act nimbly to adjust the networks as needed. Return Denver to a streetcar network that worked for the people of this city. Until 1950, Denver had one of the largest streetcar networks in the

country (before that, cable cars ruled the road here!), and it's time to reconnect Denver's neighborhoods using the streetcar model and network of the past with modern technology to propel us forward for 21st century needs. So many other cities – from Portland, to Oklahoma City, and El Paso to Las Vegas – are making this forward-thinking investment. We will find a way to build intra-city transit that provides a real option to getting cars off roads, leveraging FasTracks. All great cities have two tiers of transit - regional and local. We have built out much of the regional framework, now Denver must invest in getting people where they need to go within the City. We can fund transit improvements with innovative tools including exploring ideas such as adding a small fee on every rideshare ride and instituting special districts that capture and invest a portion of the increased value along new transit corridors – tools other cities are using successfully. Additionally, we will commit to integrating technology and signage to make use of both local and regional transit networks easy for all. Thoughtfully integrate transit into land use planning Good urban planning around Smart Growth policies tie together land use planning and added density to transit, green space and the need for neighborhood supporting businesses, among other things. I will commit to this approach, planning appropriate density in development along transit corridors and not haphazardly throughout historic neighborhoods, and I will commit to providing wide sidewalks and bike lanes with plenty of green space so that people enjoy their walk or bike ride to a streetcar or bus line. Give access to transit to all Great cities provide basic opportunities and services to their residents – ALL their residents. My commitment is to build a transit network that works, that ALL can afford to use. I will build on and improve RTD's subsidy program to ensure we can deliver reduced or free transit fares for our youth, our workers and those who most need affordable mobility options. .

Is there anything else you would like the membership to know about you or your positions?

Denver was once known as the city within a park. I believe we need to protect our parks, trees and open space. Below is my Turn Denver Green plan: At the turn of the 20th century, Denver Mayor Robert Speer helped bring about stunning change to a Denver facing rapid growth and industrialization. Through The City Beautiful movement, his vision and leadership helped create a more beautiful, green and healthy city. As we look at Denver's 21st century development boom, it's clear that we have lost our way when it comes to the environment. We must renew our commitment to our parks, to our rivers, and to our green spaces throughout the city. We must also lead boldly in the fight to address climate change. As your mayor, I will: Advance Denver's Commitment to the Paris Climate Agreement In 2015, the U.S. – along with 200 other countries – committed to the Paris Climate Agreement, an ambitious global action plan to fight climate change. While there has been announcement of federal intent to withdraw from the agreement, municipalities have and can continue to step up their efforts to guide their cities in meeting Agreement goals locally. I will deliver on this commitment by: •Establishing a solar economy in Denver to provide energy to public facilities across the city, and incentivize private sector investments in solar by developing creative financial partnerships •Eliminate our dependence on fossil fuels by significantly investing in transit, bike lanes and sidewalks •Restore the intent of the Green Roof Initiative that was passed by voters and subsequently dismantled by the city •Restart the "Mile High Million" program to plant one million trees in Denver •Continue to expand the city's electric charging station program and find ways to encourage the purchase and use of electric vehicles Expand Denver's Parks and Green Spaces Our previous generations of leaders made bold moves to acquire and protect park land and public space. Today, we are giving up these spaces to development and private interests. Parks, green space and open space are a right of our citizens, and serve to unite people and build community.

As your mayor I will:

- Commit to adding more parks and open spaces, especially in neighborhoods where parks are deficient and overused. Parks and green space must be integrated into both our land use planning and our transportation planning, ensuring every neighborhood has access to them.
- Incorporate green spaces into all city-backed developments and city-owned property
- Reduce heat island effects across the City by planting and promoting low-water trees and native grasses
- Care for our green spaces using the best environmental practices, specifically eliminating the use of pollinator killing pesticides
- Open parks to more diverse uses and protect them from abuses. Public spaces are essential community assets and should always be safe for families and kids. Expand Denver's Recycling Program and Expand Composting Currently Denver's waste diversion rate is less than 20% - we can do so much better. Doing better means making trash removal not the only choice, but rather making both recycling and composting an easier choice. It also means Denver must lead by example. I will commit to:
- Moving the needle on Denver's shamefully low rate of recycling (our rate is half that of cities such as Austin and Seattle) by instituting weekly residential pickup of recycling rather than current bi-monthly pickup and requiring apartment buildings to provide recycling for residents.
- Expanding the compost program for all residents and businesses in Denver and waiving pickup fees.
- Ensure that all city facilities mandate recycling and composting. Currently, for example, none of Denver's parks have recycling cans. If Denver is to lead as a city, we must lead by example.

Clean Up Our Water Water is our most precious resource here in Denver. From our drinking water to our rivers and streams, I'm committed to ensuring we protect it. As your mayor, I will:

- Treat the South Platte River and other lakes, rivers, and streams as natural assets and not dumping grounds. The city will invest in water quality investments and bank improvements to revive native waterways.
- Require every public street project be include bioswales and green stormwater retention and treatment to ensure that only clean stormwater goes into our rivers. Currently private developers are required to build stormwater treatment within their own developments, but the city does not require this of itself.
- Work closely with Denver Water to ensure we have adequate water supply to support current and future growth, requiring cooperative planning as part of our zoning and density strategy.

Clean Up Our Air Denver's infamous "brown cloud" has returned, after years of fighting it. We are slipping backwards in our air quality, driven by allowing density and growth to happen without bold climate standards and investments in transit. We're done slipping back and comprising the air we breathe. As your mayor I will partner with CDOT, local utilities, and local manufacturers to reduce emissions, odors, and pollutants across our city. No Denver family should have to worry about breathing in dangerous pollutants on their way to school, work, or play. We will set bold goals to reclaim our air quality for us and for future generations.

Michael B. Hancock – Mayor

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

I’ve spent my entire life in Denver, and like you, I’ve watched our city grow. With 100,000+ new residents in the last decade, we’ve become a vibrant city, a leader in progressive values with a modern economy. YIMBY is right, this attraction is not forecast to slow, and so we must continue to strongly manage the growth so that it reflects all that we love about our home. Moving forward, we will implement the long-term plans detailed in the suite of Denveright documents – created side-by-side with tens of thousands of residents – to better preserve our unique neighborhoods and create a more inclusive, connected and healthy city for everyone. The Denveright plans will preserve our most cherished historic and cultural assets while directing growth to key centers, corridors and high-density residential areas where there is underutilized land and strong transportation options. Transit-oriented development will better connect our city and create equity for all residents. Responsibly handling Denver’s share of the region’s growth can bring positive economic benefits and placemaking opportunities. With a goal of creating complete communities throughout the city, we will continue to focus on thoughtful land use, smart mobility and quality-of-life infrastructure. As we work to implement the Denveright plans, my administration will provide reports to the community regarding the progress. We will also continue to have diverse voices at the table as we all work to smartly manage Denver’s future growth.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Affordable and attainable housing is the number one challenge facing our city today as we work to keep Denver the home we all love. Certainly, there is no one cause that has created the challenges we face today – it is multifaceted. This is why our solutions must be multifaceted as well. Both of these aspects contribute to the rising rents we have experienced. Denver is an incredible city, so it’s not a surprise that so many people are moving here. We have amazing food, art, music, culture, beer and outdoor activities all year ‘round. Some 200,000 more people are expected to be headed this way in the next two decades because we’re such a great city. That’s why we need more options for innovative housing solutions, including accessory dwelling units, tiny homes, and multi-family density where it makes sense, such as transit-oriented development sites. My administration does more and spends more than the entire state of Colorado to address affordable housing. We created Denver’s first Affordable Housing Fund – funded with a fee on new development and with use of the city’s property tax mills to ensure a stable and broad-based revenue stream. Then, we doubled it utilizing marijuana sales tax dollars. This work also includes opening up access to vacant rentals for our workforce; assisting with mortgage, rental and utility payments; extending preservation periods; and partnering with Denver Housing Authority to deliver more housing faster (6,300 units over the next five years). In 2018, my administration invested more money in one year than ever before to deliver housing Denver families could afford – \$40 million. This year, we anticipate spending close to \$60 million.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

If I have the honor of being re-elected, I will maintain the city's laser focus on delivering more and better solutions for Denver's families. We will continue to provide funding to develop and redevelop affordable housing units. Working with numerous partners, we are next examining how Denver can utilize even more affordable housing tools, such as: land trusts, property acquisition, city-owned real estate, accessory dwelling units, and resident-preference and income non-discrimination policies.

How would you increase low-cost housing production?

Over the past 8 years, my administration has supported the development of 6,000 affordable housing units. We created the city's first Affordable Housing Fund in 2016, and then last year we doubled it with a goal of creating another 6,300 units over the next five years. And we have advocated for changes to state law to accelerate the production of condominiums. We also are poised to take a number of additional steps, including the use of land trusts and city-owned property or new property acquisitions, as well as reducing or eliminating fees associated with affordable housing projects, and expediting the permit review and approval processes.

How would you increase price-restricted (affordable) housing production?

My administration has continued to look for innovative ways to increase the supply of affordable units in Denver. We recently created a program that requires residential developers who want to build more density in RiNo to provide affordable units on site and commercial developers to pay 5x the standard linkage fee – and plan to expand that program citywide if it proves successful at creating more affordable housing. We are working with developers of large scale projects like the River Mile to require onsite building of affordable housing units, focusing on lower income levels and higher bedroom counts. I am excited about our newly formed partnership with the DHA to bring more funding in the form of bonds to accelerate building and preserving much-needed affordable housing. It also increases the land available for future affordable housing creation for Denver's lowest-income residents and those experiencing homelessness. By leveraging DHA's expertise in serving those most in need of housing they can afford, the proposal expands the city's ability to deliver on additional areas of housing needs identified in the five-year plan.

Do you support building public housing in Denver?

I grew up here in Denver. My family moved from Park Hill, to Montbello, back to Park Hill, then to Whittier and Five Points where we finally secured public housing. I know firsthand how important it is to find stability in your life and your community. That is why, when I began my career, I started at the Denver Housing Authority (DHA) working in the Sun Valley neighborhood. Public housing is one tool in a city's multifaceted approach to helping working families stabilize their lives. The DHA has been a partner with the city for 80 years, creating and managing the city's public housing efforts with integrity. While this option is one to consider, it is important that we don't concentrate poverty, and that public housing and affordable units can be made available throughout the city. Ideally, we can look at transit-oriented development to help build equity so that people have better access to transportation near their homes.

Do you support setting limits on growth in Denver?

Efforts to limit residential growth are misguided attempts to stall the progress we are making as a city and a state. As the cost of living increases along the Front Range and in cities across the country, we simply cannot arbitrarily limit our housing stock or make it more expensive for people to live in Denver.

Thus, I do not believe limited growth initiatives are the right approach because they will halt our ability to grow sustainably, responsibly and affordably.

Do you support rent control in Denver?

I know high rents are the number one issue for many Denver residents. We welcome support from the State of Colorado – including additional funding and other tools for our affordable housing toolbox – to help individuals and families live and stay in Denver. We also believe each community in Colorado should have the opportunity to choose the policies that best meet their specific needs and circumstances. This has been a policy on the table since we began our affordable housing work eight years ago. The reality is that rent control gets mixed reviews from cities across the country. As a national nonprofit public policy organization reported last October, “While rent control appears to help current tenants in the short run, in the long run it decreases affordability, fuels gentrification, and creates negative spillovers on the surrounding neighborhood.” <https://www.brookings.edu/research/what-does-economic-evidence-tell-us-about-the-effects-of-rent-control/> Currently, my administration is focusing on supporting residents in need of housing stability through production and preservation of affordable housing and other services. As a city, we have stepped up to serve thousands of vulnerable residents and increase the supply of affordable housing units. This year alone, we will spend close to \$60 million on affordable housing. Denver and other Colorado cities would need the state to repeal the law disallowing rent control. If rent control policy becomes an opportunity locally, it will be something for us to consider as one of our tools to help with the challenges we face around affordable housing. This is a complex issue that would require a thoughtful analysis of policy and implementation processes. We would engage in conversation with a variety of stakeholders, including City Council, our Housing Advisory Committee, industry experts, and other cities that have implemented rent control. Another approach may be adopting policies that encourage the production of more diverse types of housing (different densities, tenure types, unit sizes, etc.); implementing strong regulations and practices to ensure housing quality and to protect tenants from abuses; and providing targeted, direct subsidies to people who need help paying their rents.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I support expanding our Denver families’ ability to fully leverage their properties and opportunities to provide a range of housing for all income levels and demographics in neighborhoods all across our city. Our updated Blueprint Denver and Comprehensive Plan for the City focus on increasing housing options across the city while recognizing context sensitivity. These plans will allow for greater use of two-unit and ADU development in stable neighborhoods and increased density, particularly near transit. If I have the honor of being re-elected, I will maintain the city’s laser focus on delivering more and better solutions for Denver’s families. Working with numerous partners, we are next examining how Denver can utilize even more affordable housing tools, such as: land trusts, property acquisition, city-owned real estate, accessory dwelling units, and resident-preference and income non-discrimination policies.

What strategies should Denver employ to combat sprawl?

Denverite plans will preserve our most cherished historic and cultural assets while directing growth to key centers, corridors and high-density residential areas where there is underutilized land and strong

transportation options. I believe our transportation corridors present some of the strongest opportunities to direct growth and create thoughtful density through complete communities built around transit hubs. Through thoughtful land use, smart mobility and quality-of-life infrastructure, Denver can ensure we are creating complete communities and managing the growth that is certain to come.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

My administration is working to create complete communities in Denver that include affordable options in all our neighborhoods. I will never forget when my mother was turned away from housing opportunities in Denver because of the color of her skin. I attended six different middle schools before my mom, nine brothers and sisters and I settled in public housing in the Five Points neighborhood. At times, we didn't know where we were going to sleep, if there would be food on the table, or the electricity and water would be turned off in our house. These experiences have shaped the way I approach affordability in Denver today. Without question, affordable housing is something all people should have access to in their own neighborhoods. We must take care to not concentrate poverty or drive a system of segregation based on the way we manage growth and development. To begin addressing these issues, we need to ensure that landlords will accept all types of payment (vouchers, government assistance, etc.) and will not discriminate based on payment types or protected classes. We will continue to provide funding to develop and redevelop affordable housing units. To date, my administration has done more and spent more to address affordable housing than the entire state of Colorado. This includes LIVE Denver to utilize existing vacant properties, stabilizing households at risk of losing their housing through Temporary Mortgage Assistance Program (TMAP) and Temporary Rental and Utility Assistance Program (TRUA), creating and then doubling the city's Affordable Housing Fund to build 6,300 units in the next 5 years, and partnering with Denver Housing Authority to deliver more housing faster. In 2018, my administration invested more money in one year than ever before to deliver housing Denver families can afford – \$40 million – and we are using marijuana tax revenue and bonding to create and preserve more affordable homes in the years to come. Working with numerous partners, we are examining how Denver can utilize even more affordable housing tools, such as: land trusts, property acquisition, city-owned real estate, accessory dwelling units, resident-preference and income non-discrimination policies, and extending minimum affordability periods.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

My administration understands the challenges that are posed by fees, taxes and other requirements – as they are passed on to consumers and drive up prices. There is a delicate balance we are all working to strike. Over the past eight years, my administration has worked hard to ensure all voices are at the table as we make decisions on various proposals to solve the affordability issues we are facing as a community. We believe the current fees are fair and are not impeding housing production. We are also exploring ways to offer incentives to developers who include more affordable units in their building. And I will always be open to new ideas and other options when it comes to providing more affordable

housing. I commit to the collaborative approach that has led Denver to be the vibrant, progressive city with a modern economy that we are today.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

While the code requirement for a legal protest sets a 20% threshold, it is ownership of 20% of surrounding property - including right of way and other city property. The city should not and will not engage in a legal protest, removing that property from consideration in meeting the requirement. In my experience, the legal protest has proven to be a high hurdle to meet, as it should be. At present, I believe it has been appropriately limited in use, but if it ceased to be limited in use, it would be important to engage in a thoughtful discussion to evaluate the code. Zoning remains a quasi-judicial process and I trust that Council members will continue to meet the obligation to judge zoning and rezoning by the legally required criteria only.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

State law dictates much of what can and cannot be done in the realm of landlord-tenant relations, especially around evictions. I have consistently advocated for changes to state law and supported bills that offer better protections for renters, including limits on application fees and requiring longer cure periods for addressing unpaid rent. I will continue to strongly advocate for protections for Denver's renters. At the city level, we prevent evictions before they happen through direct rental and utility assistance. The city also provides mediation services to get ahead of eviction proceedings and legal assistance to ensure tenant rights are protected. I also strongly supported city legislation to prohibit housing discrimination based on sources of income and protect tenants using non-traditional sources of payment like vouchers.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Denver has embarked on its own innovative solution to create more access to empty units. The Lower Income Voucher Equity Program (LIVE Denver) is a 2-year pilot program built through a public-private partnership. It creates immediate affordable housing options by connecting vacant market rate units with workforce families and individuals. LIVE bridges the gap in contract rent and participant ability to pay through funds provided by the city, foundations and employers. LIVE Denver is one programmatic tool to address affordable housing needs as part of the city's 5 Year Housing Strategy. We will continue to explore additional options including those that we learn are working for other cities nationally and internationally.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Equity must be a value that applies to everything we do as a city, including mobility. It's time our streets learn to share. To keep Denver accessible, affordable and equitable, residents must be able to get around the city easier with more reasonable transportation options. I launched a Mobility Action Plan that is investing \$2 billion to address Denver's congestion and accelerate projects, policies and programs to move more people, more efficiently and more safely. Denver's people deserve safe, reliable options such as mass transit, bikes, scooters and pedestrian paths. My Mobility Action Plan addresses the ways in which we can embrace these types of transit options and make them easier to access from all parts of the city. To help encourage the use of alternative transportation modes, we are working on such projects as increasing priority routes on main corridors – including a new Colfax Rapid Transit express route. We are also adding miles of protected bike lanes and paths, and we are improving signs, signals, striping and paving throughout the city to make it easier for pedestrians and wheelchair users to get around. We have joined the Vision Zero program with the goal of eliminating traffic fatalities by 2030. In addition to changing the way people move about the city, we also need to consider the environmental impact that vehicles are having. That's why I am investing in technology and infrastructure to make electric vehicles a more appealing form of transportation. We are deploying a fully electric fleet of street sweepers this year, as well as adding 200 electric vehicles for other city services by the end of 2020. For more on this, see our Mobility Action Plan at www.denvergov.org/Mobility

Is there anything else you would like the membership to know about you or your positions?

I have been working on plans and building teams of experts to achieve our growth, mobility, sustainability and equity goals for a long time. No other candidate in this race has my experience, track record, budget plan or understanding of the ways in which city departments work together successfully. I am proud of everything we have accomplished in these last eight years, and I am truly excited about the opportunities we have to deliver a more welcoming, modern and progressive city. No one idea can solve a city's most pressing issues, but my team and I have been able to look at the research, identify challenges neighborhood-by-neighborhood and address those in a multifaceted way that preserves the best of Denver. We aren't finished yet. And we have already built the framework needed in the Denverright proposal, the 80x50 Climate Action Plan, Sustainable Neighborhoods Program, Mobility Action Plan, and the variety of other initiatives we have undertaken to protect our city. We have timing and budget already allocated to each, and can continue to implement these changes without any delay in timing or execution.

Penfield Tate – Mayor

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

As Mayor, I will work to ensure that growth is directed and dispersed across the city in a way that fits the needs of both current residents and new people moving to Denver.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Absolutely, and both are at fault. We have a large amount of migration to Denver from across the country, and it has put a strain on our available housing stock. It is not simply a lack of housing stock, however. We see cranes up all over the city building new housing. What we are not building is affordable and attainable housing. If the majority of new housing stock continues to be luxury building, we will see rents continue to rise and housing shortages continue, as luxury properties can drive up rent overall and without sufficient affordable housing, we will still have an effective housing shortage.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I think the focus needs to be on affordable housing. Too many people are being priced out of Denver and that’s not good for our present or our future. As Mayor, I will be receptive to possible solutions like donating land, granting waivers and variances for affordable development, making city funds available, renters and down payment assistance. Depending on the outcome of current bills before the State Legislature, I will be bringing forth a proposal to City Council for a version of rent control so that a larger demographic will still be able to afford to live in Denver.

How would you increase low-cost housing production?

We need to ensure that developers are incorporating attainable units in their developments. As Mayor, I will do whatever the city is able to to encourage the growth of attainable housing stock.

How would you increase price-restricted (affordable) housing production?

Please see my answers to the previous two questions. Affordable and attainable housing will be my administration's main priority when looking at how Denver will grow.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

No, I do not. I am not anti-growth, but our city's growth needs to be appropriately planned, directed, and managed to ensure that people in Denver can afford to stay here.

Do you support rent control in Denver?

Yes I do, and I will push such ordinances as Mayor. Moreover, I introduced legislation in 2001 as a State Legislator to address this issue.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I would be willing to explore this as an option, along with the others that I've listed.

What strategies should Denver employ to combat sprawl?

As a land-locked city, I do not believe that we have the same issues with sprawl that many cities of our size tend to have. Density is in Denver's future, but not every neighborhood and community is an appropriate place to build tall, dense development.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Low cost and subsidized housing should be dispersed across the city. As Mayor, I will not create or support creating high poverty neighborhoods. I believe that regardless of your income, you should be able to live where you want in this city, and I will promote housing development that enables that to be a reality.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

As Mayor, I intend to reevaluate the nature and structure of the impact fees, which may result in increases and in some cases elimination of the fee. The reason I would be receptive to eliminating the fee is that I prefer to see affordability incorporated in ongoing development. I believe that requiring affordability in ongoing development generates the diverse housing stock we need more quickly and disperses it throughout the city more efficiently. If eliminating the impact fee facilitates that result, it is something I will seriously consider.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

Yes, because that provision is part of the current law in Denver. As Mayor, I am willing to meet and discuss whether it has accomplished its intended purpose.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I support all of those strategies and more.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I am not currently in support of a vacancy tax. I do not believe that now is the time to implement such a tax, but am open to discussing and evaluating it as an option in the future.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

As Mayor, I will create a Department of Transportation within my administration to address our transit challenges and craft creative solutions. Our mobility situation has become so acute that we cannot afford to wait for RTD to shift its focus to inner city mobility. Our Denver-centric mobility solutions must be compatible with and complement RTD's efforts, but we need to begin to implement Denver-based solutions now. We need to explore expanding shuttle services downtown, increasing the ability to walk and bike by incentivizing these modes of transportation, and building strong partnerships with environmental and planning organizations who do this work. A number of solutions are obvious, like installing sidewalks in some communities that don't have them, talking with neighborhoods about the flow of traffic in their community and how it can be improved and/or reduced, evaluating the effectiveness of bus-only lanes all of the time, and studying and working to expand our current bike lane system. Simply making it more difficult to park your car will not get more people out of their cars. We need a forward-thinking, multi-modal transit plan that makes transit options other than a single occupancy vehicle accessible, affordable, convenient, and attractive to Denver residents. All decisions in my administration will be made through the lenses of being an environmental steward and an ally to working people in Denver, including transit. We need to explore all available options, as we cannot build more roads or widen the ones we have, and most importantly, we only get one planet and need to do all we can to protect it.

Is there anything else you would like the membership to know about you or your positions?

To be clear, I am not anti-growth. As Mayor, I will plan, manage and direct our growth to ensure that Denver remains the inclusive, diverse, and vibrant city that we love. I will protect the quality and character of our neighborhoods and ensure that development and preservation are carefully balanced because we are going to continue to grow and our city needs to be prepared and have a plan to support that growth in an equitable and transparent way.

Robin Kniech – At-Large

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Major redevelopment areas (former hospitals, Arapahoe Square/Elitch's that have already been rezoned to prepare for growth adjacent to downtown); near transit stations or along major transit corridors (e.g. along Colfax).

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, rising rent is a serious problem. Population growth and a shortage of supply to accommodate that demand are both components that are linked in exacerbating this challenge, but they're not separate. They are not the only challenge, however, stagnating wages have also exacerbated an inability to pay for housing prices as they rise. In addition, there is not one "housing market" there are several that are not interchangeable like widgets. For example, you might have an oversupply in one housing market (i.e. luxury rental - which has higher vacancies and is seeing a slowing in increases in rent now) and it does not necessary reduce pressure on another market (i.e. class B, older, lower priced but not deed restricted housing - which continues to have a very low vacancy rate and has not seen a leveling off of rent increases). The market for for-sale is similarly a different market - you can increase supply of over \$500 k detached homes and not help expand access for a median income family interested in moving from a rental to homeowners. Housing policy always must address not only supply, but also pricing/segments of the market.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

We have been on a path of increasing housing supply already through a combination of redevelopment areas as discussed above, and increasing density in key corridors where it is appropriate, and I would continue that path using Denver plans like Denveright and area plans to guide where growth should go in each area of the city. I would also support an expansion of ADU's in many residential areas.

How would you increase low-cost housing production?

Land prices and construction costs are the most significant cost drivers in housing price, neither of which is under the influence of the city. In our current market, it is rarely possible to build "low-cost" housing at prices families can afford below 60% of housing without government policy or funding, both of which result in deed restrictions. See below for that response. I do support innovations in pre-fab materials that may help reduce construction costs. As I've investigated, among the methods that are proven, our code doesn't serve as the biggest barrier to these innovations - travel time and weather factors (some are designed in warmer climates) are bigger challenges to incorporating wider use of these low cost materials, again outside the control of government. I support fee waivers for affordable construction, but only with deed restrictions, and Denver's fees are frankly much lower than most of our suburban partners (we don't control water tap fees, Denver Water is separate), so these waivers have not proven to be a significant cost factor.

How would you increase price-restricted (affordable) housing production?

I co-sponsored the housing fund that was recently doubled from \$15 to \$30 million per year, plus \$105 million in one-time up front spending through a bond. This funding is already significantly increasing production of deed restricted affordable housing. I also supported and would continue to support the expansion of density bonuses for developers to include affordable units, without subsidy, in their otherwise market rate developments when near transit in areas appropriate for higher density in exchange for these affordable homes. I regularly negotiate to include affordable homes in redevelopment areas receiving any kind of assistance from the city, resulting in hundreds of homes that would not have otherwise been created near Union Station, the old Gates site, former hospitals and in the Elitch redevelopment, and would continue to do so wherever city assistance or land or resources are involved.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

Not statutory or formula based limits, no. But growth does vary by neighborhood plan.

Do you support rent control in Denver?

It is not currently legal. If it were legal, yes, we should have a serious conversation about how it could work.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Our community does not yet have the broad consensus for such a change that Minneapolis built, and so no, I don't believe there is adequate support for elimination of all single family zoning at this time absent a thorough community debate and plan to do so. I do support much wider use of ADUs.

What strategies should Denver employ to combat sprawl?

Denver is land-locked and cannot expand absent a statewide vote of the people, so sprawl is not legally possible outside our boundaries, most of which are urban. I do support continued development near the airport, the only non-urbanized area, but within the strict limits of the growth boundaries we have through the Denver Regional Council of Governments, which means that any growth would still preserve expanses of short grass prairie open space in that area, not develop every mile of open land. We must continue to support regional policies that limit sprawl through DRCOG, as that is where the risks and opportunity lie. I spent 7 years on DRCOG fighting to protect a plan that drives development and transportation to "urban centers" to limit sprawl, and will continue to ensure Denver maintains this position at the regional level.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Yes, they should be throughout the city.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

The typical impact of a fee on a home sale are less than \$200, so they are not the cost driver of whether the median luxury home being built around \$500,000 is affordable or not to a median income family. The typical for-sale homes being built are already not affordable, the fee isn't changing that. I would be open to looking at increases in the fees, as they are the only way to build homes for less than \$200,000 regardless of the fees (the absence of fees or keeping them the same will not produce homes at this cost).

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

Yes.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I already created a legal defense program to provide free eviction defense, it launched in 2018 with funding from city council offices and continues in 2019 with funding from the housing fund. We cannot change the rules of how evictions work, that is pre-empted by state law. We did pass a law prohibiting discrimination based on source of income to expand access to renter protections. I am strongly supportive of expanding renter protections in Colorado, but the most important changes depend on state law changes. I will continue to be a champion for proposals we can pursue in Denver, if and when the state law permits us to act.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Yes if it is legal. Colorado's constitution has some restrictions on fees and taxes that sometimes make policies like this more difficult.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

We must implement the high frequency bus corridors planned in the Denver Moves Transit Plan, which I participated in shaping. These changes in other cities were associated with increases in bus ridership. We must have a sustainable source of revenue dedicated to multi-modal transportation, which must either include sidewalk funding or have sidewalks funded through another method. Vision zero is relying heavily on engineering solutions, which are effective, but not at an adequate scale and we are not putting adequate resources into the other two prongs--education and enforcement to reduce traffic injuries and deaths.

Is there anything else you would like the membership to know about you or your positions?

I've been a proven champion and partner on equity in redevelopment and affordable housing. Where we grow, we must do so with a conscience that ensures inclusivity and equity for those of low and moderate incomes and from diverse racial backgrounds, and in ways that minimize displacement of current residents. I don't believe in walls at our border, and I don't know of any walls that can be built around cities - there aren't easy answers, but with hard work I have produced real results in the policies, funding, and commitments described above, and I humbly seek the opportunity to continue doing so.

Debbie Ortega – At-Large

According to the State of Colorado's estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

It's about smart growth. Since Denver is inevitably going to grow, the growth can either be infill or more sprawl. We must direct the growth into the central city and along transit corridors, in mid to high-density walkable infill developments.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are definitely a problem in our city. I think the lack of housing supply and lack of diversity in our housing supply is "more at fault" -- especially because we can't necessarily control the increasing demand.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

The most crucial policy is the revisal of city zoning. The city needs to up zone in a way that allows existing neighborhoods to maintain their existing communities, while leaving room for new growth. These zoning changes need to be distributed across the city to allow for more moderated growth in every neighborhood and stop the current cycle of growth that disproportionately affects disadvantaged communities. The city also needs to reform their renter-liability system. It is critical to protect renters but the current market system makes it too difficult to forecast the longterm risk of building high-density residential buildings. We need to work to create a system that protects all renters but doesn't prohibit high density development.

How would you increase low-cost housing production?

We can compromise with developers to allow them to build more of their projects -- in exchange we can require them to dedicate more units to be low-cost options.

How would you increase price-restricted (affordable) housing production?

Create more housing stock with affordability restrictions.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

I don't support setting "limits" on growth in Denver but I think we do need to be a lot more thoughtful about our urban planning efforts and take more of a "whole-picture" approach to development.

Do you support rent control in Denver?

Yes.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes, I would.

What strategies should Denver employ to combat sprawl?

We must direct the growth into the central city and along transit corridors, in mid to high-density walkable infill developments.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Across the city.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

These fees should be adjusted.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

No, I do not.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I would support the legal support fund for low and fixed income tenants, restrictions on evictions, etc. and open to conversation about other ideas.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Yes, I would support a vacancy tax for empty units and/or undeveloped parcels.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

-Improving first and last mile -Bus rapid transit -Pedestrian and biker safety efforts -Fixing our broken sidewalks

Is there anything else you would like the membership to know about you or your positions?

Tony Pigford – At-Large

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Assuming that this question is about density, I think we need to keep in mind Denver's character and what makes our city unique---blue skies and mountain views should not suddenly be cut off and restricted to only those who can afford it. We do not need to become a cookie cutter city that looks just like Dallas or Minnesota. Expectations about resident influx are not written in stone, and our priority should be to consider Denver residents in the here and now.

Are rising rents are a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are a problem, and one that unfortunately is not limited to Denver or Colorado. The housing bubble of the early 00's that built up lots of single family residences, and the subsequent bursting of that bubble and banks' seizing those properties en-masse, is prime mover for this lack of housing stock. Add to this the fact that wages have stagnated here and all over the country for forty years, AND significant numbers of college grads who have insane debt loads, many many more Americans than before have *no choice* but to pay someone else's mortgage as renters. The issue is bigger than just "supply and demand," it's inequality. For example, one thing that we can be talking about more in Denver is making sure that there's living wages paid across the board for everyone who works here, on top of access to the rights of collective bargaining for union members.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I propose that council and the mayor work to make new capital flows accessible, not just to build affordable rentals, but to help others build up their own wealth by purchasing homes. I think the biggest issue here is that we should not be afraid to be creative. We can look at these issues as opportunities to lead and be an example for the rest of the state and country.

How would you increase low-cost housing production?

Along the lines of being more bold, we can look at the zoning codes to make it possible for more, different kinds of options for housing like co-ops, group housing, and other "accessory dwelling units."

How would you increase price-restricted (affordable) housing production?

As above.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

As I state on my website, I am all for growth, but it needs to be "smarter"---and for me, that means being able to track the affordable housing stock the city has now and to safeguard it for residents who

need it, here. Transportation needs to go hand in hand with housing needs, so I propose taxing new developments to fund a real public transportation system.

Do you support rent control in Denver?

Yes. There are many options we can utilize here, and many places we can learn from. We shouldn't be afraid to work to protect some of the cities most vulnerable people from the vagaries of the market.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes.

What strategies should Denver employ to combat sprawl?

Number one in my mind should be expanded and affordable public transportation. Two, we can show leadership and creativity, investing in things like land trusts and limiting luxury development when there is no need for it. Third, we can look at ending welfare for corporations that insist on cookie cutter approaches to design and zoning needs, and ensuring those do insist on doing business here provide good work and benefits, so people don't need to travel elsewhere.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Yes, low-cost and subsidized affordable housing should be located equally throughout the city. The ideal city block should have the doctor's family one end, and the bus driver's family on the other. Diversity like this will go a long way to improving our quality of life and the connections we have with one another in Denver.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

The impact fees Denver is charging is some of the lowest in country, considering huge rates of growth the city has been forced to accept in the last few years. The question instead should be, how can we shift the burdens of providing affordable housing away from residents, and onto corporations? We can learn a lot from places like the Seattle city council's experiments with the "Billionaire's Tax."

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I believe there needs to be more equity across neighborhoods in the zoning process. The option to give citizens a way to put a brake on "adopted plans" and "city goals" is important in a city that historically has suffered (and continues to suffer) much too much from destructive "urban renewal."

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

We still treat the choice to rent as just another one made in a completely neutral, optimally-functioning market, where everyone has access to the same resources, and "more information" is supposed to be a curative; that Denver, and Colorado more generally, has one of the worst records on renters' rights in the country shows just how bad this approach is for the people who live here. While the city should be commended for extending and expanding emergency rent assistance, we can be proactive in fleshing out a body of actual, binding renter protections, long before people get into crisis. An important first step to getting us to that place could be the creation of a Denver Renter Commission, much like the one Seattle started in 2017, to monitor and represent renters in the policy-making process.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I support a vacancy tax on empty units like the ones used in Paris and Vancouver. The wealthy should not start using Denver as a dumping ground for illiquid assets. I believe what constitutes an "undeveloped parcel," and whether it in fact needs to be developed, can be looked at on a case-by-case basis.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

There are any number of public and private entities that are producing transport options---pedicab, scooters, rapid bus transit, bike share, etc. Again, we can be creative, and make sure that these products aren't just toys for tourists and make sure that when they get used, we have an eye towards giving lesser-off communities and neighborhoods---who really do *need* actual options for transport---first crack at them.

Is there anything else you would like the membership to know about you or your positions?

Sabrina D'Agosta – District 1

According to the State of Colorado's estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

I am for smart growth that protects our quality of life: whether your family has been here for generations or you moved here four weeks ago, whether you rent or own, whether you have kids in our schools or just love our location — because we are all part of Northwest Denver. And I believe that when we work together, we can build a brighter future for all of us -- including the 200,000 new residents we want to welcome into our city in the next 20 years. Having said that, I believe that growth should be shared throughout the city. The growth we've experienced to date has disproportionately impacted only certain parts of the city, including Northwest Denver. The city's new DenverRight plans show that trend will continue over the next 20 years. We need to push for more equitably distributed growth in all parts of the city, and for infrastructure investments to be weighted to those areas of the city that are experiencing more significant growth.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

For me, this is absolutely about a lack of housing supply. We also desperately need to address affordability. Housing prices and rents have doubled since 2010, displacing many long-time residents and making it impossible for people to live where they work. While City Council has made progress creating more housing for our lowest-income earners, we need to broaden our efforts to better protect renters, to create more affordable units for first time homebuyers and working families, and ensure our aging neighbors are able to stay in their homes after retirement. Our rents have continued to increase exponentially, in part, because the opportunity for homeownership is out of reach in Denver for so many. We can and should change that. We need to be creative and we need to remove barriers for building affordable units, and quickly.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

For one thing, we can be better at sharing growth more equitably throughout the city. While density has increased significantly in some neighborhoods, that growth has not affected others, where there are still many opportunities. In addition, I think we need to look at some of the legislation that has been passed (in part as a reactionary backlash to rapid growth) and review some of the unintended consequences it has had. Are our state's construction defect laws preventing us from building affordable multi unit developments? Did the "slot home ban" inadvertently limit our ability to build townhomes with shared courtyard gardens? How could we change those to more effectively increase housing production, particularly for affordable units? We need to work with the development community to understand what the barriers are for creating affordable entry-level housing in Denver, and work together to creatively problem solve. I also think we can do things like expedite permitting processes for affordable housing projects or projects with a certain number of units, or incentivize density by raising things like tap fees for new single family homes as compared to multi unit developments. And, we can get creative about ways to create and obtain more public housing options in Denver.

How would you increase low-cost housing production?

My focus for increasing housing production is very much on affordable housing, because that is where we need the most units in Denver. Having said that, I do think City Council has already made progress on incentivizing additional units for our lowest-income earners and transitional housing for the homeless. I think we need to broaden those efforts to include our middle class, working people, to first time home buyers and millennials, to retirees, to renters who want to own a home -- so that we have more opportunity for more people from all walks of life to live in our great city. I think I addressed how I propose doing this in the question above.

How would you increase price-restricted (affordable) housing production?

Again, I think I answered this above.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

No.

Do you support rent control in Denver?

I think rent control can be an effective way to ensure availability of low-income units in some circumstances. However, I don't think we should enact widespread rent control throughout Denver. I think there is much more we can do to stabilize rents in Denver by increasing the availability of entry-level housing. Our rents have continued to increase exponentially, in part, because the opportunity for homeownership is out of reach in Denver for so many. That's a result of both the housing shortage, and also the cost of living. We can do more to increase wages in Denver and cut large household expenses like transportation, which will help us better manage the cost of living and affordability in Denver without putting harsh rent controls in place.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes. I think this was a brilliant move and we should follow their lead. Denver's zoning code was based on Minneapolis', but we were missing some next steps. I think we can and should look to what they've done to make it work there, learn from and improve ours.

What strategies should Denver employ to combat sprawl?

We can create thriving mixed use, walkable communities with increased density. I'd like to see our city put a greater emphasis on considering any large infill opportunities for acquiring parks and open space rather than just housing. I think transportation and mobility options are big part of reducing sprawl, as well. I also think we need to work with our regional neighbors to think about growth comprehensively, so that our suburbs don't continue to sprawl.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

I started with this. I think we need to be more equitable in sharing the city's growth across our neighborhoods in general. I think this helps ensure that historically disadvantaged communities share in the opportunities and investments growth can bring. I also think that we should have diversity of housing prices and sizes throughout the city, giving people options no matter where you want to live. Diversity makes all of us stronger, and I believe it is one of the things that attracts city dwellers to live in urban areas. I'm very disappointed that this has not been the case over the past 10 years and I think we need to course correct immediately. While certainly we will see somewhat more density and different styles of housing and architecture dependent on the neighborhood and its proximity to downtown or other important geographic locations, we should strive to share in diverse growth throughout the city.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I think this is one thing we can look into, but I do think we need to figure out how to fund the affordable housing trust somehow. Because we need to increase production quickly, I'd like to see the cost for multi unit developments be lower than single family.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I think that if 20% of nearby neighbors are upset enough to protest in this way, we need to have a mechanism by which they can be heard and create change. However, I don't think it should automatically trigger a rezoning proposal that requires a supermajority. I think real problem here is not what we do after neighbors are upset, but what we can do to ensure more of our neighbors are involved and engaged in their neighborhood planning processes. We have to be better at managing change and effectively communicating with our residents. The city planning department hasn't had the resources to expedite these processes, and I want to hire a planner in my council office to work with my district. We need to ensure community voice in neighborhood planning processes -- so that we get to identify where density should go and how we want it to look, aligned with our neighborhoods' history and aspirations for the future. We need stronger community outreach and we need to stop using jargon. You shouldn't have to have a degree in city planning to understand what's being proposed in your neighborhood and to give your input. If we can engage our community in planning on the front end, I think we would see far fewer of these disputes taking place.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I would like to see more restrictions on evictions due to small amounts of unpaid or late rent, and I also think the city could create a low or no interest loan fund to help pay rent for people in special circumstances. I would also specifically like to see more notice required for raising rents, and occupancy rate disclosures.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Yes. I think a vacancy tax could be very helpful, but would also want to consider if there are certain hardship circumstances under which this would not apply.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

We can encourage more mixed-use developments where people can safely take their kids to the park, enjoy the restaurant on the corner, shop nearby and get in their cars less. We need major improvements to public transit and mobility options, and investment in infrastructure and amenities, like safe and complete sidewalks and bike lanes -- so we can actually get to schools and transit -- and cross walks that don't put people's lives in danger. We must review traffic patterns and address increases in commuter traffic that have flooded our neighborhood streets, and where new development has increased congestion. Affordability is not just about one's ability to pay for housing; it's also a function of the other household expenses one has, and one's ability to save money to purchase other things. The cost of transportation is a significant household cost for many, and reducing that expense will contribute to our economy in other ways. We can do this by working with the Regional Transportation District (RTD) to make public transportation more affordable, and also by investing in infrastructure for alternative modes of transit, like carpooling, walking and biking. We also desperately need to look for ways to improve mobility within our district, from our neighborhood retail centers and shopping to parks and recreation. We need accessible, reliable transportation connecting our neighborhoods. Our streets and sidewalks connect us to each other, to jobs, to education, to services. will advocate for much more robust funding for the implementation of the Move Denver plan, including major investments in safety on Federal Boulevard, West Colfax and other major arterials where traffic accidents, deaths and injuries are all too common.

Is there anything else you would like the membership to know about you or your positions?

Firstly, thank you for taking the time to do this, and for all YIMBY does. I absolutely love the language in the slide deck you sent over. I was motivated to run for city council, in part, because I was hearing a lot of talk about how people who are from here want it to be like it was, a lot of anti-growth sentiment, and a lot of very divisive language that I believe tears our neighborhoods apart. I am a seventh generation Denverite and I'm raising my children here just like my grandparents did. rowing up in a large Catholic, Latino family, we had lively dinner conversations — in which I learned that, no matter what our differences, if you take the time to listen to people and get to know them, you can always find commonalities. I learned that, by building strong relationships, we also build bridges that connect us and help us solve problems together. And I learned that our diversity helps us come up with stronger, more creative solutions to even the most complex problems. I've carried that philosophy with me throughout my life and my career. I was the first in my family to go to college; and I went to school for journalism and political science because I wanted to better understand the systems that affect us all. I chose to return to Northwest Denver after college because I realized that Denver is my home; that I wanted to put down roots here and give back to my community. I was very fortunate to have bought the historic Victorian home of my dreams in Northwest Denver about 18 years ago. I have seen how our city's

growth has both benefitted and created challenges for our neighborhoods and families. Northwest Denver is our home — and I want to put my experience to work for our community. I believe that, together, we can responsibly manage growth while building a strong economy and sense of community connection, where all our neighbors thrive and generations continue to put down roots here. Thank you again for all you do. I look forward to hearing from you.

Scott Durrah – District 1

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Our region has been built on an antiquated model of urban sprawl with a strong dependence on travel in single-occupancy vehicles, allowing for homes to spread out endlessly from the city center. As Denver has started to grow we have found pockets of the city that are capable of absorbing density, allowing for us to build up rather than out. Allowing our community members a seat at the table will give way to a community-driven development model that can dictate density to those districts that are capable of absorbing the new population in a sustainable way, with options for single-family homes in the areas where they still fit.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are an expected variable in any emerging city, and as wages catch up with the city’s economic development many of our citizens can feel a squeeze. Living in Denver is becoming expensive, but Denver is also increasingly becoming a major player in the national economy mentioned in the same breaths as Boston, San Francisco or Seattle. The cost of living in such an in-demand region is understandably much higher than in an area where people aren’t pressing to live. Increasing avenues for attainable housing and building paths for renters to become owners will assist in mitigating the necessity to combat rental prices, and finding innovative ways to help homeowners retain equity while developing their property in areas where it is welcome will help to off-set the difficulties faced by our city’s renters.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I truly believe that if you can rent in this district, you should have a clear avenue to owning in your neighborhood. I plan on working on building bridges with developers towards programs that end in home ownership, built on a fixed-rate long-term lease that evolves in to the equivalent of the down payment. The rental price then becomes the mortgage, and we have a new homeowner making a long term commitment to our neighborhood. Our diverse district is also lucky to be home to many families who can trace their histories through generations of Coloradans. Our long term residents deserve to be included in the region's growth, without having to leave their family’s homestead. If someone wants to develop or restore a property, there should be a bridge towards shared-equity and partnerships between homeowners and contractors. If a single family homeowner wants to put a duplex, or community-approved larger multi-unit dwelling on to their land, instead of having to take a lump sum that will not buy them anything similar to what they had in their own neighborhood – forcing them to move – why not give them ownership of one of the units? Some development plans should include routes towards equity in the other units on the property.

How would you increase low-cost housing production?

The most expensive part of building housing is the land. My plan for an equity split to develop homeowner’s lots could lead to a more affordable model for new-home construction and multi-unit buildings added to lots, increasing affordability and availability. Working from City Hall to the State

House with the Colorado Legislature on the construction defect laws issues that block construction of condominiums in Colorado, and removing burdensome regulations that prevent affordable units from being built, would also generate new production.

How would you increase price-restricted (affordable) housing production?

Through collaborations with existing and new P3 relationships, our city can find ways to increase affordability. Working from City Hall to the State House with the Colorado Legislature on the construction defect laws issues that block construction of condominiums in Colorado, and removing burdensome regulations that prevent affordable units from being built, would also generate new production. The River Mile project in Denver, and their plan to include affordable homes integrated throughout the project, without creating a pocket of poverty in the new development, could be used as a model for responsible growth and sustainable housing production.

Do you support building public housing in Denver?

Yes, and I believe that publicly subsidized housing should not be concentrated in to constrained city blocks, creating economically impoverished pockets of the city but rather responsibly managed and built in to new Denver development and growth models.

Do you support setting limits on growth in Denver?

I support community-driven development and housing. Colorado municipalities like Golden and Boulder have been able to retain their local character through implementing limits on growth and heavily regulating construction standards, however they have to deal with an ever-rising cost of living and a far-above-average home price because of density and development restrictions. Denver has a larger footprint than either of these areas and I believe that limiting growth at this stage in our city could severely handicap our ability to manage our influx of new residents. Balance needs to be achieved, but setting hard lines may not lead to an economically equitable solution.

Do you support rent control in Denver?

With rising rents already exceeding thousands of dollars a month, there is no easy single solution to the cost of living in a city that has already experienced gentrification and high market development. I support sensible approaches to mitigating the cost of living in Denver without inhibiting responsible growth.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

No one solution can fit every neighborhood and one of the things that makes Denver the Queen City of the Plains is the diversity of our communities and the sense of new while traveling between them. I seek to build coalitions of RNOs that can develop their own distinct needs for their neighborhoods and act as a lobbyist on behalf of their community, assuring that housing supply needs are met equitably across the city. Government oversight of application of units, including ADUs, to ensure they are meeting community standards for occupancy (i.e. whether or not to include use as a short term rental or as a permanent residency) will allow neighbors to feel confident that they are building the kind of city that they want to live in.

What strategies should Denver employ to combat sprawl?

Denver should find ways to build up and not out where applicable. Reducing our city's dependency on single-occupancy vehicles and building sustainable flex transportation options, including bike lanes and light rail tracks, will connect the city in a way that will not require widening roads to combat traffic and allow for a denser, less sprawling city center.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Isolating low-income housing has proven to merely create pockets of poverty in a city that can easily be ignored or abused. I believe that equitably spreading affordable housing responsibly through the city will increase economic diversity, building a stronger city core and raising all citizens up.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

My 4 Year Plan for Denver calls for bringing all parties to the table for a series of, cohesive conversations centered around managing the cost of home construction and easing displacement. No one policy is going to be the golden ticket to solve all of our housing woes, but bridging multiple solutions facilitated by open and honest conversations with the backing of City Hall will lead to an innovative program to maintain affordable housing programs, including this trust, in a manner tandem with the community's wishes.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

Yes. I believe that the community should have the reigns in development and that it should be the voice of the people of Denver who dictate our growth. Developers want to build in this city, and requiring the input and endorsement from neighbors for new projects will ensure that our city is being built in the direction that we want. Adopted plans can have timelines that are generations long and require updates and amendments as culture, technology and society evolve. What the city expressed as it's goals in 1995 may not be consistent with the environmental or societal needs nearly thirty years later.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

Strengthening tenant protections is an important component in nurturing a city with committed, life-long residents. Creating avenues for these renters to become dedicated homeowners in our district will lead to them permanently investing in the region's stability and growth. I support strengthening protections for renters that will make them feel more secure in their future in the City and County of Denver.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an

attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Yes. As the conversation on city development turns to managing density, Alternative Dwelling Units are an important factor. Some love the idea of adding ADUs because the multitude of opportunities they can provide ranging from: independent living spaces for aging parents or adult children returning home and the potential of supplemental income that can reduce their monthly mortgage payments. Zoning and land use regulations can help ensure that ADUs are put to the use that their community dictates and an additional tax on empty short term rental units or ADUs outside of a personal occupancy use, can be a tool in controlling their creation. A tax on vacant parcels and empty units can help mitigate the construction of luxury units that will remain too expensive and therefore empty in a city that is experiencing a housing crisis.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

My first idea is to move away from thinking of transportation other than single-occupancy vehicle as the “alternative,” and reinventing our bike lanes as “flex mobility lanes.” By using the infrastructure already in place with 130 miles of bike lanes built in the City of Denver and adding the construction of more separated or protected facilities we can create the environment where on-demand single-person transportation solutions (i.e. B-Cycles or Lime Scooters) become more than just a “last-mile” vehicle, but instead are the catalyst for the entire commute.

Is there anything else you would like the membership to know about you or your positions?

I have been an entrepreneur and homeowner in Denver for more than 13 years, navigating city departments and agencies for both my house and my businesses in the highly regulated industries of restaurants and cannabis. I am running for City Council not because I need a job but because our government needs fresh faces and experience. As a local voice for my community I have been involved in my neighborhood organizations and been in my City Councilperson’s ear for years, and when I found out they would not seek reelection and would endorse a plan to continue the policy he had found so frustrating and ineffective I knew there had to be change. The City of Denver has changed dramatically and permanently in the decade since I became a resident and it is time for someone with large emerging city experience to take the reigns and build bridges to a sustainable and economically equitable future for our very cool region. Because Denver is cool. It’s what brought me here is why I am campaigning for City Council today. With the explosion in population, growth and development our city has started to fear for losing that culture and I know that it can be guided back in to the community. By instilling our new residents with the Denverite neighborhood pride we can build a foundation of invested citizens as standard bearers for that cool culture. Denver is going to grow and resisting that would just mean forfeiting our voice, and I intend to bridge the needs of the many interested parties in our city’s maintenance and growth.

Praj Kulkarni – District 1

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

As much as possible, this growth should be directed near established neighborhoods and transit centers. Adding to existing neighborhoods is the better path for both economic and environmental reasons. Economically, encouraging sprawl would greatly increase our long-term maintenance costs. We would need to create new infrastructure rather than use what already exists. Environmentally, it is obvious that higher density in existing neighborhoods is the more sustainable approach.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are a big problem, and restricted supply is more at fault. To offer merely one statistic: across the US, more housing permits were issued in 1963 than in 2016. As housing demand rises, building more housing, and more types of housing, is a straightforward way to control costs. The Seattle rental market is a good example. As reported by Mike Rosenberg and others, rents have stabilized / decreased as the city built thousands of new apartments. The same can and should happen in Denver, but across all types of housing.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I like to break “overall housing production” into three discrete issues: 1) Policies to increase the overall number of houses, irrespective of housing type and affordability; 2) Policies to increase production for middle-income and working-class residents; and 3) Policies that will anticipate and respond to opposition from neighborhoods. The ideal policy mix should have all 3 components in mind. For 1: I would focus on allowing duplexes and triplexes throughout the city. Put another way, I would eliminate single-family housing everywhere. (as Minneapolis has just done). For 2: I would encourage repurposing of existing structures (retails stores, old motels, etc.) as apartments, and I would also reduce or eliminate fees related to ADUs. For 3: I would encourage local RNOs to submit design standards. I would also highlight that my plan only calls for the “next increment” of development (to plagiarize from the website Strong Towns). That is, neighborhoods would not necessarily have an 8-story building right next to a single family home. An individual home, however, could turn into a duplex.

How would you increase low-cost housing production?

As I described above, I think Denver can focus more on re-purposing existing structures as low-cost apartments. From my reading, this approach is underutilized.

How would you increase price-restricted (affordable) housing production?

I am honestly skeptical of price restrictions, and would prefer to focus on increasing overall supply, with special attention to the "missing middle." As such, I don't have well developed thoughts at this time. However, I very much want to learn more and welcome the perspective offered by YIMBY Denver.

Do you support building public housing in Denver?

Yes I do. Increasing supply doesn't change that fact that some people will still not be able to afford a home. We have a moral obligation to help them.

Do you support setting limits on growth in Denver?

No I do not. Such initiatives ultimately hurt the poorest and most vulnerable members of society. We need to build more homes and apartments of all kinds, not less.

Do you support rent control in Denver?

No I do not. I believe the main outcome of rent control is to reduce supply.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Absolutely. I believe I have explained my answer in detail above.

What strategies should Denver employ to combat sprawl?

Sprawl occurs in no small part because it is often easier to build on the outer fringes than in established areas. Denver should thus do as much as it can to reverse that dynamic. A few concrete strategies: reduce permitting time, eliminating as many fees as possible, and publicly articulating that we want development in existing neighborhoods. Along with these housing-focused strategies, Denver should also improve its transit and bike infrastructure.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Low-cost and subsidized housing should be located across the city. I want my children to go to school with students whose parents are truly diverse--racially, socioeconomically, and educationally.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

Based on my conversations with developers, these fees drive up the cost of housing, thereby undermining affordability. So my instinct is to reduce impact fees. However, I think it might be wiser to first pursue other ways of increasing supply / decreasing costs (some of which I described above). If and when these policies increase the availability of middle-class housing, then we could more credibly make the case that these fees should be reduced.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

No I do not. It is the job of Council to respectfully and politely listen to citizens' concerns while still taking decisions that benefit the city as a whole. Allowing a minority to dictate zoning would undermine the common good.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I honestly have not thought deeply about tenant protections, and so I hesitate to give a detailed answer. My general philosophy is that while we should have some measure of tenant protections, we should make sure they do not create perverse incentives. I believe that in the SF Bay Area overly strong tenant protections have contributed to decreased housing supply. Given how important it is to increase supply, we should strive to not do anything that detracts from that goal.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Like any tax, I believe the important question is how it is designed and implemented, not necessarily whether it exists or not. If a vacancy tax encourages speculative development that ultimately goes bust, it would not be a good idea. Used properly, my limited research has shown that it can be a useful tool.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

For walking, I would focus on two things. First, I would try to improve sidewalks throughout the city. I'm often shocked how bad the sidewalks are. Second, I would work to improve the small business environment so that every neighborhood has dry cleaners, coffee shops, restaurants, etc. For walking to be a viable option, there has to be something people want to walk to. For biking, we should improve bike lane access. As we do so, we should ensure that it is done in an equitable manner, minimizing racial and socioeconomic disparities. For transit, I believe that while mass transit should be increased, it is also very expensive and takes many years to deploy. In the near future, it would be helpful to explore how to increase shuttle service throughout the city.

Is there anything else you would like the membership to know about you or your positions?

Middle-class housing is *the* core issue of my campaign, and I proudly call myself a YIMBY. Having spent so much time in the SF Bay Area, I know restricting supply can harm a city. As part of council, I will fight for more homes, of all shapes and sizes, and for everyone in the city. In terms of my personal story: I have several years of experience in federal public policy, academia, and the private sector. In Denver, I am on the board of the Sunnyside Regional Neighborhood Organization. I have also been a Denver County foster parent since March 2016. My wife and I have had multiple placements over that time. I believe my diverse experiences—which includes working closely with a city agency—will help me serve on the Denver City Council. I know how businesses work, and I also know how our city government works. Combined with my academic background (I have a PhD in applied physics from Stanford) and policy knowledge, I am confident I can quickly come up to speed on the many issues facing our city.

David Sabados – District 1

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

While some people may end up in the suburbs by choice, the majority of growth should and will likely be in the city itself, as urban cores are best equipped for density.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are a serious problem in our city. The supply of available rental units has not kept up with demand, driving up rents as a result. If elected, I would be the only renter on council at a time when half of the city is made up of renters.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Allowing accessory dwelling units and duplex/triplex/quadplex construction across the city is the single biggest change council can enact. This can create thousands of new units in neighborhoods that don’t want vertical density. Additionally, we need to embrace vertical growth along arterial streets and other traffic corridors, coupled with improved transportation. The city can also help provide lower interest loans for builders who are seeking to build more attainable housing, lowering costs and using city resources to invest in our city, while still earning a respectable ROI.

How would you increase low-cost housing production?

ADU construction will increase lower priced rentals. More duplex and townhome construction will increase more for-sale attainable housing. One of the biggest costs in construction is the permitting time -- often well over a year. Every month a lot sits vacant, the ultimate cost of that house goes up. Streamlining permitting processes can lower construction costs and overall cost of home production.

How would you increase price-restricted (affordable) housing production?

This is the best place for the city to use low interest loans and streamline permitting. If a builder is willing to build affordable units the city should move them to the front of the line. Deed-restricted properties are a piece of the puzzle, but mostly in areas that have almost no price-restricted properties, as deed restrictions limit the overall economic growth of a city.

Do you support building public housing in Denver?

Yes -- public housing should be spaced across the city, ensuring mixed income communities. Too often it has been built only in a few areas, increasing division of rich and poor neighborhoods.

Do you support setting limits on growth in Denver?

No -- growth limits are ineffective and do nothing but drive up costs

Do you support rent control in Denver?

Rent Control can mean a number of policy stances. While a NYC style rent control doesn't make sense for a city that has the level of influx that Denver has, I am a strong supporter of Sen. Gonzales' bill that gives cities more options to set pricing guidelines. If it passes, I could support a variety of policies to keep rents from skyrocketing.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes. This is one of the core issues I'm discussing on the campaign trail

What strategies should Denver employ to combat sprawl?

If Denver creates more attainable housing, and more housing overall, suburban sprawl will reduce. When Denver housing costs are skyrocketing and units are limited, people look to less expensive and more readily available options in the outlying areas, increasing sprawl. The single biggest thing Denver can do is create more housing in the urban core.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Mixed income and racially diverse communities benefit all of us. By creating a variety of housing in every neighborhood, we can increase racial and socio-economic diversity, as well as age diversity. Although council doesn't set school policy, as a community leader I will also continue to champion comprehensive quality schools in every neighborhood.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

We cannot make housing more affordable by driving up the costs of housing. While these fees were well intentioned, I believe we can find better ways to create more affordable housing as discussed above.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

No. Council elections require 50%+1 of voters, including runoff elections if needed. Council votes require a majority of council to pass legislation. I believe other areas should be held to the same standards. If 50%+1 of nearby neighbors express a protest, that should require a supermajority from council, but not less.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

First and foremost, we need to have a long term rental registration like the city has started for short term rentals. Registering long term rentals allows the city to offer education for landlords and tenants about rights and responsibilities for both parties. As a renter, I know there are some bad actors. But

more often landlords simply don't understand their obligations. I'm eagerly following the state legislation on limiting application fees, expanding the warranty of habitability, and of course overriding the Telluride decision. If either of the first two fail at the state legislature, I would carry equivalent legislation at the city level to be used as a model for future state efforts. The warranty of habitability is probably the single biggest change we need, expanding it to include mold and other health hazards, but also requiring landlords to fix problems instead of just providing a way out of the contract. Currently the state warranty only allows a tenant to break a lease, in which case they likely still have to argue over deposits and of course find a new place to live, allowing a bad landlord to simply rent an unsafe unit to another tenant who may not be as knowledgeable about their rights.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

This is an interesting idea I would like to discuss further. My concern is that someone who is starting to develop undeveloped land or empty units would see rising costs which would be passed along to the eventual home buyer. Like impact fees that can be too high, this doesn't solve the problem. I would be interesting in discussing this further with you however.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Denver should explore a buy-up system to increase bus lines as Boulder has done, which is the single biggest thing we can do for better transportation. Protected bike lanes and safe bike routes are also key as many residents, especially in areas like D1, choose to use a bicycle as a regular means of transportation. Denver also needs to complete our incomplete and failing sidewalk system, which is unsafe in many areas. When people don't have a sidewalk or feel their sidewalk is unsafe, they are less likely to walk and more likely to drive short distances. Raising the cap on the number of scooters a company can deploy also helps meet our short distance transportation needs.

Is there anything else you would like the membership to know about you or your positions?

I'm a proud YIMBY, working on solutions to address our housing and transportation needs. I have volunteered and consulted with numerous federal, state and local campaigns so I know how to craft a winning campaign strategy. We're running the most active campaign in D1, having already knocked several thousand doors, earned more endorsements from elected officials and organizations than our opponents combined, we're hosting regular events, and otherwise engaging with the community. I hope to add YIMBY Denver to my list of supportive organizations.

Amanda Sandoval – District 1

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, raising rent prices are a problem. I feel lack of housing supply has caused the housing crisis we are currently facing.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Social Impact Bond to help with homelessness. Working on updating District 1's 41st and Fox Station Area Plan to allow for more density paired with a trigger for more affordable housing requirements.

How would you increase low-cost housing production?

Looking into what permits we can waive as a city to incentivize affordable housing development. Low interest loans to developers who want to create low-cost housing.

How would you increase price-restricted (affordable) housing production?

Currently is not allowed to to the Telluride ruling. We need to support our State legislators to have the Telluride ruling re-evaluated. Senator Julie Gonzales is working on a bill and as a landlord I will support her bill by testifying and having a testimonial how important social economic diversity is the health and vitality of any city.

Do you support building public housing in Denver?

Yes! Denver Housing Authority is a crucial partner for Denver.

Do you support setting limits on growth in Denver?

Yes, in certain areas. In other others that have infrastructure to sustain growth we should be directing growth to those areas.

Do you support rent control in Denver?

yes

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

No, some zone lots are not big enough to hold two housing units. I would need to see a comparison on what is the average zone lot in Minneapolis and compare that with Denver's. There are several neighborhoods in Northwest Denver that desire ADUs and have the infrastructure to sustain that type of new density but other areas of Northwest Denver have very small zone lots and may not updated sewer pipes to support the development of ADUs wherever.

What strategies should Denver employ to combat sprawl?

Working on our transportation issues, such as lack of bus routes along main corridors. Creating neighborhood hubs which emphasis local businesses, and protecting our green spaces.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Low-cost and subsidized affordable housing units should be located throughout the entire city. Having subsidized housing concentrated creates silos of poverty, this is an antiquated idea to keep all poor people together.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I do not believe these fees should be adjusted, to off set these fees I want to work with Development Services to waive certain permit fees when affordable units are being built.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

Yes, I have personally seen this policy work to benefit a community.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

City Council passes an legal fund ordinance to assist with evictions, I would continue to support this fund and allocate money to the program every year. Also, passing an ordinance to limit application fees, I would be willing to campion such a bill.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

At first blush this looks like a possible policy to ensure development of vacant parcels but I would like to learn more about how a vacancy tax would impact Denver residents.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

I believe Denver needs to create their own Transit Authority so we can manager our own systems and not have to rely on RTD.

Is there anything else you would like the membership to know about you or your positions?

Thank you for taking the time to put together this survey.

Mike Somma – District 1

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

There is no question that we are running out of property -- and that means we need to start looking at how and where we can build vertically, instead of horizontally. I am interested to see how the development of the Riverwalk area goes, and what lessons we can learn from it. Overall, though, new development needs to be spread throughout the city so that no one neighborhood or community is forced to shoulder the burden alone. And development needs to include open spaces for residents to enjoy. That is one of the reasons people move to Denver in the first place.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are absolutely a problem, for working families and young people all over the city. I think that supply and demand are driving the rise from different angles. We need to look for commonsense ideas, and we need to build more units in the \$1-2,000 rental range instead of the \$3-7,000 rental range.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

We have to be willing to build vertical, and we have to be willing to plan far ahead to ensure that we develop responsibly. We also need to increase the supply of “starter homes” in the \$250,000 range.

How would you increase low-cost housing production?

Subsidization and incentivization. I believe the city, and city funds, can play a role in making Denver more appealing to homebuilders, while also not giving developers free-reign.

How would you increase price-restricted (affordable) housing production?

I’ve heard it said that budgets are a statement of priorities. In Denver, I believe this should be our top priority, at least until we come out the other side of the rapid growth we’ve seen in the last decade. Affordable housing tends to be affordable because of subsidies, and I believe we can reorient the city’s budget to place a much greater emphasis on these subsidies

Do you support building public housing in Denver?

Absolutely

Do you support setting limits on growth in Denver?

I am not sure that there are any feasible ways to limit growth in Denver; I do believe, however, that adequate planning, foresight, and long-term thinking can help us steer future growth in a more productive way than the recent growing pains. Blueprint Denver is behind schedule, and we need to think about building the Denver of the future--because the future will be here sooner than later. We need to lay out 5, 10, and 15 year plans for growth and development and we need to include the communities impacted by growth in the conversation.

Do you support rent control in Denver?

Yes

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

We need to be careful that we don't end up in another situation like we did, in northwest Denver, with the proliferation of now-banned "slot homes." I think we can find a happy medium between eliminating that zoning category altogether, and leaving things as they are, such as opening up our existing zoning regulations for reevaluation.

What strategies should Denver employ to combat sprawl?

The only real way to combat sprawl, particularly with municipalities neighboring Denver on all sides, is to build up instead of out. We can increase housing capacity without increasing the city's footprint if we are willing to start building more affordable, high-rise residential areas.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

We absolutely need to spread affordable housing evenly through the city. Class and race segregation have never been a good idea.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I am not an expert on this particular issue, but I would be interested in seeing whether or not it's viable to extract this fee from commercial spaces instead of residential spaces. This would, ideally, alleviate the effects on housing prices and availability.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

We elect our officials by popular vote, and they make decisions and lay-out plans for the future. While we need a mechanism for checking their actions, I believe that the threshold for triggering this should be higher than 20%, while also leaving control in the hands of residents. We need to have a say but we also need to let our officials do the job we have elected them to do.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

We cannot allow unscrupulous landlords to force tenants out of their homes, and we have the ability to look at how other major metro areas have dealt with this issue. We need to strike a balance that, firstly, protects tenants and, secondly, leaves property rights intact.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

This would be a great way to expand our tax base and allow us to provide greater city services.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

We need to look at ideas like electric streetcars and trolleys. Our transportation needs are vast and we cannot keep waiting-out ten-year heavy rail developments. If the city partners with RTD to expand coverage with pet-friendly, bike-friendly street cars, we could fill in the gaps in our transit system.

Is there anything else you would like the membership to know about you or your positions?

I have been a public servant in Denver for 34 years. I have never backed down from a challenge, and I won't start now.

Annie Martinez – District 3

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Denver has vast undeveloped lands in Northeast, far East and Southwest Denver. The focus on density and the redevelopment of already thriving neighborhoods has put a heavy burden on infrastructure, traffic and housing costs. The emergence of oil and gas development in Northeast Denver is alarming due to the fact that air quality in and around Denver is ranked among the worst in the nation, the proximity to newly developing housing, and the fact it is taking away valuable land for housing and sustainable development. There is plenty of room in this city for everyone to live but top priority must be put into keeping people who want to be in their homes in them, and keeping people who want to stay in Denver into homes in Denver.

Are rising rents are a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes/lack of supply. There is a serious shortage of attainable housing. We need more public housing, requirements for lower rents from private developers, and rent control. With the growth that has happened in Denver, leadership has allowed pricing to get completely out of control; passed construction defect laws that do more harm than good and almost completely force developers out of building smaller, attainable units; as well as leave DHA not beholden to city interests only. There is a cacophony of irresponsible and some immoral choices that has led Denver to where it is today.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I would push city council to explore public-public partnerships (PPuP) to create more land trust housing throughout the city. This would initially involve partnerships with credit unions but would eventually serve to create a Public Municipal Bank of Denver with the ability to finance low-interest loans for housing.

How would you increase low-cost housing production?

The construction defect laws need to be updated to mitigate the way they are raising housing costs while also ensuring consumer protections.

How would you increase price-restricted (affordable) housing production?

Production of attainable housing should be prioritized and incentivized. Remove the ability for developers to opt out of building affordable units on builds; requiring the construction of more public housing; support community land trusts, funded by public banking.

Do you support building public housing in Denver?

Yes, we need more public housing.

Do you support setting limits on growth in Denver?

No. I don't believe it is just, nor constitutional. Additionally, this would likely be enacted in a racist and classist way which is also unjust. The issue is not growth, it's addressing the growth with community, rather than profit exploitation, in mind.

Do you support rent control in Denver?

Yes.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes.

What strategies should Denver employ to combat sprawl?

Denver should expand and improve public transportation and make it free.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Low-cost and subsidized affordable housing should be prioritized where need is greatest. However, there can and should be motivation and impetus to desegregate some of these communities that have kept many people out.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I believe Denver needs to find a new financing mechanism for its affordable housing trust, preferably and eventually a public bank. But, in the meantime, Denver needs to prioritize public housing. Council should put forward a referred ballot measure to address affordable housing.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

No.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I would support all the initiatives listed above. I would also support a public defender assigned specifically to handle eviction cases. I am a member of city council's eviction prevention task force, and I will work to provide more funding to provide renters with more resources to stay where they are.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an

attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Yes, I support a vacancy tax for empty homes, units and undeveloped parcels to go toward production of decent attainable housing. The city should seek to acquire vacant land for public housing and parks.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Investment should be made and prioritized for areas of the city with poor or limited sidewalks, bus stops, and access to bike lanes. Infrastructure should focus more on people and less on cars and parking, creating a safe and connected network for individuals on foot, wheelchair or bicycle to get around the city. Public transportation should be expanded and made free.

Is there anything else you would like the membership to know about you or your positions?

I moved to Denver after law school and live in the La Alma-Lincoln Park, in Denver's Westside. I am the daughter of working-class Cuban immigrants and spent my youth in Chicago and Miami. Inspired by the struggles of my parents and immigrant community, I dedicated myself to service. I am further motivated by my experience as an attorney advocate for low-income defendants and children in the child welfare system to speak out for the most vulnerable. I have faced many of the same issues as my neighbors and I am running because city council doesn't understand the urgency of these issues and isn't doing enough to address them. I believe that the influx of people and families moving to Denver isn't the problem, and that they aren't all these terrible outsiders trying to strip Denver of its history and personality. Quite the opposite, most of us are here to become part of the fabric that is the beautiful tapestry of Denver. We want it to be our home and be an inviting, progressive city of the future for all generations. The problem is that leadership has set into motion, in conjunction with business, over the past 15 years, to change Denver, for the one percent. To make it a Denver that is not accessible to the average person, and to force us out, whether we've been here five weeks, five years or five generations. What we have before us with this municipal race, to take the reins back to the people, and reposition Denver as a city where we all are able to move forward, hence my slogan "pa'lante todos."

Jamie Torres – District 3

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

We should be ensuring all neighborhoods in Denver are able to absorb multi-income growth. We have seen our north east neighborhoods (Montbello and Green Valley Ranch) grow over the past ten years and our city core. We are also seeing development and redevelopment densify all communities. This is why the current zoning plan has eliminated "areas of stability" knowing that all neighborhood will experience some change in the coming years.

Are rising rents are a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, rising rents are a problem particularly because income has not risen to meet or keep up with their sharp increase. I have found increasing demand for attainable housing is where the supply is short. We have plenty of market rate and luxury apartments that are still awaiting renters, but our residents cannot afford them.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I have been appointed to the Denver Housing Authority Board for the past five years and am very proud of the recent bond partnership they entered into with the City in order to put 50 million dollars into redeveloping their Sun Valley homes and Westridge homes. They will replace existing public housing and add affordable and market rate to their sites. This is a smart and powerful way to leverage city dollars to increase an affordable housing footprint. I believe we should invest more in Social Impact Bonds to provide investment in housing and comprehensive services to our residents experiencing homelessness and these projects should be in every council district in Denver.

How would you increase low-cost housing production?

Continuing to aggressively develop funding streams to incentivize affordable housing and put those dollars to work to fill funding gaps for affordable housing projects.

How would you increase price-restricted (affordable) housing production?

Invest directly with developers who will help build this and leverage tax credits and public dollars to ensure they are affordable. Housing combined with mixed- use commercial or nonprofit spaces should also be encouraged. We also need to ensure, over the long-term, that Economic Development is effectively monitoring our affordable housing stock and growing its numbers.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

No, we cannot shut the door behind us. We can rise to the challenge to be innovative and solution-oriented.

Do you support rent control in Denver?

Yes.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

The Minneapolis plan specified that it will allow up to three units on a property. Every zoning change should still plan according to the needs and nature of the neighborhoods. I do support multi-unit zoning especially along transit supported corridors and the option to do ADU's throughout the district where single family homes exist. Resistance to the prospect of increasing density throughout the city may lead us toward this conversation and it's one I want to have because District 3 cannot and should not be the only district where ADU's and other strategies for smart density take place simply because it is still has relatively affordable land.

What strategies should Denver employ to combat sprawl?

Investing in our public transportation system and advocating for a better regional system overall.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

This is absolutely a true statement. While I agree multi-income housing should be placed throughout the city. We should start with those neighborhoods facing severe vulnerability to displacement. We know where these neighborhoods already are.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

According to current rules "adjusted for inflation in an amount equal to the percentage change from the previous year in the national Consumer Price Index for All Urban Consumers (CPI-U)".

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

Yes. Neighbors should still have a say in the process.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

Renters in Denver do not have sufficient protections, resources, or access to information and too many are vulnerable due to immigration status, age, or income. I support the state effort to allow local communities to work on rent control, renters bill of rights, and including funding from the City's general fund to support the eviction assistance fund.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I would be interested in learning more about this. I would also propose a comprehensive assessment of Live Denver program in which the City has partnered with Denver Housing Authority to subsidize apartment rentals for working families and individuals to utilize otherwise vacant units throughout the city.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Invest where we lack and where we want to grow access. Neighborhoods in District 3 should be walkable and encourage our residents to get out to bus and light rail. The City should continue to work with and encourage RTD to continue to plan its network economically, responsibly and innovatively so that more residents use it.

Is there anything else you would like the membership to know about you or your positions?

I have worked for 18 years in Denver's Agency for Human Rights & Community Partnerships and have established and grown the City's focus on immigrant and refugee integration through policy, programs, and partnerships. I am honored to be endorsed by residents, current and former legislators and a variety of wonderful community leaders. Current District 3 Councilman Paul Lopez has endorsed me as well as Senator Julie Gonzales and Rep. Serena Gonzales-Gutierrez. Former elected officials supporting me are Sen. Irene Aguilar, Sen. Lucia Guzman and Former Councilwoman for District 3, Rosemary Rodriguez. Organizations who have endorsed my campaign include Teamsters 17 & 455, Pipefitters Union 208, Progressive Democrats of America – Colorado Chapter, the Vietnamese American Community of Colorado, and IUPAT Glaziers Local 930.

Kendra Black – District 4

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Transit hubs and transit corridors throughout the metro area.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, rising rents are a huge problem because much of our population cannot afford a place to live. Supply and demand are both a part of the problem, but as we increase supply, we cannot control costs (construction, land) so rents will remain high. I'm in favor of innovative ways to subsidize and/or incentivize new housing. (I like the height incentives at 38th & Blake and River Mile.)

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

How would you increase low-cost housing production?

I'd like to collaborate more with non-profits and the private sector to come up with innovative ways beyond just raising taxes and fees. Height incentives are an example.

How would you increase price-restricted (affordable) housing production?

As I stated above, I'd like to collaborate more with non-profits and the private sector to come up with innovative ways beyond just raising taxes and fees. Height incentives are an example. I also believe that we need to think regionally--and work with the state and our federal government. More federal funds should be directed to this issue!

Do you support building public housing in Denver?

yes

Do you support setting limits on growth in Denver?

no

Do you support rent control in Denver?

Possibly. I need to learn more about the effectiveness and unintended impacts of rent control. That said, it is my understanding that rent control would control increases in rent, but would not lower the rental prices that already exist.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I do not support wholesale rezoning to eliminate single unit zoning and single unit neighborhoods. I would support community-supported neighborhood planning efforts to explore these options in some neighborhoods and/or parts of neighborhoods. For example, in my district, there is some interest in multi-unit housing (town homes, duplexes and ADUs) on the edges of single unit neighborhoods.

What strategies should Denver employ to combat sprawl?

Higher density is appropriate at transit stations, and along transit corridors.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

I support diverse, mixed-income communities across the city.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

These fees are not realizing the income that was anticipated. We should better understand why, look at other cities' successes and failures, and discuss what can be done to through fees or other means to have more funds available for affordable housing. There are always unintended consequences, so we need to be careful about adding costs which could make housing more expensive. Our state and federal governments need to be a part of the funding solution.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

No.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I support all of these ideas. Many are being discussed at the state right now.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

This is the first I've heard of this concept. I'm interested in learning more.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

We need to continue improving our sidewalks, crosswalks, trails, bike routes and transit. We need to figure out how to get more people out of their cars and using transit. I have a effort in my district called NoDriveFriday which I use to encourage people to use alternative transportation at least once a week. I ride my bike on Fridays.

Is there anything else you would like the membership to know about you or your positions?

As a Denver native, I've seen our city change dramatically. This unprecedented growth is something new and city leaders are working on to address the many issues associated with growth. We are doing our

best to balance multiple issues which are often conflicting. I believe in collaboration, innovation and partnerships to find solutions. We need to be thoughtful about our decisions and to ensure that they don't make our city less affordable.

Colleen Zahradnicek – District 4

According to the State of Colorado's estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

We need to ensure we have a variety of options for people to choose where they want to live. We need to increase our density in areas it makes sense (going up in areas like downtown for example) while preserving open space and the few historic districts we have.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, rising rents are a problem. It is both a lack of housing supply (we are about 30k units short) as well as increasing demand. Additionally, wages have not kept up with rising housing costs, and we are seeing long term residents being priced out of the market.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I would like to see my district allowed to up zone, with ADUs, duplexes and triplexes to gently increase the density in our area. I do think some areas are more appropriate for more increased density (high rises downtown). We can also streamline the permitting process on the city side so individuals and builders looking to increase product can get moving faster.

How would you increase low-cost housing production?

Similar to the overall housing stock, we can streamline the permitting process. I would also support city funding to build low cost housing production. I know we can't force low cost and affordable housing to be built, but I would support the state and eventually the city to mandate a certain percentage of units in a project to be low cost/affordable housing.

How would you increase price-restricted (affordable) housing production?

See above.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

Growth restrictions only increase pricing. I am concerned about the environmental impact of our growing city, however we can be inclusive as well as building sustainably.

Do you support rent control in Denver?

Yes.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I can only speak for SE Denver, and I do think allowing ADUs, duplexes and triplexes would be appropriate for my district.

What strategies should Denver employ to combat sprawl?

We need to build up, not out. We also need to look at parking minimums to see how they are serving us. There is a lot of land used for parking, and if we can have a real functioning public transit system, many of those parking lots could be turned into open space in the city or used for new housing.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

We need affordable housing all over the city. Economic diversity creates strong neighborhoods.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I have no problem with the current impact fees. I think there is space to raise them, but we do not want to make them so high that building is cost prohibitive (like in Boulder). The fact is, Denver is desirable and people will continue to build here. We don't need to give away the farm (so to speak) to get people to build. We should expect people profiting from our city to do so in a sustainable way that puts community first.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I don't have an issue requiring a supermajority vote with rezoning. A representative should be able to convey why something is a benefit to the community to their colleagues and their neighbors. There will rarely be a project that everyone is 100% on board with, and making hard decisions is part of the job.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I would support a tenants bill of rights to include transparency on fees and deposits as well as limits on application fees and allowing small balances to carry over without threat of eviction. Having worked in multi family housing, I know how landlord friendly our current laws are.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Yes. I would support taxing vacant non-primary residences. I don't know if I would tax undeveloped parcels because I don't think every piece of land needs to be developed, but I would tax empty developments (like the old Kmart on Monaco and Evans).

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

I am open to any ways to increase multimodal transit including street cars, trackless trams, BRT, bus priority lanes. We need to have an actual connected and protected bike network. We need to fund public transit so it is affordable for everyone.

Is there anything else you would like the membership to know about you or your positions?

I am a real estate broker by trade, and I feel having a real estate professional on city council would be a benefit for not only the professional community, but the average person as well. I have always put my clients needs first, and I will continue to put the needs of the community first as well.

Mary Beth Susman – District 5

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Throughout the city. Predominantly in transit oriented development zones, but we need to increase our transit opportunities so that every neighborhood becomes a transit oriented area.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Trick question. Supply and demand together are what causes rising and falling housing costs. We need to increase the supply dramatically to reduce the demand and subsequently costs. But there are other issues as well, i.e. community push back on development of any kind, particularly housing, community misunderstanding of the value of mixed use development and the symbiosis of density and transit, the dangers of sprawl, and others

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Doing all I can: supporting inclusionary zoning, trying to educate constituents on the value of density and its benefits to encouraging development of transit, re-thinking our ideas about how zoning particularly for single unit development is exclusionary and detrimental to the sustainability of our city. I intend to re-look at our recent rules related to building affordable housing, i.e. the 60 year rule and how it might actually prevent wealth building for lower income families. Would like to discuss this more with the group.

How would you increase low-cost housing production?

I've supported the \$30 million dollar fund for affordable housing. It's not enough, but it is a start. I support things like allowing ADU's in all areas, zoning that provides for multi-units in all areas as our cities used to be built, changing the requirement that linkage fees have to be paid at the time of permit applications to the time of certificate of occupancy, and more.

How would you increase price-restricted (affordable) housing production?

See above

Do you support building public housing in Denver?

As long as it is dispersed

Do you support setting limits on growth in Denver?

No. It ultimately leads to the demise of our city as has been analyzed throughout the US where it has occurred.

Do you support rent control in Denver?

It is a state law so we couldn't do it without state legislation. And there are other state rules that we should tackle, like the prohibition on assessing real estate transaction fees that could be used to support

affordable and attainable housing. More directly, both need more research and analysis into cities that have it and whether it produces unintended consequences.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

yes

What strategies should Denver employ to combat sprawl?

The biggest is to educate our citizens about the environmental detriment, traffic producing, economic debilitation of sprawl.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

all neighborhoods

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

See above about linkage fees (impact fees). We need to analyze the effect more carefully to make sure we aren't creating unintended consequences.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

No. It is an antiquated concept created in the charter of the city done many years ago. It gives the larger property owner's signature more weight than smaller property owner residents. And gives no voice to renting residents. Indeed, we had a super majority requirement for our council vote recently that only required 1 (ONE) signature. I have already begun to tackle this in preparation for what will have to be a ballot issue.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I need to study this more. With the ideological and generational shift in both the perceived and real value of owning vs. renting we want to be careful how we assess this. While the language in the question assumes inequities and pulls at the heart strings, we need a lot more voices from tenants, landlords, owners, builders, city stewards and experts on what our best path forward is.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

We already have a similar one. Owners of undeveloped properties in residential zones must develop those within a time period or their tax assessment switches from residential rate to commercial rate.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Denver is doing a lot in this category. I've been proud of the investments we've made in the half a billion dollar investment in transportation/mobility through the bond, the work that Denveright has produced for planning and implementation of these assets. There are so many improvements being done. We just need more, faster, and the funding to do it.

Is there anything else you would like the membership to know about you or your positions?

Paul Kashmann – District 6

According to the State of Colorado's estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Some growth is beneficial for many communities - rural as well as urban. The bulk of the growth is most probably best accommodated in urban environments.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are a problem. A shortage of affordable/attainable housing is exacerbating the problem.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Increased condo production is essential. A comprehensive bill addressing construction defects at the state level would be most helpful. I would like to see an expansion of Accessory Dwelling Units across the city. I like the affordable housing incentive idea started in the area around the 38th and Blake rail station. I'd also like to see an open space incentive considered..

How would you increase low-cost housing production?

Continue to develop funding streams that would meet the goals of our Housing plan that focuses on housing for populations at the lower end of the AMI chart. I also think land trusts might offer another solution for affordability on a long term basis.

How would you increase price-restricted (affordable) housing production?

While I am pleased that projects with Denver money involved are subject to 60-year affordability, I'd like to move toward "in perpetuity." We will always have a community in need of income-restricted housing. We need to incentivize affordable housing as part of every large-scale project.

Do you support building public housing in Denver?

Certainly not the old model housing projects. I prefer to see affordable housing units interspersed with market rate whenever possible.

Do you support setting limits on growth in Denver?

No.

Do you support rent control in Denver?

If the state acts to give us the opportunity to discuss the topic, I support looking at how rent-controlled property could help increase affordable housing in Denver.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I believe that before such a move is undertaken would require an inclusive community discussion. I think moderate increases in density on a broad scale is one-way to moderate the need for more intense density in limited areas.

What strategies should Denver employ to combat sprawl?

Building density in appropriate locations is the most effective way to combat sprawl. As we are landlocked, building density where appropriate is the best way to preserve an inventory of single family home communities as part of our housing stock.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Low-cost/affordable housing is going to have to be spread broadly across the city.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

When our impact fee legislation was crafted, I passed an amendment allowing consideration of raising those fees after 3 years instead of five. I look forward to that discussion.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I am open to discussion of that topic.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

Along with Councilwoman Kniech, I led the Council effort to fund free legal aide for those faced with eviction, as well as expanding the types of income allowable on rental applications. We will continue to look at all means of increasing tenant protections.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I would look forward to a discussion of those options.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

I have successfully led Denver's effort to fund improvements to our pedestrian infrastructure, and have successfully lobbied for bike lanes along Buchtel Blvd and Florida Ave. I have been a consistent voice for creation of a separate Department of Mobility to stimulate creation of a multi-modal network including an emphasis on mass transit.

Is there anything else you would like the membership to know about you or your positions?

No.

Chris Herndon – District 8

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

It is important that we address the growth of the city responsibly. We need to work with already existing communities to ensure that the growth of our city does not displace longtime residents while also keeping the cost-of-living affordable and ensuring responsible growth.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

The pace of rising rents are a concern. Lack of supply and increased demand both contribute to the issue.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Denver is still lacking in building entry level housing stock, specifically condos. I believe that is due the fact the state has not adequately addressed construction defect legislation. I believe we should take a realistic look at our fee structure to determine if it is hindering the production of housing stock.

How would you increase low-cost housing production?

In order to build low-cost housing, builders typically apply for tax credits. It’s very competitive and often builders go through multiple rounds before being awarded the credits. Denver should look for ways to support builders if they are unable to get the necessary tax credits.

How would you increase price-restricted (affordable) housing production?

Speaking with those that build affordable housing, I sometimes hear Denver’s rules and regulations could be a factor in why we are not building at the pace we should be. We should sit down with the industry to explore how we can better support the production of these units.

Do you support building public housing in Denver?

No

Do you support setting limits on growth in Denver?

No

Do you support rent control in Denver?

Rent control is legislated at the state level

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I support a change to zoning laws to allow ADUs in more parts of the city.

What strategies should Denver employ to combat sprawl?

1. Strategic development of our urban areas. 2. Appropriate density along transit corridors. 3. Support the development of entry and mid-level housing stock in urban areas.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Throughout the city.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I support the current levels, but I'm open to adjusting them if that can increase production.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I think it's worth reevaluating the 20% threshold.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I'm interested in hearing ideas from all parties on strengthening tenant protections.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

Though well intentioned, there could be some unintended consequences of such a proposal.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

I continue to support the construction of bike lanes throughout the city to encourage alternative transportation methods. I support the implementation of Bus Rapid Transit along the Colfax Corridor.

Is there anything else you would like the membership to know about you or your positions?

I look forward to working with you to plan the Denver of tomorrow.

Erik Penn – District 8

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

I believe Denver has historically done a disservice to its residents by not building out its multi-family infrastructure. We are behind in the number of multi-family units throughout the city and are now dealing with the repercussions of those decisions while more and more people move into the city. We have the opportunity however to look future forward and design unique means of dealing with our potential population growth. Through utilizing new build concepts however, we can incorporate multi-family housing in single-family housing areas while maintaining lot size and conforming to build forms for the area. Understanding the current trends in home ownership and renting will help inform the areas of the city and the metro region that could best hold the potential growth when we consider the infrastructure and increase in density necessary.

Are rising rents are a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

I believe rising rents are only a part of the problem; stagnant wages sitting on the other side of the coin. As such, lack of housing and an increase in demand are both responsible for rising rents. Landlords are taking advantage of an economic boom that has presented them with a great opportunity to capitalize on their business while the lack of housing, both new builds and existing units coming onto the market, lead to increased prices as multiple people enter bidding wars for a single property. The cost of land and construction is also pushing developers into building high-end and luxury units that enter the market already at a higher premium in an attempt to recoup costs faster.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I think our problem begins with available and capable labor forces to carry out construction. With such a bustling city, our labor force is tied up in multiple building projects and we need to ensure we are focusing on building a workforce that can meet our future needs. A few other concepts that I am investigating include long-term land leases, subsidizing purchasing prices of land, changing form factor or zoning to allow for smarter density that fits neighborhood characteristics along with building that supports transit-oriented development.

How would you increase low-cost housing production?

Reviewing and potentially relieving the minimum car requirements for our zoning can help lower the cost of development as well as increasing public subsidies and reviewing minimum space requirements. However, while this may lead to more units being established, we will want to stay vigilant that the units remain low-cost once built.

How would you increase price-restricted (affordable) housing production?

I believe there is a middle ground if offsetting the price of affordable housing production including a mix of already active programs including public subsidies but also tying in community subsidies such as a special time limited tax on co-located commercial properties for mixed use development as well as inclusionary zoning in situations.

Do you support building public housing in Denver?

Yes.

Do you support setting limits on growth in Denver?

No.

Do you support rent control in Denver?

I would need more information into the potential solution and it's prospective outcomes but I would not rule it out at this time.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes.

What strategies should Denver employ to combat sprawl?

Denver should review its policies of family housing requirements dictating the individuals who can live in a single household. As well, designing incentives for pre-identified areas, such as opportunity zones, will help guide development into areas of Denver that may not be as in favor as cheaper urban edge or suburban land.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Affordable housing should be equally developed across the city. Amongst other reasons, this insures that families accessing affordable and low-cost housing have access to all the amenities of other developed neighborhoods.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I believe the city needs a dedicated fund to offset the cost of both production and ongoing maintenance of affordable housing and that these impact and linkage fees are not currently adequate for the cities needs. If we are to adjust these fees down as advocated by the development community we will need another realistic method to ensure the city's ability to provide relief to families in need of housing assistance.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I believe that those who speak up often represent like-minded voices that have not spoken up. If a rezoning proposal has aroused 20% of nearby neighbors into protest then I believe it is enough to push

City Council to take a more concerted effort to review the case and to work with the community and proposed rezoning requester to resolve the issue.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I agree with a legal support fund, restrictions on evictions, occupancy rate disclosures as well as a refund requirement for partially paid rent when a tenant was evicted, should it meet certain criteria. I also intend to investigate protections for tenants who launch a complaint for living conditions or defunct landlords to prevent retaliation.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I think this is an interesting concept and could help with our perceived concern of short-term rentals and vacant units that can lead to artificially inflated rental rates.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Denver should work to layer the city with bike racks, sidewalks, trails, and working with RTD to create areas conducive to new bus stops. I believe in building a regional collaboration to cooperate with RTD and other potential transit services to ensure we are focusing on sensible plans and infrastructure to ensure we are meeting residents needs. We have areas of the city that private companies have avoided with solutions such as the B-Cycle and Car-to-Go not arriving to alleviate community needs. We have to build a more inclusive plan to reach all corners of the city and drive business and public services.

Is there anything else you would like the membership to know about you or your positions?

Patrick F. Thibault – District 8

According to the State of Colorado's estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

We need to be looking at capturing opportunities to create neighborhood infrastructure that supports growth, and maximizing our in-fill opportunities in District 8. It is important that we are considering creating neighborhood infrastructure, city-wide, that decreases the need for single-occupant car use for our transportation needs; supports density and sustainable economic development; and preserves the unique history of our neighborhoods.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes rents are a problem, but so is the stagnicity of wage growth in Denver. The majority of our renters spend over 50 percent of their income on housing. These percentages diminish the possibility for renter's to move into home ownership. The answer of do we have a stock or affordability issues changes throughout our Denver neighborhoods. It is also difficult to answer this question when the City of Denver does not have an accurate inventory of it's affordable housing stock.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

How would you increase low-cost housing production?

How would you increase price-restricted (affordable) housing production?

Do you support building public housing in Denver?

To accurately answer the question I would need to understand how your organization defines public housing.

Do you support setting limits on growth in Denver?

No. It is our ability to focus on creating neighborhood infrastructure that is able accomodate future growth. It is vital that we are proactive and thror about how we accomodate growth so we can take greater consideration into preserving history and culture of our neighborhoods.

Do you support rent control in Denver?

No. I believe there are other tools at city council's disposal to support affordable housing in Denver. Any disussion on rent control in Denver hinges on the passage of state-wide legislation.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I support the spirit of the issue, but am concered about acheiving the goals of increasing stock in Denver through ADU development. I love the financial opportunities that ADUs create for home owners, but we need to make sure we have the guardrails in place to ensure we are not creating more inventory for our Vacation and short-term rental markets.

What strategies should Denver employ to combat sprawl?

We have to work to preserve and maximize access to green space in Denver.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

In order to build the inclusive neighborhoods, that Denver discusses in the Denverite plan, affordable housing access is important city-wide.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

Yes, we need to adjust these fees. 150 million is an exciting number, but it does not create a large enough revenue stream for the city to address building the affordable housing stock we need in a time line that best serves the community. When examined to other municipalities across the nation, our linkage fees are the lowest. We also need to do better, from a city focus, to improve our gap financing so our development community can keep units affordable. We have to make sure we are maximizing the results of our TIF projects.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I support doing greater work, from the councilperson's office, to proactively engage all the voices in the community. I fully support finding as many platforms as possible for the community's voice to be incorporated into the legislative process. When more people have the chance to engage, we decrease the chance of 5-10 people at an RNO meeting from shaping whole neighborhoods.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I support all of the above mentioned ideas, and personally worked on the initial introduction of state legislation on limiting application fees, as well as, expanding rental protections for victims of sexual assault and stalking as Rep. Dominique Jackson's Chief of Staff.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I would be interested in discussing if this would be a good model for Denver.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

My focus for transportation policy is how we move people, and not just creating more lanes. When we are considering what multi-unit housing options look like for working families, it isn't just 2 and 3 bedroom units, but what are the accessible neighborhood amenities- ie access to transit, child care, grocery stores, and green spaces. Neighborhood connectivity and accessibility, in District 8, starts with making sure our neighbors have adequate sidewalk access. We also need investment in neighborhood infrastructure to make Transportation Share programs (car, bike, etc.) can support service throughout District 8. District 8 offers unique opportunities for transit oriented development.

Is there anything else you would like the membership to know about you or your positions?

I am a fourth generation resident of Denver, and grew up in the neighborhoods I seek to represent. I have worked at every stage of the legislative process throughout my professional career. Whether I have been a grassroots community advocate, or Chief of Staff for a State Senator, and Representative, I have always worked to convene voices and stakeholders to achieve sustainable policy outcomes for our community at large. It is important for District 8 to have a councilperson that has a vision for growth, but has the historical context of what has our District 8 neighborhoods so desirable for generations.

Albus Brooks – District 9

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

I firmly believe that our growth should be directed towards our transit hubs, because Transit Oriented Development (TOD) is critically important for healthy growth. If we allow low-density sprawl to take place over the next twenty years, Denver will be one large parking lot. This will cripple our social infrastructure and crumble our physical infrastructure. We need a major investment in high-frequency transit throughout the city so we can focus on moving people, not just cars. Our growth must be inclusive, and for that to happen we need to incentivize heights like we have down around the 38th and Blake RiNo A-Line Stop. Developers are incentivized to include affordable units and discounted rents for community-serving businesses.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are a problem because wage growth hasn’t kept up the same pace; Denver’s problem is that land prices are outpacing earnings as well. To stabilize the market we need better jobs, increased minimum wage, and drastically more housing supply. The answer to rising rents is better urbanism and a more inclusive city.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Make incentivize zoning available for every TOD site in the City of Denver. This would bring greater conversation and dialogue between the community and the city. We must allow more Accessory Dwelling Units (ADU’s) and we must wave tap fees for ADU’s. This will allow families to “age in place.” I am planning on convening all major municipal stakeholders (DPS, DHA, RTD, Denver, Colorado, etc.) to map out all land that is underutilized that can be developed for housing. This multi-sector approach to collective impact can bring down land acquisition costs for affordable housing developers, allowing government and philanthropic funds to go further. This could potentially become a national model.

How would you increase low-cost housing production?

I would work with our State and Federal policy makers to increase tax credit allocation for Denver. As stated above, I would organize a place-based stakeholder summit to identify all public land that could be developed for things like housing for public school teachers. I would allow for creative pre-fabricated housing on city-owned land.

How would you increase price-restricted (affordable) housing production?

I would expand the building height incentive program, spurring greater density and affordability. I would leverage our new affordable housing fund, which I was a champion of, with new resources: Opportunity Zones, New Market Tax Credits, TIF, etc. I would drastically expedite the building permit process for those building affordable housing in the city.

Do you support building public housing in Denver?

Yes I am supportive of 0-80%AMI housing, and support creative initiatives to build mixed-use, mixed-income housing in the City of Denver.

Do you support setting limits on growth in Denver?

In my role as Denver City Council President, and throughout my tenure on Denver City Council, I have had the opportunity to communicate and “share notes” with my peers across the country. Connecting with other leaders in comparable contexts has shown me that setting artificial limits on growth can be detrimental to a city’s sustainability, and can actually lead urban centers into self-inflicted economic downturns. What we need is sustainable, inclusive growth - That is the only kind of growth that is truly healthy for a city in the long-term. The only way I would consider limiting growth is if we saw a single industry or housing product that exploded onto the scene in a way that could ultimately be harmful to Denver’s social fabric. These are essentially micro booms and busts, and the bust can have an impact on other areas of the city. For example, I don’t believe enough thoughtful limits were placed on the retail component to marijuana when it was first introduced to the city; what we had was an abundance of storefronts that oversaturated the market, leading to increased vacancy a short season later. Growth is good for cities, but it is inclusive growth that brings vibrancy and resilience.

Do you support rent control in Denver?

I do not currently support rent control in Denver because I don’t believe we have the ability at the state level to make this a political reality, and I believe that a city of our size and density does not warrant rent control (like, say, New York City). That being said, it is a challenge to explain the supply and demand side of this argument to the broader community of residents, so I think it can be a hard conversation to have since it often comes from an emotional place. I think that the way to produce affordability is to build more affordable units, protect the units we currently have that are deed-restricted, and put in place incentives for private developments to build affordable housing (for sale and rental) into their projects.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

While I applaud the city of Minneapolis for this bold policy move, I do not think that this would be feasible with the current city council, or with the slate of candidates currently running. I definitely support ADUs in all parts of the city, and think it would be worth exploring specific zones and corridors where single-family housing could be eliminated from the zoning designation. However, this would need to be done in conjunction with bold investments in transit, if density is to increase outside of core areas in Denver. Building units should be done in conjunction with building infrastructure to move people, and not just cars.

What strategies should Denver employ to combat sprawl?

Denver’s approach to combat sprawl must begin with our regional allies, since we are landlocked. Sprawl is unhealthy for cities, and for our planet, but if we act without the partnership of surrounding cities and counties it will be less effective and more costly. I think we should provide greater incentives for height and density, and make it more costly to build sprawling communities. One way of doing this is to stop prioritizing infrastructure projects that subsidize sprawl, and place those dollars in public transit. I am an urbanist at heart, and while I understand the arguments that my friends and family make for life

in the suburbs, sprawl is dangerous to our planet and way of life in Denver. Another component of combating sprawl is to promote better land use in suburban and exurban neighborhoods; single-story, half-vacant strip malls surrounded by seas of parking can become dense mixed-use nodes that can then be better tied to our public transit system.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

I have the majority of affordable units, both newly built and preserved, by roughly 2,000 units. It is unjust that a city would pick and choose winners like that, which is why I am supportive of the City of Denver picking a bold goal on the overall number of units that are needed to build over 10 years, then requiring each Council District to produce that goal. I am aware of the high social and economic cost of gentrification, and I think that building more units around the city will also help alleviate the economic pressure that is felt in small pockets of each district, like the Five Points. It would be wrong to limit certain housing types to only a few areas, just as it would be wrong to dilute the amount of units that would be built in places experiencing rapid displacement; a bold goal and an inclusive strategy will address both points.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I do not currently think that the impact fees should be adjusted at this point. The challenge we face in Denver is land acquisition costs, which impacts ultimate price of housing units more directly than linkage fees. If developers want to build in this city, they should be required to invest in affordable housing - this is something that many private developers grumble about publicly but understand and support privately.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I believe in the will of the people, and in due process. However, I do not think that a few neighbors should be able to hold up a project that is consistent with adopted plans and the goals of the city. NIMBYism can prevent a city from addressing social challenges, and at some point if the elected leadership of a city decides on a direction the city is going - based on adopted plans and robust neighborhood engagement - they must be allowed to lead. Other than certain instances where NIMBYism comes from a trauma history or consistent injustice, I believe that the will of the people and due process has been addressed with the adopted plans and the election of the officials. NIMBYism dwells in the micro, but has implications on the macro. I understand the reason for the legal protest rule now, but believe that it should be increased to 30%.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I support the increase of funding for legal assistance, especially for low-income and fixed-income tenants that have the greatest risk of displacement. Tenants that engage the legal process and can demonstrate their abilities and needs should be given an opportunity through legal channels to fight eviction. Predatory landlord practices can further inflict trauma on families that are fighting battles on other fronts. Increasing legal assistance is something that my office has supported in conjunction with my colleagues on council. These are often the stories that break my heart, and I think we must do more to protect vulnerable tenants that need to be extended grace.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I think this is a brilliant idea, especially with the introduction of newer units in our downtown core. As mentioned, cities like Paris, Vancouver, New York City, and others are experiencing a boom in development but that is often followed by vacancy. The reasons for vacancy are different, but a common theme is someone purchasing a unit as a secondary (or seasonal) home. While I support the right of someone to have multiple units, empty [owned] units with the lights off at night actually negatively impact neighborhood vitality. In Vancouver, for example, it is now ranked the “second-least affordable city in the world” according to Demographia rankings, and this is largely due to the amount of units that were bought up that aren’t being actually lived in. This has a drastic economic impact downstream, because even though the for-sale side of the economic equation is flush with new cash from a sale, the owners won’t shop, live, worship, play, invest, and be educated in the neighborhood they purchased the unit. This is like purchasing an expensive ticket to a Broncos game, but not showing up to cheer (which has an impact on revenue from parking, concessions, souvenirs, and the amount of decibels erupting from the stadium when we crush opposing teams).

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

I would like to see the City of Denver put a multimodal sales tax initiative on the ballot so that we can have a sustainable annual funding source for pedestrian infrastructure, bike infrastructure, and transit. Funding would bring in roughly \$50-60 million, which will help us complete our Denver Moves Plan in the foreseeable future.

Is there anything else you would like the membership to know about you or your positions?

I’m a not-so-secret fan of YIMBYs and YIMBYism as an ideology. You do great work, and your smart, progressive vision for our city does not go unnoticed.

Jonathan Woodley – District 9

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

We have seen a growth of 100k in the last seven years. To say 200k in the next 20 years to me is a low-ball prediction. I believe in building up, that could be my New York City roots talking. Density is necessary, however; failed leadership, plans and policies have us working from behind. Our infrastructure cannot support population as it is. I believe in building better environmental transit systems, whether above ground (solar, self-driving monorail) or below ground.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, they are a problem. A big issue is the state not allowing for renters protection. Lack of housing supply comes from poor leadership and vision. The demand is high, however, Denver's growth has dipped a small amount in the last year.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

A few ways I would increase housing production is pulling back on fees and regulations that builders face. We need to provide a way to make building fair and affordable for those willing to build affordable housing. I would support not selling off public land to private investors. I would work to eliminate single family zoning laws.

How would you increase low-cost housing production?

Same as answer above.

How would you increase price-restricted (affordable) housing production?

Same answer as above.

Do you support building public housing in Denver?

Yes

Do you support setting limits on growth in Denver?

No

Do you support rent control in Denver?

Yes

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes

What strategies should Denver employ to combat sprawl?

Build up and allow for building to go higher than already restricted.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

My gut tells me it should be located across the city. However, I do understand the importance of fair-market value. The city of Denver (downtown) is relatively a 2-3 mile radius, the closer to the center of the radius, market value should be expected. Again, back to transportation...we really need to be better.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I think it is wrong in general. This is a way developers get away with not providing affordable housing. If these fees stay intact, then they need to be raised dramatically. Similar to that of a sports team going over a salary cap. \$1 for \$1.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I do not. I think 51% should be required, granted everyone in the neighborhood has the proper information and communication, which hasn't been the case.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

Application fees shouldn't be providing additional profit, ever. That would be a scam. I think the rate of rent should rise only with the rise of property tax, property value, and added amenities. I could speak further about this in person.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

In many ways I do, particularly for undeveloped parcels.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Let's build a monorail above cherry creek river along speer...extending from cherry creek mall to the Pepsi center. Lets also build one between I-70. Let's build lines below the city. All are very expensive options, but will set us up for the future. I would also like to eliminate street meters and high congested streets and eliminate street parking in certain areas.

Is there anything else you would like the membership to know about you or your positions?

I feel I am the most balanced of my opponents. One opponent (Brooks) is only business, and puts profit before people. The other (CdeBaca) is only social (people) and no business, who would kill a growing economy. I am a balance of both. My short background is a combat veteran, Sgt. in the CO National Guard, BA in Business with a concentration in Public Administration, current MA at DU for global community engagement, live downtown (since 2008), worked in restaurant management over the last decade downtown. I also feel I am the most honest of the candidates.

Chris Hinds – District 10

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

Many people - including me - move to Colorado for the rugged, outdoor lifestyle. We want the connection between man and nature that isn’t as accessible in more populated areas like California and the east coast. While Colorado’s a rural state, there should be at least one place for population density, and if we’re only picking one place, shouldn’t that be Denver? It doesn’t even have to be all of Denver, but Denver’s District 10 is ripe for density. It’s already the densest District, and that means people are already accustomed to urban density. That, and its proximity to the urban core, make it a great place for growth. And, given the composition of the District, it has numerous pro-development advocates who would allow the D10 representative be even more aggressive in providing opportunities and locations for growth.

Are rising rents are a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Supply and demand exist on the same continuum. That said, Denver’s historically had enough housing supply; it’s only recently that Denver has had challenges meeting housing demand. There are a few factors. First, condominium defects during construction - and the ensuing condominium defects lawsuits - have stymied new condo construction in Denver, and supply is now lower in Denver than in most other cities with healthier housing stock. Second, the 2008 recession stopped almost all housing construction in Denver - in particular large housing projects. Third, the secret is out, and loads of people are moving to Denver. Just yesterday, I read an article that said Denver ranked second on the list of cities people are moving to, and Denver’s a far smaller city than the top city, Chicago. Are rising rents a problem? The price of rent in a vacuum isn’t an issue. What’s more important is housing affordability. Rental prices have nearly doubled in 10 years while wages have hardly increased, and what definitely is a problem is the cost of housing as a percentage of income. Denver’s housing percentage of income is unhealthy for many Denverites.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

Part of the challenge in Denver is zoning. 67% of Denver residents live in single family homes. Considering an additional 200,000 people are expected to move to the city of Denver (ie not the metro area) by 2040, we must reduce that percentage. That means building large-scale, multi-unit buildings where it makes sense, but more importantly, it means addressing Denver’s “missing middle.” Few areas of the city are zoned to allow units to subdivide itself. Capitol Hill, a neighborhood in Denver’s District 10, is an example of a model that could be used in other areas of the city. 5000 sq/ft mansions could be subdivided into 5 units, each with 1000 sq/ft, and the result would both create increased housing units while preserving the look of the outside of the house - and therefore preserving the neighborhood’s charm. I had the great opportunity to meet Lisa Bender, President of the Minneapolis City Council, when she came to Denver last June. As you probably know, they just agreed to sweeping zoning changes for their city. I want to review and visit those changes to see how they may work in Denver. I am particularly interested in how they tied land use with access to non-car transportation. After all, we already have lots of parking issues in the city, and they’ll only get worse as we rezone for increased density.

How would you increase low-cost housing production?

I've spoken with developers and attorneys who represent developers. They say they just want to know what the rules are for everyone. That suggests to me that some developers play by different rules than others, and it's important we make one set of rules for all development in the city. While we're making those rules, make sure there's all housing options. As for specifically low-cost housing production, it seems there's already quite a bit of that happening lately - and, along with low cost, low value. We want to encourage housing that lasts and enriches the area around it. If that also happens to be low-cost, great, but I favor using value as a metric rather than cost.

How would you increase price-restricted (affordable) housing production?

Same as the above answer - except in this level playing field, everyone makes a % of their production affordable and low-income.

Do you support building public housing in Denver?

Yes. And I'm in favor of examining our current land trusts to see if those projects should be expanded and/or new projects added. Public funds should have public accountability, and if the organization responsible for public housing construction doesn't have transparency, I'm less enthusiastically in support.

Do you support setting limits on growth in Denver?

I think we should shape growth. In an optimally competitive market, numerous corporations compete against each other to provide maximum benefit to the consumer. When that market breaks down - like when only a few corporations exist or when one gets unfair preference - it's important for government to provide guidance. When neighbors and developers are both complaining about the growth environment in Denver, it's even more important for government to provide guidance. Just allowing market forces to dictate where growth occurs in the city - without any government input - is shortsighted. Corporations are driven by quarterly goals, and government is responsible for long-term sustainability and success. Corporations are responsible for maximizing shareholder value, and government is responsible for representing the people and the city's infrastructure.

Do you support rent control in Denver?

I don't know much about rent control. Denver hasn't historically had the housing shortages that other cities have experienced - say, New York City or San Francisco - so I'd like to learn more about how rent control would work in Denver. Denver also has opportunities for quite a bit additional density before it comes close to the density of NYC, and my gut thought about rent control is that it is more useful when additional density is no longer a reasonable option. But again - I'm open to education!

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes, see above.

What strategies should Denver employ to combat sprawl?

Some in Denver don't want any growth in the city. At one RNO meeting recently, someone said "it's time for Littleton to take some of the growth." I think it's time for an education campaign that discusses increased density. Fortunately, there are more and more examples inside Denver that demonstrate the benefits of increased density. The area around Union Station is one example that comes to mind. If people realize that everything they need to thrive is within a 20-minute walk, and that they don't have to use their car at all, some may become more accepting of increased density. By the way, I have more information about my 20-minute neighborhood idea on my website: ChrisForDenver.com. Increased density here reduces sprawl elsewhere. Increased density is good for physical health because people are encouraged to walk/bike. Increased density reduces fossil fuel dependence. Increased density protects the planet because it minimizes car use. Increased density helps community because people can say hello to each other while walking or biking around the neighborhood. Increased density reduces infrastructure needed - like sewage and plumbing and power lines - since everything is centrally located.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

It's better for low-cost and affordable housing to be throughout the city. A diverse neighborhood is a better one. It reduces stigma against people not like them because people are exposed to a myriad of cultures, smells, sights, colors, etc. It's also better for police response if low-income units are sprinkled throughout the city. Besides, I believe the low-income and affordable construction should occur within 1 block of the market rate construction.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

Denver should hire a nationally-recognized process improvement consultant to audit the process Denver's developers take from initial submission to completed project. It should review, for example, the permitting process to discover inefficiencies and other opportunities for improvement. This should uncover where the playing field is not level (see previous answer, above) and give every developer comfort that they're operating together. I feel comfortable guessing that inefficiencies will be found - both in money and time - that will help Denver's developers save money yet still provide robust funding for low income and affordable housing. Our impact fees are nowhere near Palo Alto's or Boulder's (the top two highest impact fees in the nation).

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I'm on the board of my HOA, and it's impossible to get 20% of owners to even show up. Of course, they have to show up to have quorum, and quorum must exist to have an official meeting to vote on issues. That said, requiring 10 votes also seems high - particularly considering "adopted plans" have only been adopted after public review and comment periods.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

Less than 1% of tenants facing eviction obtain legal counsel, and some tenant protections are not obvious to people who don't work with landlord-tenant law on a daily basis. There are already several tenant rights bills going through the state legislature, and I'd want to see what laws were passed at the state level before deciding what additional protections to add. One item I would fully support is that an early step in any eviction process would include notifying the tenant of their rights in plain English (or other common language used in Denver). The 72 hour rule seems short to me, but that's already making its way through the General Assembly. Another item I would fully support is that the reason for any tenant fees must be clearly stated, and the eviction stopwatch doesn't start until the reason behind any fees are clearly communicated. For example: a landlord notifies the tenant on Friday afternoon that they have 72 (real, not business) hours to pay a fee or get evicted. The tenant doesn't learn about the demand until after the landlord closes business on Friday. That means this tenant only has Monday to rectify the issue. If the property manager for that property is unavailable, and if no other landlord employee can explain the nature of that fee, then the stopwatch doesn't begin until someone can explain the nature of the fee.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I would like to have a stakeholder meeting, but I really like this idea. Charging 60% the value is strong encouragement and motivation to maximize the city's housing stock. One reservation I can anticipate is that Colorado has legalized cannabis, but the industry has no place to store the cash from cannabis sales. Are some of those proceeds being pumped into our housing stock? Is there a middle ground that doesn't arbitrarily penalize our legal cannabis industry for regulation out of their control vs. allow 22,000 luxury units to remain empty in Denver?

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

What we really need is more parking. No one's going to give up their cars, so we might as well just widen all major roads just like we're widening I-70. Just kidding. Decades ago, the idea of a neighborhood was anything reachable within a 20 minute walk. However, in the late 50s and 60s, when automobiles became pervasive, cities like Denver forgot about that original idea. Commute times to work increased, grocery stores consolidated to a few mega-structures, and it became difficult to impossible to access basic necessities. Denver – and in particular District 10 – needs to return the 20 minute neighborhood concept to its residents. We should encourage new development to make sure you can get dinner, groceries, entertainment, or even a hammer all within a 20 minute walk, roll, bus, or train ride. It saves the planet, allows you to know your neighbors, and replaces long car drives with time for more important things like spending time with family. Denver is a growing city, and the right way to grow our city is by building for and encouraging walking, biking, and riding mass transit. I will advance and support measures to ensure that all people can access opportunities through walking, biking, and transit. People should not be killed or injured while they are just trying to get around. There have been too many

injuries and fatalities on Denver's streets. The best way to ensure the safety of people walking is to make functioning sidewalks. The best way to ensure the safety of people who bike is to create protected spaces just for bikes. I support Denver's Vision Zero commitment of achieving zero serious injuries or fatalities by traffic crashes. For your consideration, here are several multi-modal themed articles: February 15 and 17, 2019: Together With Karen Leigh (CBS, Karen Leigh) – discussing the Chris Hinds Act January 7, 2019: New Placards Exempt Some with Disabilities from Parking Meter Fees (CBS, Tori Mason) December 11, 2018: Denver City Council proposes plan to ease construction headaches (Fox31, Shaul Turner) October 8, 2018: Are parked scooters ADA compliant? (9News, #HeyNext) September 2, 2018: City sidewalk repair in Denver must be paid by residents (9News, Katie Eastman) August 1, 2018: Blind Spot on Brighton Blvd: Sidewalks too Narrow While Cars Feast on 4 Lanes, Parking (Denver Streetsblog, Jamie Perkins) June 1, 2018: Chris Hinds Act Expands Parking Rights for Disabled Drivers (Westword, Nick Maahs) July 11, 2017: Why Denver is converting busy Uptown avenues to two-way traffic (Denver Post, Libby Rainey) It appears Google forms doesn't allow URLs, but I can provide these upon request. By the way, I'm in all of the above articles.

Is there anything else you would like the membership to know about you or your positions?

I regularly attend YIMBY meetings. As far as I know, I'm the only Denver City Councilperson or candidate who regularly attends. I am also in regular contact with WalkDenver, Bike Denver, Bicycle Colorado, Denver Streets Partnership, and several other organizations. I haven't cycled as much lately, but I still use Denver's bike lanes with my handcycle. I have a car, but I do my best to use our sidewalks and public infrastructure as much as possible - because (1) I live my values and (2) if I'm going to advocate for good pedestrian infrastructure, I better be using it myself so I can understand successes and limitations!

Patrick Key – District 10

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

We have to keep up with supply&demand and by doing that,that means to build more.Like it or not Denver has become a mini-LA,the difference is California has more open space to accommodate,where as,especially in my district,we run the risk of stacking residents upon each other

Are rising rents are a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes it is.I really would like to look more into rent control,where once a studio downtown would run for \$500 a month,now add a \$1000 to that,for 3-400 square feet,.more at fault I would lean towards increasing demand,but prices gouging has gotten ridiculous.I hate to bring up California again,but in San Francisco,when \$200,000 a year qualify s you for affordable housing.If we ever get to that tipping point,then we definitely have a problem.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I'm not a fan of these tiny home villages,and we'll never turn the clock back to the 60's&70's.Its a fine line trying to balance..building isn't an answer to all evils.I would look more into mortgage lending,a family of 4,just doesn't sit well with me in an apartment complex in my district.I personally can only speak for district 10,I don't have the data for park hill,montebelo,stapleton.

How would you increase low-cost housing production?

We have to be fair with the construction companies that come here,not necessarily low balling&underbidding(when you do that,you get shoddy work).I have to be mindful behind gentrifying neighborhoods,our parks,bike trails,&historic land spaces,that makes our city have the charm&beauty,that attracted people here to begin with.I don't want cranes,bobcats,construction trailers and cones on every block in the city

How would you increase price-restricted (affordable) housing production?

Once again that goes back to dealing with the builders&developers.i don't want the city flooded..i actually would provide incentives to get these projects finished in a timely manner.I've seen properties built within a month

Do you support building public housing in Denver?

Absolutely

Do you support setting limits on growth in Denver?

Thats a far stretch,i-25,I-225&i-70 isn't closing.I've been quoted as saying I want people coming here,not leaving.We couldn't stop travelers from coming here even if we wanted too,lets not forget,along with the housing crisis,we have commercial properties to contend with as well.New bushiness bring employment

Do you support rent control in Denver?

Yes indeed

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

if elected,at this point,there's nothing on the table,I won't visit&entertain.I mentioned that fine line earlier

What strategies should Denver employ to combat sprawl?

Well its rampant in my district(the northern end)If i'm understanding correctly,we're talking about homelessness right?.Everyone can't be saved,nor do some even want to be saved.Everything the city does comes with consequences and its a domino effect.Theres only 3-5 shelters in the downtown area,and none of them are safe,I'm not rounding up people,but we could use more&the ones we do have,the staff needs to be reevaluated.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

in a perfect world,it sounds great,but let me ask you this,Do you honestly believe Cherry Creek&Country club is going to have it?..Thats what i thought

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

Yes,and simply by lowering it,theres that pesky domino effect again

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

Thats something I would have to seriously examine,I want to further the city goals,but at what costs?

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

First off,application fees are supposedly illegal for low income&affordable housing. On everything else,I don't see why we can't bend the rules,because unforeseeable things do happen,a lay-off,medical situations,,Lets not be callous&uncaring,However rules are put in place for a reason..such as a trashed apartment,damages,responsible for bringing in critters that spread through out the building.Communication with the property manager is essential&we must hold the tenants accountable.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an

attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

No I would not support the tax,reason being,some units belong to traveling salespeople,some have properties in other states,if you go online,some try to rent it out,if their not going to be there for an extended period of time,rooms for rent,etc,but in this economy,if you can afford 2 or more residences,then so be it

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

With growth the way it is,some RTD buses need to extend there hours,I for one get off at 2am,granted I can walk to and from..others cannot.The RTD needs to be re looked at,which is why I see nothing but uber&lyft drivers mainly on the road after 12am,The scooters are a pain,but a necessary evil I suppose,Now this is all great during spring.summer,early fall months,right now not so much,The city could do a better job with our sidewalks,Cdot could as well with our sidestreets,instead of waiting on the sun

Is there anything else you would like the membership to know about you or your positions?

I look forward to meeting everyone,and that way you can engage my personality,passion..Questionnaires don't quite do me justice

Tony Smith – District 10

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

This growth must be smartly spread out throughout the City. Neighborhoods need to have a voice in the growth of their community, so people should be able to help decide whether or not massive new developments can be approved. This kind of community approach already exists with many RNOs.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are most definitely a problem. I believe that increasing demand is more at fault, as Denver has put a lot of effort into building new housing. However, it is still a responsibility to encourage growth in housing supply to keep up with this demand.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I support the rezoning when possible to allow for multiple-unit buildings. I’m also in favor of providing tax incentives for developments that have an allotment of affordable and low-income housing -- as well as engaging innovative ways to increase housing and availability such as cooperative housing, Sunshine Homeshare, LIVE Denver, etc.

How would you increase low-cost housing production?

I support the City’s current plan to increase funding for affordable housing. I would also encourage the use of ADU’s throughout the city. I would also support tax incentives for developers that build low-cost housing alongside their more high-end projects.

How would you increase price-restricted (affordable) housing production?

We must do what's possible for developers to build greater amounts of affordable housing. We cannot continue to just build higher-end units and wait for older units to become more affordable—we must proactively increase the supply of affordable housing at the point of production.

Do you support building public housing in Denver?

Yes

Do you support setting limits on growth in Denver?

No. Denver is a booming city. Regardless of how much housing is available, people will try to move to the city for employment opportunities. We cannot allow new residents to price out old ones due to a lack of units. We must continue to build new housing and improve Denver’s infrastructure in order to cope with the City’s booming population.

Do you support rent control in Denver?

Colorado State law bans cities from regulating the rental market. We must encourage developers that 20-30 percent of all new units built are affordable.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

Yes

What strategies should Denver employ to combat sprawl?

Denver should focus on becoming denser as much as possible. In order to combat sprawl, we must focus on filling the thousands of units that are currently vacant. I would want to try out using short-term leases as a way for landlords to fill these units. With Denver becoming more dense, I think it is important for neighborhoods to have a say in their future. We must allow people to elect for conservation overlay or historic preservation status for their neighborhoods if they so desire.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Low-cost and subsidized affordable housing should absolutely be spread across the city. Denver is heavily separated, and we must encourage the economic integration of the city through development policy. I appreciate Denver's "Comprehensive Plan 2040" and its vision element, "Equitable, Affordable and Inclusive".

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I would like to research the impact of increased fees on single family homes and lowered fees on apartments. This may reduce production of single-family housing, it will encourage production of denser housing (i.e. apartment blocks). I would also seek additional input and advice from private subject matter experts, as well as the city's Development Services.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I would support the ability of a somewhat larger (still not necessarily a majority) of neighbors to cause a rezoning proposal to require a supermajority. All development must take the concerns of neighbors as a major factor. If a large segment of the neighborhood is against rezoning, then they should be able to block it.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I definitely support all of the above ideas. I am in favor of strengthening Colorado's Warranty of Habitability to aid in tenant protections. This includes the following: -Allow renters to notify their landlords of uninhabitable conditions through written notice -Reinforce the right to break a lease if uninhabitable conditions persist -Require that repairs are begun 24-72 hours following a complaint -

Protect renters from retaliation when they file a complaint or organize their community -Provide the right to withhold an estimate cost of the repair from rent payment -Add mold as a condition to the Warranty of Habitability -Make the landlord pay for comparable accommodations if a unit isn't fixed within a reasonable amount of time

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

It is not right that there are so many vacant units in such a booming city. Taxing these units could help fund affordable housing projects and encourage those units to be used. I definitely support researching this possibility.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

I am excited for the transportation infrastructure improvements coming due to the Elevate Denver Bond. We need to bring a more long-term approach to the growth facing our city. Denver needs to greatly expand its sidewalk, biking, and transit infrastructure. Right now, Denver underfunds its multimodal transportation options. We need to do more to increase funding for existing sidewalk repair and construction. We also must expand bike lane infrastructure in the City—especially looking into more protected bike lanes. Lastly, the public transportation options of Denver are currently inconvenient for far too many people. We must take a look at bus routes, exploring new routes and increasing bus frequency in others. We also must adjust much of our street designs to allow for dedicated bus lanes.

Is there anything else you would like the membership to know about you or your positions?

I am very pro-growth. However, we must preserve the neighborhoods that make Denver great. I am in favor of neighbors being able to vote on mechanisms such as historical preservation in order to hold onto the character of their neighborhoods. Also, I'm working to represent all of Denver's diversity, because we all need to feel represented and have a connection to local government.

Stacie Gilmore – District 11

According to the State of Colorado’s estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

This growth should be directed to neighborhoods that have established infrastructure to support higher density development to achieve not only livable, walkable neighborhoods, but environmental sustainability as well. Encouraging new homes and businesses to locate in all of Denver’s core neighborhoods will distribute this growth more evenly and equability.

Are rising rents are a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Yes, rising rents are a problem. I believe both are at fault and we need to have a comprehensive discussion about rent control because working families and our seniors are most at risk to be displaced due to increased rent. A statewide solution allowing local municipalities to regulate this would enable Denver to act.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I believe we need to encourage new home construction in Denver neighborhoods evenly across all income levels. We also need to expand the affordable and market-rate home development in all neighborhoods as well. I am interested in learning what ideas different stakeholder groups have to begin to expand on this conversation. I think we could begin to change the dynamic by having a more robust conversation as a city about density. Density has begun to have a very negative connotation within the city and in the end, I believe that the benefits of density are many times overlooked. From an energy and water conservation standpoint, to concentration of resources and amenities to encourage walkability, to expanded transit and retail options it would be great if we could begin to re-frame this conversation. In District 11 we have needed development and infill projects for decades. Through strong community advocates and building partnerships with developers we have navigated this issue successfully.

How would you increase low-cost housing production?

We must ramp up our low-cost housing production to meet the future demands of our city. We have the current affordable housing fund, but we also need to look at ways to incentive or reduce the barriers to developers building high quality low-cost housing in all neighborhoods of Denver. Other tactics to explore may be streamlined permitting, developer agreements, relaxed floor size minimums, and housing enterprise zones.

How would you increase price-restricted (affordable) housing production?

Affordable housing trust funds would be one way to increase the production. The Green Valley Ranch neighborhood is very dense regarding affordable deed restricted housing which is very good, but again we need to strategically evaluate new housing production and placement to assure good distribution. We have a tremendous opportunity in Denver to look at older established neighborhoods, including the Montbello community to have the City or a partner acquire single family homes to deed restrict them as

affordable housing. This would allow our seniors to age in place and allow them to provide an affordable unit to further help to stabilize the community and maintain our diversity as well.

Do you support building public housing in Denver?

Yes, I support building public housing in Denver.

Do you support setting limits on growth in Denver?

I want Denver to be a city for all people and I am concerned that any policy initiatives that may limit growth will inflate our housing market even more and that would hurt the families that I represent even more. I believe that more stakeholder and regional conversations need to be had on this topic to fully understand the true scope of what setting limits would have on our economy and workforce.

Do you support rent control in Denver?

Yes.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I would like to explore this as an option, but I would first want to include my community in the conversation. We need to make sure that our residents understand the intended, but also unintended outcomes that changes such as this would make to our city. I look forward to looking at this and other innovative options to increase our housing supply in all neighborhoods.

What strategies should Denver employ to combat sprawl?

Denver must continue to engage and educate all neighborhoods in our city about the advantages to density. We must begin to prioritize housing instead of parking, allow families to decide what their living situations need to look like from single family homes to ADU's, expand and enhance high frequency and high-speed transit for our communities, and incentive sustainable building that conserve resources to name a few strategies. I look forward to Denver having a robust conversation about how we need to expand affordable and market-rate housing to all neighborhoods so we can grow within our city, not out of it.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Yes. There should be equal distribution of low-cost and subsidized affordable housing located equally across our city.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I believe that it makes sense to explore what adjustments could be made to encourage more housing being built at a faster rate in the city. Denver continues to grow and if the current parameters are

hindering production of units then we need to reopen this conversation to address the needs of our residents and city.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I am concerned that the threshold is so low, and the utilization of this tool is beginning to stop development that would bring density and needed affordability to all our neighborhoods. If the zoning proposed is allowed, then we should elevate it based on the standard criteria.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I look forward to working together to explore the above options and I have been researching the piloting of a rental registry for single family homes. Through stakeholder engagement this may be a tool for the city to acquire more housing stock strategically in communities at risk of involuntary displacement, such as Montbello and Green Valley Ranch in District 11.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I would want to understand more about how this works and then talk with the Office of Economic Development and Excise and Licensing to explore next steps. In neighborhoods that I represent I want to explore every option to ensure that residents can stay in their community and taxes on vacant parcels is very intriguing to me to encourage needed development. This development should include housing and retail mix to encourage walkable neighborhoods.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

Transportation and mobility gaps continue to adversely affect both the quality of life and economic growth in all areas of the city. We must address transportation infrastructure from building out our roadways to implementing multi-modal options in all communities. Reliable, high-speed transit ensures that we can begin to build the ridership that is needed to sustain a thriving transit model. I believe that Denver needs to push forward with developing a new transportation agency within the City and County of Denver. A comprehensive transportation and mobility network for Denver will ensure that we can encourage economic growth while ensuring our families quality of life and access to livable wage careers create stable neighborhoods.

Is there anything else you would like the membership to know about you or your positions?

I have been honored to serve as the Councilwoman for District 11 since July 2015. I am excited to continue the amazing work that the community, stakeholders, and my office have completed on behalf of the residents and businesses. I have lived in the Montbello neighborhood for the past 25 years, with my husband Scott and our three children, Sterling 22, Samantha 20, and Serenity 14. I graduated from

Metropolitan State College in 1994 with a Bachelors of Science degree in Zoology and Chemistry. In 2003, I graduated summa cum laude from Regis University with a Master of Arts degree in Nonprofit Management as a Colorado Trust Fellow. I successfully founded and was the Executive Director for Environmental Learning for Kids (ELK) for 19 years. My community involvement in Far Northeast Denver goes back 25 years. I'm proud to be a founding board member of the registered neighborhood organization, Montbello 20/20. In 2011, I completed Leadership Denver through the Denver Metro Chamber of Commerce. In March 2014, I was honored by President Obama and The White House as a Champion of Change for Engaging the Next Generation of Conservation Leaders. I am running for re-election to the Denver City Council District 11 seat because I am committed to making sure our community is represented on all issues affecting our quality of life. I love our community and we deserve to have our voice heard. I am a strong advocate for a person's right to self-determine their own direction in life. We deserve to live in a community that has smart and sustainable economic growth, jobs that lead to careers, and a beautiful neighborhood where the quality of life supports our family's health and well-being. Through partnerships and collaboration, I know that we can ensure a robust economy while also supporting those most in need. I look forward to bringing my 25 years of successful business and community service experience, which has been recognized locally and nationally, to continue to grow opportunities for our District and the region.

Shayla Richard – District 11

According to the State of Colorado's estimates, Denver is expected to grow by 200,000 residents in the next twenty years. Where do you think this growth should be directed?

I think the growth should be accommodated in areas that can stand to repurpose standing structures into mixed use development. Re-negotiate terms of the luxury apartments that are not fully occupied to attract a loyal, yet lower income renter. I currently live in an area of town that was annexed to allow city and county workers the ability to work for Denver and live in Denver, however on the fringes of town due to the poundstone Amendment, what we have is what we have as a city without a battle between other counties. I believe we have an opportunity to grow up and not out. We are already nearing 50% of the city's space being eaten up by concrete. Growing beyond that numbers lends itself to a death of sorts of what makes Denver such a great place to live and work. The flowing over of urban to suburban with green spaces in between makes our landscape so unique. I also think it would be prudent to slow the development of single family homes in favor of duplexes, triplexes and more community style dwellings. In District 11, we see more homes going up and less options for mixed used development and we are severely missing opportunities to create community. We also should be building along transit lines and making sure transit really does lend itself to accommodate residents.

Are rising rents a problem? If so, which is more at fault: lack of housing supply or increasing demand? Feel free to explain your answer.

Rising rents are beyond a problem, being house-poor due to the cost of living and more specifically housing is an epidemic. I believe the ability to make a profit off of housing has been what has determined the skyrocketing costs in addition to the increasing value of land. We have housing however it is not affordable. Our wages have not trended at the same pace as our housing costs in the city of Denver. Salaries have increased at 11% in the last 10 years, while housing has gone up close to 60%. Denver has the 2nd worst affordability in the country, however the lack of supply contends with people cannot live where they want to live for either cost or availability concerns. The statistics that tell us there is a 100k plus need for affordable housing isn't speaking on behalf of those who can afford a home and continue to get outbid by cash only offers, or offers that go 30k above asking price.

How would you increase overall housing production? Give us a few policy ideas you think would be most impactful.

I would urge the city to get out of the real estate business. The city has sold land to developers without community input. I would instead encourage DHA and other local housing organizations to utilize vacant structures and architect them to house single and multi-family style housing options.

How would you increase low-cost housing production?

I would lobby to change the zoning in Denver to allow for ADU's and tiny home villages not just for our unhoused neighbors but for those who are income restricted. Within the metro area we are seeing our trailer parks and other alternative housing methods wittle away. I think it's fair to explore other structures that allow for safe and inhabitable living conditions that replace those options instead of erasing them. Again, I am also in favor of duplexes, townhomes, and condos.

How would you increase price-restricted (affordable) housing production?

I would augment the council rules as they exist today, which allows for approvals on development without negotiating affordable unit allotments.

Do you support building public housing in Denver?

I do support public housing. I feel that it's a municipalities responsibility to make sure all of their citizens have safe and inhabitable lodging options.

Do you support setting limits on growth in Denver?

Yes and no. I was born and raised in Denver. What I loved about being here is shrinking as a majority of this city is starting to become unrecognizable. I do believe smart, structured growth can be beneficial for all. However I have watched our rapid growth push out long time residents, and generations of families that have lost their homes. I don't want to tell people not to come, because I believe in freedom and the right to go as one wishes. My grandmother came to Denver in the 1940's as part of the Great Migration of Blacks from the rural South. I know through oral history of what it means to want to find a great place to plant roots and to finally find that place. I do however believe that due to haphazard planning we cannot support continued growth without great transit, walkable sidewalks, upward wages, and stable housing. Its a multi faceted problem.

Do you support rent control in Denver?

I do support rent control. As a city and county we have to have an amendment to the state constitution to do so, but I am in favor of capping numbers. I am also in favor of a potential rule that makes landlords who displace families due to astronomical hikes in rent pay for the families relocation costs as is done in Glendale.

Minneapolis recently eliminated the single-family home zoning designation, and now allows multi-unit homes and ADUs in all parts of the city. Would you support doing so in Denver as a way to reduce housing segregation and increase housing supply in all neighborhoods?

I absolutely would support the building of ADU's and multi-unit homes. I do believe this eliminate neighborhood segregation and increase housing supply specifically in denser neighborhoods. Redlining and the over production of single family homes has some racist fine print in it. Denver is still heavily segregated and multi-use would invite diversity and build community.

What strategies should Denver employ to combat sprawl?

Denver has to build housing that is in concert with transit. We also have to be diligent about retrofitting old structures to provide access and opportunities to growing communities.

Racial and class inequities have shaped development in Denver. Should low-cost and subsidized affordable housing be located equally across the city or concentrated only in certain neighborhoods?

Housing is a right, not a privilege. Wealthy residents should not be given the option to decide that they are better than, and or exempt from sharing space with lower income populations. Density and growing neighborhoods affect all of us. Affordable units should be developed where there is space and opportunity and lastly transit.

Denver funds its affordable housing trust through an impact fee per square foot ranging from \$0.62 on single family homes to \$1.55 on large apartments. These fees are expected to raise \$150 million over ten years. However, higher impact fees make new housing more expensive and reduce overall housing production. Should these fees be adjusted, and if so, how?

I believe the fees should be adjusted to help fill the gap on the increasing cost of housing. We can recover costs from taxes on sugary foods. I also think if our council refrains from giving tax credits to developers and contribute that money to a housing fund.

Do you support the ability of only 20% of nearby neighbors expressing a protest to cause a rezoning proposal at City Council to require a supermajority (10 votes), even if the proposed rezoning is consistent with adopted plans and furthers city goals?

I do support the ability of neighbors to protest any rezoning that will affect the character, integrity and culture of a community. City goals must align with what exists, although the municipality is the authority, communities deserve respect.

How would you strengthen tenant protections? Some recent ideas have included a legal support fund for low and fixed income tenants, restrictions on evictions due to small amounts of unpaid rent, occupancy rate disclosures and limits on application fees.

I would make it harder to evict tenants with children, disabilities, and elderly tenants.

Do you support a vacancy tax for empty units and/or undeveloped parcels? Cities like Paris and Vancouver collect vacancy taxes on homes that are not the primary residences of their owners in an attempt to encourage use of those units. Other municipalities are exploring taxes on vacant parcels to encourage development. What are your thoughts?

I do support taxes on vacant units as long as the outcome will be to house members of that community. I would also tax out of state/ country investors who buy up land and property but don't live here in Colorado. This will incentivize land trusts and other community based co-ops to invest in local land.

What improvements should Denver make to ensure multimodal transportation options such as walking, biking, and transit are convenient and practical for all residents?

We have to continue to build out sidewalks, overpass crossing for our busy intersections, ramps, bike lanes, and fast lanes for buses to prevent them from being stuck in transit. By increasing the scheduling and expanding bus routes will improve economic stability.

Is there anything else you would like the membership to know about you or your positions?

No, I would love to share more about myself, the district, and my solutions to Denver's pressing issues if invited to an interview.