



Land Use, Transportation & Infrastructure Committee Summary Minutes

Tuesday, September 13, 2011 10:30 AM City & County Building, Room 391

Members Present: Lopez, Montero, Robb, Shepherd, Susman
Members Absent: Lehmann
Other Council Present: Nevitt

Committee Staff: Gretchen Williams

Presentations

- 1 Strategic Transportation Plan: What, Why, Where and How Implemented**
Crissy Fanganello, Public Works

Public Works started work on the Strategic Transportation Plan (STP) in 2005 and completed it in 2008. The STP is one of the policy documents outlining the value of improving quality of life through integration of land use and transportation. The documents include:

- Denver Comprehensive Plan - 2000
- Blueprint Denver -2002
- Greenprint Denver - 2006
- Strategic Transportation Plan - 2008
- Living Street Initiative - 2008
- New Denver Zoning Code - 2010

- Strategic Parking Plan – 2010

STP is based on the assumption that to improve transportation connections is the key to making our transportation goals viable.

Rather than looking at how traffic moves in specific corridors, STP looked at traffic patterns across a city broken into "travel sheds". This approach allowed transportation planners and engineers to consider entire areas, including the side streets and the types of surrounding land uses, as well as the major street itself.

Another innovation of the STP was the concept of "person trips" rather than the customary "vehicle trips", taking into account the importance of mobility in general. The number of trips is increasing, putting pressure on existing lane miles, which we are generally not increasing.

A strategic transportation plan that considers making the transportation system multimodal; safe, efficient and reliable; connected; and green and sustainable will result in a healthy, livable community.

Assumptions underlying STP included that FasTracks would be built to the original 2004 plan, providing more opportunities for alternative modes of travel. If that system is not built-out, some of STP will need to be updated.

The implementation strategies identified for the STP are:

- Maintain our existing infrastructure;
- Maximize efficiency and safety;
- Provide multimodal improvements; and
- Define future transportation options.

The last point recognizes that in some instances, we may need to add a lane or a road, but that will no longer be the automatic response to every problem. One challenge is to overcome 50-plus years of car culture.

Specific changes are made as 1) operational improvements; 2) physical improvements; or 3) behavioral modifications. The first two influence the third. Making sure the options are available for people to make choices in how they move around the city. The more we can do with improvements, the more people will be able to take the more efficient option.

Recommendations in STP largely focus on "enhanced transit corridors". These were identified in Blueprint Denver and defined primarily as having bus service with a maximum of 30-minute headways. Public Works and Community Planning & Development need to revisit the definition and the designated enhanced corridors

to ensure we enhance the connections to transit.

We have miles of roadway built during our love affair with the automobile. This impacted not only the roadway but the land uses along them. Retrofitting the older streets is a huge challenge. The Living Streets and Denver Moves programs are attempting to think about where people are coming from, how they are accessing the transit and bike corridors, and what improvements would make this easier for them.

When Denver's pedestrian and bike plans were in development, neither FasTracks nor the new zoning code was in existence. We need to go back to those plans for updates and look at how we build the system to make good connections with bus and transit. We need to think about building a system for all varieties of bike riders, from young kids on tricycles to the commuter to the racer. Now, bikeway improvements are incorporated into street maintenance projects in order to use resources efficiently. Our goal is to raise the currently very low percentage of total trips made by walking or biking to 15% by 2020.

STP is not a plan just sitting on a shelf. The plan identified improvements to be made by 2015, and we have made lots of progress on that list due to the Better Denver bonds, leveraged Federal dollars, and FasTracks projects. But we have to continue to focus on how the system works as a whole.

Public Works is continuously looking to leverage opportunities, cultivate partnership, implement projects that are ready to go but for funding.

2 Local Maintenance Districts: What, Why, How, and Council as Board of Equalization

Brendan Kelly, Public Works; Jo Ann Weinstein, City Attorney's Office; Andrew Johnston, Finance

Local improvement districts (LID) and local maintenance districts (LMD) are created under the City Charter. Statutory districts, created under state statute, include metropolitan districts, business improvement districts (BID), and general improvement districts (GID).

Today's discussion is about LMDs. These are created by a majority of the property and business owners in an area. The purpose is to tax themselves in order to maintain improvements made by the City with bond or capital improvement funds or, more likely, a LID also created by the owners within in the area. City policy requires a LMD be formed to maintain assets of a LID or by the City.

Improvements are over and above what the City typically installs, and these may include planters, pedestrian-scale lighting, benches, trash bins, and enhanced sidewalk material, such as brick or other decorative pavers. Small business districts decide to invest in these improvements hoping to draw more people to

them and make their area more viable.

Web presence for districts - we try to have each district have a page with lots of information on each one.

Formation of a district requires that at a minimum, 70% of the owners agree. The district is created by ordinance. Each has a board of five members, at least three of whom own real property within the district. The Manager of Public Works or his representative sits on the board. Public Works also provides support in the creation process and in annual budget preparation.

Each fall, the board creates its budget based on the work that is needed during the next year. From the budget, the individual property assessments are calculated and notice of that assessment is mailed to each property owner. The mailing informs the owner how to file a written objection to the Manager of Public Works. Council, sitting as Board of Equalization (BOE), may adjust a protested assessment. If the BOE gives relief, the City makes up that amount from either the Capital Improvement Plan or the General Fund. If the City owns property within the district, it pays its assessment.

The ordinance states that the BOE may make adjustments in assessments if it finds that is necessary so that all assessments are "just and equitable".

Once the BOE hear and decides any protests, the LMD's assessments are approved by Council, typically the following week. LMDs are broken into three or four groups and brought to Council throughout the fall. The next items on this agenda are approving the assessments for six local maintenance districts.

Bill Requests

BR11-0653 Approves the assessment based on the 2012 budget (\$28,774) for the East 13th Avenue Pedestrian Mall local maintenance district - included in the Group 2 Board of Equalization scheduled for September 26, 2011.

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

AYES: Nevitt, Lopez, Montero, Robb, Shepherd, Susman(6)

NAYS: (None)

ABSENT: Lehmann(1)

ABSTAIN: (None)

No protests received as of today, they have until the 16th to submit protest.

Shepherd needs more info on all the types of districts.

BR11-0654 Approves the assessment based on the 2012 budget (\$4,643) for the Tennyson Street II Pedestrian Mall local maintenance district - included in the Group 2 Board of Equalization scheduled for September 26, 2011.

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

AYES: Nevitt, Lopez, Shepherd, Susman(4)
NAYS: (None)
ABSENT: (None)
ABSTAIN: (None)

BR11-0655 Approves the assessment based on the 2012 budget (\$28,000) for the Expanded Greektown Pedestrian Mall local maintenance district - included in the Group 2 Board of Equalization scheduled for September 26, 2011.

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

AYES: Nevitt, Lopez, Shepherd, Susman(4)
NAYS: (None)
ABSENT: (None)
ABSTAIN: (None)

BR11-0656 Approves the assessment based on the 2012 budget (\$16,340) for the Golden Triangle Pedestrian Mall local maintenance district - included in the Group 2 Board of Equalization scheduled for September 26, 2011.

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

AYES: Nevitt, Lopez, Shepherd, Susman(4)
NAYS: (None)
ABSENT: (None)
ABSTAIN: (None)

BR11-0657 Approves the assessment based on the 2012 budget (\$12,000) for the Phase II West 38th Avenue Pedestrian Mall local maintenance district - included in the Group 2

Board of Equalization scheduled for September 26, 2011.

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

AYES: Nevitt, Lopez, Shepherd, Susman(4)
NAYS: (None)
ABSENT: (None)
ABSTAIN: (None)

BR11-0658 Approves the assessment based on the 2012 budget (\$46,994) for the 32nd and Lowell Pedestrian Mall local maintenance district - included in the Group 2 Board of Equalization scheduled for September 26, 2011.

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

AYES: Nevitt, Lopez, Shepherd, Susman(4)
NAYS: (None)
ABSENT: (None)
ABSTAIN: (None)