



Land Use, Transportation & Infrastructure Committee Summary Minutes

Tuesday, November 26, 2013 10:30 AM City & County Building, Room 391

Committee Members: Robb, Chair; Montero, Vice-Chair; Brown; Lehmann; López; Shepherd

Committee Staff: Gretchen Williams

Council Members Present: Brown, Lehmann, Montero, Robb, Shepherd, Susman, Nevitt

Members Absent: Lopez

Bill Requests

BR13-0802 Approves an Intergovernmental Agreement with the Regional Transportation District regarding construction of the segment of the North Metro Corridor commuter rail between Denver Union Station and York St. in Council District 9.

Peter Baertlein and Brian Pinkerton, Public Works

Pete Baertlein and Brian Pinkerton, Public Works, and Gordon Robertson, Parks & Recreation, updated the Committee on the North Metro Commuter Rail Corridor of FasTracks project. The specific item for approval by the Committee for filing is the Intergovernmental Agreement (IGA) with the Regional Transportation District (RTD) for the segment between Denver Union Station and York Street. Presentation materials are attached.

Councilwoman Robb requested that the Committee see the actual IGA prior to the bill being filed.

Denver has over-matched, or contributed more than required, in other corridors. The City

has a credit toward the 2.5% local match for this corridor.

This is one of the six North Denver Cornerstone Collaborative (NDCC) projects, and planners for Brighton are coordinating with the other NDCC teams.

Work on this segment includes some land exchanges between Denver and RTD, including a land purchase by RTD from the City near Globeville Landing Park. There are other areas where parcels will be traded. At maintenance shops, a piece of City land has been used by RTD, and the City is proposing to give RTD that land in exchange for 2.5 blocks along the Platte River to complete the riverfront. An easement next to the Coliseum parking lot is also required.

Staff met with the Swansea and Globeville neighborhoods in November to present the land exchanges. The neighbors wanted to ensure the money the City receives is used in Globeville Land Park and that some specific trees are preserved. Language covering these issues will be included in the IGA.

Mr. Robertson said all the proceeds will benefit the park, but we also need to study all of the parks in the area and determine what the neighborhoods want.

A motion offered by Councilmember Lehmann, duly seconded by Councilmember Susman, to file the bill carried by the following vote:

- AYES: Susman, Brown, Lehmann, Montero, Robb, Shepherd(6)
- NAYS: (None)
- ABSENT: Lopez(1)
- ABSTAIN: (None)

Presentations

- 1 Brighton Boulevard Project Update, including character areas, cross-section options, and schedule**
Todd Wenskoski, Community Planning & Development/North Denver Cornerstone Collaborative; Karen Good, Denver Public Works

Todd Wenskoski, Community Planning & Development, and Karen Good, Public Works, updated the Committee on the Brighton Blvd. project, one of the six North Denver Cornerstone Collaborative projects. Presentation materials are attached.

A variety of planning and transportation efforts over the past decade have paved the way for this project. The schedule calls for completing this planning project by the end of the year.

Brighton has an "undefined" character, with limited facilities such as sidewalks, curb and gutter. Defining a desired cross-section for the corridor will help property owners and developers who want to redevelopment properties along the corridor. At public meetings, people were asked to present their ideas on the character of the various segments of Brighton. There are also phases and options within each character area. For example, one

option includes a median, which requires "tucking" parking into the tree lawn.

The character areas identified are:

- Main Street
- Education, Industry & Development
- National Western Center, and
- The Northern Area.

The discussion only covered the first two character areas. The Committee will be updated on the remaining two character areas and on project progress in the future.

The community was clear that bike lanes should be included in every alternative. The concept is to include that lane in the initial project. As additional facilities, such as parking lanes and tree lawns as constructed, the bike lane may move in relation to traffic lanes, but it will be retained. The public preferred the option with the separated cycle track from the beginning.

The Committee had questions about:

- Transitions between properties that are redeveloped, new redevelopment, and un-redeveloped frontages.
- Parking for some of the new development, such as restaurants, and potential for parking garages. Parking will become more of an issue as the corridor redevelops.
- Private property owners giving up 15 feet of their property for parking and other amenities.
- Vertical separation versus other buffering methods between travel lanes and bike lanes.
- Possibilities of tax increment financing of cycle tracts.
- Costs for the private property owners and for the City; and
- Overpromising.

In the Education, Industry & Development Character Area, there is less right-of-way and larger existing facilities.

Environmental and sustainability issues are an integral part of the planning. This area has one of the highest heat island effects in the city, due to the amount of paving and industrial development.

In the 2014 budget, there is funding for detailed engineering designs, cost estimates and continued public involvement.