East Central Area Plan

Steering Committee Meeting

July 9, 2020

Webex
# East Central Area Plan

## Steering Committee Meeting

### July 9, 2020

## AGENDA

<table>
<thead>
<tr>
<th>Time</th>
<th>Item</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00 – 6:15</td>
<td>Welcome</td>
<td>Welcome, approval of meeting summaries</td>
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<tr>
<td>6:15 – 7:15</td>
<td>Draft plan discussion items</td>
<td>Discuss items from the draft plan raised by committee members</td>
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<tr>
<td>7:15 – 7:30</td>
<td>Next steps</td>
<td>Discuss remaining schedule</td>
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Discussion Items
Overarching Goal

Denver will be a model for the nation and world by working urgently to create, pass, and implement bold policies that achieve 40% greenhouse gas emission decrease community-wide by 2025, 60% by 2030, and 100% by 2040, using a 2005 baseline. We will center policy design, programs, and investments in frontline communities, and inspire people in our city to embrace sustainability as a value.
Denver Climate Action Task Force

- 26 Members
- Diverse Identities
- Diverse Perspectives
- Full Consensus
Equity means addressing broken systems connected to racial injustice and historic inequity.
**Climate Action and Recovery**

- Deploy an all-Denver retrofit of existing homes and buildings to support energy efficiency as well as health and wellness.
- Invest in an affordable, expanded, and carbon-free bus system.
- Invest in reconfiguring Denver's streets to be shared streets while vastly expanding the use of bicycles and e-bikes.
- Invest in electric vehicle infrastructure, such as charging stations.
Transportation

- Prioritize transit and reallocate street space.
- Incentivize fewer polluting trips.
- Incentivize smaller and smarter mobility options.
- Complete and connect no-carbon networks.
$1.3 - $3.4 Billion Total Investment

Climate Action Investment

Annual Program Costs - All Topics

- Education
- Policy
- Incentives
- Advocacy
- Infrastructure

Phase 1 City $/yr (2021-2022)
Phase 2 City $/yr (2023-2025)
Phase 3 City $/yr (2026-2030)
# Revenue Recommendations for Phase 1

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Pre COVID 19 Revenue $/yr (Phase 1 - 2021-2022)</th>
<th>Potential reduction due to COVID-19 in the short term</th>
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<tbody>
<tr>
<td>1. Sales Tax at 0.25%</td>
<td>$45m</td>
<td>$36m</td>
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<tr>
<td>2. Vehicle Efficiency Fee</td>
<td>$15m</td>
<td>$15m</td>
</tr>
<tr>
<td>3. Parking Meter Increase</td>
<td>$16m</td>
<td>$13m</td>
</tr>
<tr>
<td>4. Parking Permit Fee</td>
<td>$0.6m</td>
<td>$0.6m</td>
</tr>
<tr>
<td>5. Commercial Parking Lot and Garage Fee</td>
<td>$10m</td>
<td>$8 m</td>
</tr>
<tr>
<td>6. Meter buy-out fee increase</td>
<td>$0.7m</td>
<td>$0.6m</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$87.3m</td>
<td>$73.2m</td>
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Sales Tax Recommendation

The Climate Action Task Force recommends that the City Council initiates a general sales tax referendum to appear on the November 2020 ballot at a rate of 0.25%. The Task Force strongly believes that the City Council must put in place appropriate guardrails to ensure that the sales tax does not overly burden those in Denver most impacted by social injustices, including which products are exempt from sales tax and specificity about how the money will be spent in a way that will most benefit people of color and under-resourced communities.
Immediate Next Steps

• City and County of Denver develop implementation plan based off our recommendations.

• Denver City Council refer Sales Tax recommendation to the ballot.
Parking Recommendations

• From Buzz: request to add a recommendation to reduce Main Street parking requirements

• Current draft recommendation Policy C-L1 on page 251:

C. Eliminate parking requirements for older structures more than 50 years old.

D. Evaluate parking requirements for small lots with MS-3 (3-story maximum) zoning and reduce or eliminate if found to be unreasonably restricting redevelopment. Coordinate street parking management program with any parking reduction to mitigate impacts on adjacent neighborhoods.
Sidewalk Width

- From Buzz: Add recommendation to eliminate street parking to achieve desired 20-foot sidewalk width where it doesn’t exist along Colfax
- Current draft recommendation Policy C-L1 on page 251:
  A. Modify standards to be more proportional to the proposed project and site conditions while ensuring consistency with the vision for a pedestrian-friendly Colfax, considerations include:
    1. Land dedication requirement for Colfax right-of-way when it would result in a lot being less than 75-feet deep.
Gaylord St. Bikeway

- From Caroline: Move proposed bikeway from Gaylord St. to Race St.
- Gaylord was recommended for the connection it provides
- DOTI is evaluating alternative routing
Washington/Clarkson Bikeways

- From Caroline: Move proposed bikeways from Washington and Clarkson Streets to Grant Street
- Those streets were selected because they are key connections to the destinations within the neighborhood and adjacent destinations like Downtown and Cherry Creek
- They have also been identified to help folks who live in Cap Hill connect to and from the great bike facilities just beyond the neighborhood
- There is also a protected bike facility proposed on a portion of Grant St.
Remaining Process
Modified Remaining Process

- Revised draft to committee in next couple of weeks
- Final steering committee meeting August 18
- Planning Board
- City Council

IMPORTANT: Please be sure to thoroughly review draft plan and contact Scott or Curt with any questions so you are prepared to make a recommendation on the final draft.