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## Land Use, Transportation & Infrastructure Committee Summary Minutes

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**Tuesday, May 17, 2011**                      **10:30 AM**    **City & County Building, Room 391**

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

**Members Absent:**

**Other Council Present:**

Nevitt, Lehmann

**Committee Staff:** Gretchen Williams

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### Bill Request

**BR11-0338** Changes the zoning of property located at 6777, 6822 and 6895 E. Hampden from PUD #2 to S-MX-2 in Council District 4, a legislative zoning map amendment.

*Deirdre Oss, Community Planning & Development*

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

AYES: Nevitt, Johnson, Montero, Sandoval(4)

NAYS: (None)

ABSENT: Robb(1)

ABSTAIN: (None)

The site is northeast of the intersection of Hampden and Monaco. It is in an Area of Change, Commercial Corridor. Surrounding uses include offices, a large church and associated parking lot, and single family residential.

PUD #2, approved in 1978, allows a few specific uses in three office buildings with the exact dimensions of the existing buildings and a 20-foot maximum height. The site is further restricted by the Southmoor Park View Plane that allows a 35-foot height.

Community Planning & Development found that the new S-MX-2 zoning classification better reflects the mixture of uses along this part of Hampden as well as the new zoning categories in place on adjacent properties. The S-MX-2 height limit is consistent with the view plane. The zoning change is consistent with Denver Comprehensive Plan 2000 and Blueprint Denver. On May 4, the Planning Board unanimously recommended approval.

## **Presentations**

### **Better Denver Bond Program:1st Quarter 2011 Report**

*Stu Williams and Scott Hergenrader, Bond Program*

The Better Denver Bond Program continues to perform well. The program is working with 500 primary contracts, and over 1,000 design and construction companies are involved.

At the end of the First Quarter of 2011, the value of work delivered equaled \$278 million. The Scheduled Performance Index (SPI) is 0.94 (anything over 0.9 is considered exceptional). The program is 70% complete in terms of number of projects, with 292 active projects complete, and 75% in terms of contracted and/or committed funds, which total \$380 million.

On an earned value basis, the program is 56% complete, leaving about half of the work for this year through 2012. Much of the remaining work is on the larger, vertical projects.

Five projects were completed in the 1<sup>st</sup> Quarter 2011:

- Sanderson Gulch playground improvements
- Dailey Park irrigation
- Weir Gulch Marina irrigation
- Larimer Street, 15<sup>th</sup> to 17<sup>th</sup> avenues
- Green Valley Ranch Branch Library

One of the legacies that will be left with the City is the project management system, which will be used for most of the City's capital projects. While the Bond Program is a finite program, the general CIP is more fluid; the management system will function a little differently.

Councilwoman Montero asked about the delay of the La Alma pool, as she is concerned that the neighborhood children will not have a pool this summer. Mr Williams said the demolition of the old pool was bid separately from construction of the new pool, specifically to expedite the project and ensure the new pool would be ready for summer 2011. Unfortunately, the construction contracting process ran into problems and was delayed. Demolition was too far advanced for the pool to be used this summer. At this time, the plan is to complete construction in October or November.

### **Denver Moves, Complete Streets & Living Streets**

*Crissy Fanganello, Cindy Patton and Emily Snyder, Public Works*

**Denver Moves** is an initiative to make the City's non-motorized transportation and recreation infrastructure more visible and inviting. It will integrate and implement Denver's Bike Master Plan, Pedestrian Master Plan, The Game Plan, the Gulch Master Plan and all of the Transit-Oriented Development plans. This is the next step beyond Blueprint Denver, the new Denver Zoning Code and the Strategic Transportation Plan.

One of the goals is to increase the combined walking/biking mode share from the current 6% to 15% by 2010. Another goal is to have every household within a quarter-mile (about a 5-minute walk or 2-minute bike ride) of an easy-to-use trail.

The process involved a citizen taskforce, interactive website, and public open houses along with review of all previous plans and field evaluation of over 200 miles of existing trails and GIS modeling. The resulting plan identifies four types of bike and pedestrian facilities ranked by ease of use. Staff calculated the number of existing miles of each type and determined how many additional miles are needed to connect a 380-mile network.

Total linear improvements total \$65 million; total crossing improvements total \$54 million for a total of \$119 million. Identified phased are:

- Existing Facilities 171.6 miles
- Phase 1 228.6 miles
- Phase 2 303.9 miles
- Phase 3 441.8 miles

The plan provides a guide as the City undertakes capital projects or reviews plans by others to determine trail segments that should be incorporated into each project.

**Living Streets/Complete Streets** are initiative and policy of the Public Works Department. The Living Streets Initiative is an interdisciplinary, multi-sector partnership intended to stimulate regional discussion of the benefits/tradeoffs of living streets and recommend how to infuse a living streets approach into everyday decision-making by City agencies based on City practice and policies.

Public Works has adopted a Complete Streets Policy, Policy No. 26, effective May 17, 2011 (attached). The purpose of the policy is to establish a procedure by which Public Works incorporates Complete Streets into the routine planning, design, implementation and operation of transportation infrastructure to accommodate the needs of all users in a safe, efficient and reliable manner to provide a livable, connected and sustainable city.

Councilwoman Montero asked what this policy means to the average Denver resident. Ms Fanganello said residents can be assured that Public Works – from the maintenance crews to the project planners and managers - is looking at all these considerations every day with respect to every part of our infrastructure. The policy ensures that providing trails and streets that safely accommodate a spectrum of uses is a goal for every project.

Councilman Nevitt noted that this list of projects with costs for bike and pedestrian improvements will be very beneficial for the next bond cycle.

## Bill Request

### **BR11-0366 Adopts the 2011 Denver Building and Fire Code.**

*Dan Roberts, Michael Roach and Chief Joe Gonzales,  
Development Services*

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

AYES: Nevitt, Robb(2)  
NAYS: (None)  
ABSENT: Johnson, Montero, Sandoval(3)  
ABSTAIN: (None)

The requested bill would adopt the 2009 International Code Series (Building, Fire, Energy Conservation and other related codes) along with Denver's amendments. The International Codes (I Codes) are updated every three years by the International Code Council, then Denver determines any local amendments, based on three considerations:

- Climate: Snow loads, wind loads, altitude, etc.;
- Clarity: To better define requirements that are vague or incomplete in the base codes; and
- Coordination: To accommodate the way that the City is organized.

In the past, the I Codes have been reviewed by the Building Code Revision Committee. In the current cycle, Denver utilized the existing Combined (Building and Fire) Board of Appeals (BOA), assisted by stakeholder groups. [This body should not be confused with the Board of Adjustment for Zoning.] The BOA is established per Chapter 1 of the Building Code, and it consists of two architects, two engineers and five citizens, all appointed by the Mayor. Currently, two of the citizens are contractors. The stakeholder groups included the Apartment Managers Association and the Building Owners and Managers Association (BOMA).

Discussions with the stakeholders resulted in:

- The requirement for fire sprinklers in new residential single family, duplex and townhouses being delayed until Jan. 1, 2013.
- The proposed elevator recall retrofit for Fire deadline of Jan. 1, 2015, removed from the Code for this cycle.
- Smoke control requirements being clarified.
- Contractor licensing and fees being moved from Code to policies.
- Building Code Chapter 61 (Rehabilitation of Existing Buildings) being modified as follows:
  1. The BOA now must include an expert in building reuse.
  2. Allowances and consideration of the use of the 2009 International Existing Building Code.
  3. Administrative modifications will be considered for situations unique to older structures.

Councilwoman Robb had concerns about the costs of sprinklers in single family, duplex and townhomes and the on-going maintenance and repair.

Councilman Nevitt said the City has to try to balance construction cost, and therefore housing affordability, with safety concerns, neither of which can be maximized. He added that the GreenPrint Advisory Council submitted a letter of support for the 2009 Code, particularly regarding the incorporation of standards of the International Energy Conservation Code.

Mr Roberts said the International Codes will be published earlier in the next cycle, providing more time for review. He is preparing a written procedure outlining the process for review, discussion and decision-making, highlighting how the stakeholders group is utilized.