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## Land Use, Transportation & Infrastructure Committee Summary Minutes

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**Tuesday, July 12, 2011**

**10:30 AM City & County Building, Room 391**

**Members Present:** Johnson, Montero, Robb

**Members Absent:** None

**Other Council Present:** Nevitt

**Committee Staff:** Gretchen Williams

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### Bill Requests

**BR11-0504 Changes zoning classification of property at 3011 West 49th Avenue from E-MX-2x to E-MX-2 in Council District 1.**

*Theresa Lucero, Community Planning & Development*

This site is at the southeast corner of the intersection of W. 49<sup>th</sup> Ave. and Green Court, one-half block west of Federal. It is occupied by cell tower and a currently-vacant garage structure constructed in 1922 and used for auto repair. For many years, it operated as a business use exception available for nonresidential structure in residential zone districts. When the new zoning map was prepared in 2010, then-Councilman Garcia recommended the -2x because at the time, the building was vacant. Now the new owner intends to use the garage for its intended purposes.

Surrounding uses are single family residential to the north and west (across Green Court) and commercial to the east and south (across W. 49<sup>th</sup>). Blueprint Denver designates this site as an Area of Stability for single family residential. Surrounding area is designated for residential and neighborhood center.

The proposed E-MX-2 will allow the auto repair use whereas the current E-MX-2x does not allow this land use. Other uses allowed in the -2 but not in the -2x district include bed & breakfast; auto emission inspections; and mobile retail food sales. A few additional uses require more notice and/or review in the -2x than they do in -2, such as a day care center.

The applicant notified all proper RNOs and talked to several neighbors without any negative feedback. The Berkeley Regis United Neighbors submitted a letter of support.

Community Planning & Development determined that 1) the legal justification requirement is met by the fact that the garage use operated with a business use exception until the 2010 citywide rezoning; and 2) the proposed change is consistent with adopted plans for the area, including Blueprint Denver and Comprehensive Plan 2000 and recommends approval. The Planning Board recommended approval on its consent agenda on July 6.

A motion offered by Councilmember Robb, duly seconded by Councilmember Johnson to file a bill to carried by the following vote:

- AYES: Johnson, Montero, Robb(3)
- NAYS: (None)
- ABSENT: (None)
- ABSTAIN: (None)

**Presentations**

**1 South Lincoln Park redevelopment and HOPE VI grant.**  
*Kimball Crangle, Denver Housing Authority*

Ms Crangle presented background and a progress report on this important redevelopment project in Council District 9.

The La Alma/Lincoln Park Neighborhood is bordered by Colfax, 6<sup>th</sup> Ave., Speer, and the Platte River. Planning for the revitalization of S. Lincoln Park housing by Denver Housing Authority (DHA) and the City began several years ago. Part of the site was designated a Brownfield and cleaned up with funds from the US EPA, the Denver Office of Economic Development and the Community Development Block Grant program. These activities led to its first project being "shovel ready" and the federal government's award of a \$10 million Stimulus Award in 2009.

Working with the residents through many community meetings, steering committees and charettes, DHA pursued a plan known as "Holistic Sustainability for a Livable Community". Partners in this effort include Denver Health & Hospital Authority, Denver Parks & Recreation, Denver Public Library, the Auraria education campus, Colorado Health Foundation, Food Trust, Denver Urban Gardens, RTD, US Dept. of Transportation, and others. A Health Impact Assessment was prepared, identifying issues important to the residents, including safety and security; food security;

housing opportunities; medical services access; recreation opportunities; transportation access (65% of residents do not own a car due to income constraints); and jobs.

South Lincoln Park currently has 270 units; in about seven years, these will be replaced, in phases, by approximately 800 units of mixed-income housing.

Phase I began in fall of 2010 when ground was broken for a new senior building at 1099 Osage, adjacent to the 10th & Osage transit station. The building will house non-profit and other support organizations on the ground level. It will be completed in January 2012. Several residents of existing S. Lincoln Park units will move into this new building; others will be relocated so that Phase II demolition can begin in February 2012.

Councilwoman Montero said this is the dream of the neighborhood come true and will be a model for the future nationally.

## **2**

### **Denver Bike Sharing, B-Cycle and Bike Safety**

*Parry Burnap, Denver Bike Sharing; Maggie Thompson, Bike Denver*

Denver Bike Sharing is a 501(c)(3). It operates the B-Cycle program, of which Kaiser Permanente is the primary sponsor. Bike Denver is a non-profit bike advocacy group that promotes bicycle riding, amenities and safety.

The B-Cycle program provides the red bikes seen around town and at the kiosks where they are available for short term (30 minutes) use by annual members or others. The program went live in the spring of 2010, and it now has 500 bikes at 50 stations, primarily in the downtown area but also LoDo, Uptown, Capitol Hill and Cherry Creek.

The program has almost 2,100 annual memberships, and at 18,817 short-term riders in 2011, it is on track to surpass the 2010 number of 32,900. Over 43% of B-Cycle trips replaced vehicle use, and 21% of B-Cycle trips were used to connect to transit, which is one of the program's primary goals.

Revenue from membership fees is approximately \$243,000. There are 7 administrative staff; 4 or 5 college interns; 4 full-time and several part-time bike mechanics

B-Cycle's 5-year plan is to build a system of 150 stations with 1,500 bikes by 2015.

Extending the season into the fall and winter seems reasonable in Denver's climate, but there are budget concerns because it is reasonable to assume fewer riders. B-Cycle

has submitted a grant proposal to extend the program into the next two winters, but even with that support, the cost per ride will increase.

Some of the goals for 2011-2014 include:

- \*Make bike sharing more relevant as part of a multi-modal transportation system.
- \*Integration with Denver Union Station project.
- \*Integration with RTD's Fastracks build-out.
- \*Align with key residential and commercial developments in core business districts.

LiveWell Colorado is subsidizing 100 memberships at Denver Housing Authority's Tremont building, and a B-Cycle station is being installed at the 10<sup>th</sup> & Osage transit station near the S. Lincoln Park housing. We need to remove the barriers and the perception that biking is a middle-class recreational activity. We need to get kids as excited about bikes as they are about cars. The insurance carrier agreed to lower the rider age from 18 to 16 if the rider has a driver's license. B-Cycle has had no report accidents and no insurance claims.

Bike safety is an important concern, especially the lack of helmet use by B-Cycle riders. As the number of bike riders increases, the Police Department has seen an increase in accidents involving bikes. Experience in other cities further ahead of Denver in bike ridership indicates that as the number of bikes increases, both riders and drivers will become more aware of each other. Riders need to follow all of the same rules as other vehicles, i.e., stop at stop signs and red lights, use signals; etc. They need to ride on designated trails whenever possible.

Denver's Public Works and Parks & Recreation departments and the police are working together to improve signage and trail markings. Parks & Recreation is just completing the first ever set of rules and regulations for bike trails, and this should be coming to Council soon. The Police Department, especially the District 6 Bike Unit, does on-going education about bike rules. They do targeted enforcement, helping people make a cultural shift. Grants are being pursued to fund an advertising campaign on safety.