



Lafayette Urban Renewal Authority • 1290 S. Public Road • Lafayette, Colorado 80026

LAFAYETTE URBAN RENEWAL AUTHORITY MEETING

April 9, 2013
A G E N D A

6:30 PM LURA MEETING

City Council Chambers, City Hall, 1290 S. Public Rd

- I. OPENING OF REGULARLY SCHEDULED MEETING**
 - Call to Order
 - Roll Call
- II. PUBLIC INPUT**
 - A. ITEMS FROM THE PUBLIC
- III. MINUTES**
 - B. MINUTES FROM THE MARCH 12, 2013 MEETING
- IV. BUSINESS**
 - C. Bicycle racks and benches
 - D. Public Road Street Tree Planter Replacement Policy
- V. STAFF REPORTS**
 - E. Downtown Coordinator's Report
 - 2013 Gantt Chart
 - Starkey Building lawn reconfiguration
 - Northwest corner of So. Boulder and So. Public Roads
- VI. NEW BUSINESS / LURA COMMISSIONERS REPORTS**
 - F. Coffee with Urban Renewal
- VII. ADJOURNMENT**

RECORD OF PROCEEDINGS
CITY OF LAFAYETTE
LAFAYETTE URBAN RENEWAL AUTHORITY MEETING

March 12, 2013

Call to Order

Chair Sally Martin called the March 12, 2013 joint workshop of the Lafayette Urban Renewal Authority (LURA) and Historic Preservation Board to order at 7:04 p.m. in the City Hall Council Chambers at 1290 South Public Road, Lafayette, Colorado.

Workshop

Those present at the joint workshop were LURA Commissioners Graig Anspach, Chris Bosch, Jake Puzio, Jamie Ramos, and Chair Martin and Historic Preservation Board (HPB) Chair Rebecca Schwendler and HPB members Sandra Dowling, Nickolas Nimmer, Jessica Lowrey, Karen Lloyd, Eric Twitty and Robert Jencks.

Also present were Executive Director Gary Klaphake, Assistant LURA Executive Director Phillip Patterson, Planning Manager Karen Westover, and Downtown Coordinator Jenn Oton.

Members of the two organizations and staff introduced themselves and then discussed ideas regarding heritage tourism and promoting Lafayette's history, including asking local businesses to incorporate more coal-related terminology and themes into businesses, identifying a building to restore in the downtown corridor, displaying historic artifacts in one or more visible locations and installing additional plaques in Old Town that explain portions of Lafayette's history. Additionally, members of staff and the HPB presented information about the survey that will be conducted on Simpson Street.

Chair Martin adjourned the workshop into the regular meeting at 8:05pm.

Meeting

Those present and answering roll call were Commissioners Graig Anspach, Chris Bosch, Carolyn Cutler, Jake Puzio, Jamie Ramos, and Chair Martin. Also present were Executive Director Gary Klaphake, Assistant LURA Executive Director Phillip Patterson and Downtown Coordinator Jenn Oton.

Items from the Public

Adam Cerny shared with the Authority that downtown Lafayette needs more bicycle racks and a safe route from Coal Creek Trail to downtown. Cerny said that functional bicycle racks are more important than artistic ones.

Reports

Vice Chair Bosch presented a report about the first Coffee with Urban Renewal event, saying that it was well attended and that the discussion had included topics such as making downtown a more bicycle-friendly place, Lafayette's positive quality of life, and the possibility of a communitywide meeting by the Latino Advisory Board.

Business

Downtown Coordinator Ooton asked that the addition of the word session be made to the minutes of February 12, 2013, on the second page of the minutes, in the first sentence in the section regarding adjournment into executive session. A motion was made by Commissioner Anspach and seconded by Commissioner Puzio to accept the minutes for the February 12, 2013 , meeting with the change. The motion passed unanimously.

A motion was made by Commissioner Puzio and seconded by Commissioner Bosch to make the executive session tape available to Commissioner Ward, subject to Commissioner Ward asking to listen to the tape and subject to Commissioner Cutler agreeing in the affirmative. The motion passed unanimously. Authority members discussed voting prior to future executive sessions whether to allow an absent commissioner to listen to the tape.

The Authority opened a public hearing regarding an amendment to the 2013 budget. Ron Spaulding, 597 Casper, asked where the funds for the increase to the Public Road Streetscape line item would come from. Staff said that the increase to the streetscape line item would come from the existing fund balance. A motion was made by Commissioner Puzio and seconded by Commissioner Ramos to approve Resolution No. 2013-01 amending the 2013 budget.

Adjournment

Chair Martin adjourned the meeting at 8:57p.m.

LAFAYETTE URBAN RENEWAL AUTHORITY, COLORADO

ATTEST:

Sally Martin, Chair

Jenn Ooton, Downtown Coordinator

The minutes herein are a summary of the business conducted at this meeting, not a verbatim transcription. Only the actions taken and text appearing within quotation marks are verbatim.



Lafayette Urban Renewal Authority • 1290 S. Public Road • Lafayette, Colorado 80026

STAFF REPORT

To: Lafayette Urban Renewal Authority
From: Jenn Ooton, Downtown Coordinator
Date: March 28, 2013
RE: Public Road Streetscape improvements

Recommendation: Approve recommendation (see below)

Background: The Authority held workshop meetings in February and March during which they received input regarding streetscape amenities that fit in with downtown's "creative, diverse and eclectic" brand. During both meetings, the need for additional streetscape amenities, especially bicycle racks, was expressed.

Staff members in March conducted an inventory of private and city streetscape amenities downtown (see attached map), finding:

- A total of 14 bicycle racks along Public Road, from Baseline to So. Boulder Road.
 - Of those, 2 are city-owned bicycle racks (City Hall and Festival Plaza).
 - In total, all of the existing private and city-owned racks can accommodate approximately 60 bicycles. The city-owned bicycle racks can accommodate approximately 10 bicycles. In contrast, the Downtown Vision consultants identified that there are approximately 1,589 private and public automobile parking stalls in the downtown commercial corridor.
- No bicycle racks in the first four blocks of Simpson Street.
- A total of 30 green city benches.
- 17 city trash cans

Holding a public call for artists this spring to design/fabricate bicycle racks and/or benches could delay installation until this fall or winter and would likely be more costly than purchasing prefabricated racks and benches. Mindful of the desire to have "creative, diverse and eclectic" streetscape, staff members identified decorative prefabricated bicycle racks that could work together as a family and that could be powder-coated in colors matching the new Old Town logo. Staff also identified a few styles of decorative prefabricated benches that could be powder coated in a number of colors.

Based on input from meetings and the need for streetscape improvements to be installed this summer, staff is recommending:

- Selecting prefabricated decorative benches (See examples attached); and
- Selecting decorative bicycle racks from a catalog that could be installed in strategic locations, including at RTD stops (See examples attached).

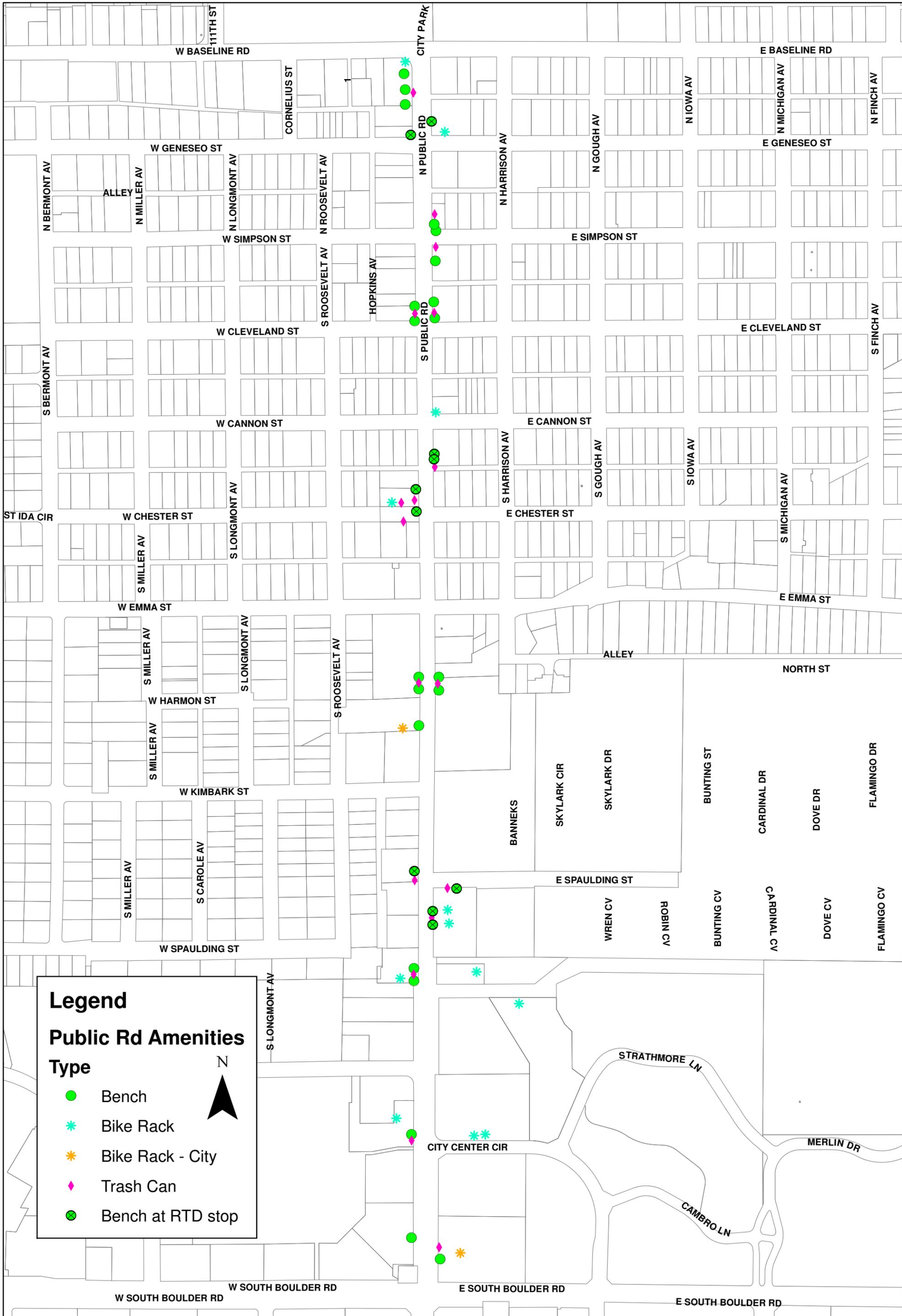
Should the Authority agree with staff's recommendations, staff would bring back a plan identifying the location and number of bicycle racks to be installed along Public Road this summer and a plan for benches in the new crusher fine area at the Starkey Building, in all likelihood at the May 14 meeting. At that time, staff would also be able to provide a budget for those projects. The Lafayette Energy Sustainability Committee (LESAC) has expressed interest in assisting in the purchase of bicycle racks and is working on securing a grant for that purpose. LESAC would be interested in having racks that look like bicycles to reinforce safety and the bicycle-friendly image on the street. The prefabricated bicycle racks identified by staff include three options that look like bicycles.

Overall, staff anticipates that the approach to benches will take more time. There are a number of green city benches next to green fencing that should be considered before moving forward with new benches downtown. Some existing benches potentially could be repowder-coated in different colors for specific locations and there are other locations where installing new benches in different colors could make sense. In the future, there also may be a project where inviting artists to design art benches would be the best approach.

Fiscal Impact: Decorative bicycle racks range in price from approximately \$250 to \$550, depending on how many bicycles can be accommodated. Decorative benches range in price from approximately \$1100 to \$1500 depending on design and the height of the back of the bench.

Attachments: Examples of decorative bicycle racks
Maps showing locations of existing bicycle racks and benches

Public Road Amenities



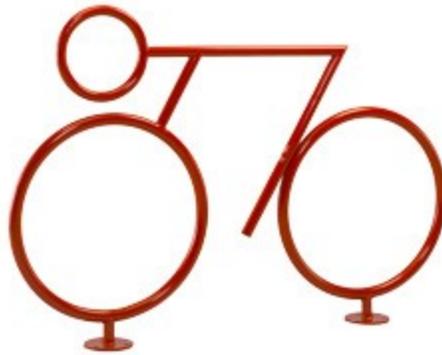
Legend

Public Rd Amenities

Type

- Bench
- ✱ Bike Rack
- ✱ Bike Rack - City
- ◆ Trash Can
- ⊗ Bench at RTD stop

N







STAFF REPORT

To: Lafayette Urban Renewal Authority
From: Jenn Ooton, Downtown Coordinator
Date: April 4, 2013

Recommendation: Approve Public Road Street Tree Planter Replacement Policy

Background: The 2011 Downtown Vision recommends the removal of tree planters on the north end of the Public Road corridor and the installation of new landscaping in those locations (Page 58). Over time, many of the 31 tree planters on the north end of Public Road from Baseline Road to Cleveland Street have been damaged by vehicular traffic and pressure from tree roots. In a few cases, the trees within the planters have died and have been removed.

Recognizing the importance of the existing tree canopy to the Public Road streetscape and the limited budget of the Lafayette Urban Renewal Authority, staff has drafted the Public Road Street Tree Planter Replacement Policy to serve as a long-term approach to replacing trees and planters as it becomes necessary.

Staff met with Commissioners Jamie Ramos and John Ward in early February to seek input regarding replacing tree planters and landscaping along Public Road. The attached policy includes input from that meeting and does not recommend the installation of tree grates in downtown Lafayette. If this Tree Planter Replacement Policy is adopted, tree planters would be replaced with at-grade landscaping starting this fall with the replacement of three tree planters where trees have been removed.

The Tree Planter Replacement Policy is intended to serve as a long-term plan to replace the planters, as trees die and/or planters fail entirely. The planters at those locations would be replaced with at-grade landscaping to match landscaping installed in 2012.

That said, the tree planter at 211 N. Public Road, which has been hit more than once by vehicles and is held together with metal bands (Figure 1), might need to be addressed separately. The tree in this planter appears to be healthy but is potentially under stress because the planter is in such poor condition. Staff may consider whether attempting to replace the tree planter at this location in an attempt to save the tree would make sense. This planter is located in a landscape bed.



Figure 1

Fiscal Impact: The removal of each pink tree planter and replanting a tree in that location would cost approximately \$2,800.

Attached: Public Road Street Tree Planter Replacement Policy Draft



Public Road Street Tree Planter Replacement Policy February 2013

Purpose

The 2011 Downtown Vision recommends the removal of tree planters on the north end of the Public Road corridor and the installation of new landscaping in those locations (Page 58). Today, there are 31 raised tree planter locations¹ along the sidewalk on north end of Public Road, from Baseline Road to Cleveland Street. The planters are in various conditions:

- Tree planters have been damaged, by vehicular traffic or pressure from tree roots, putting the trees inside the planters under stress;
- Tree planters are intact and the trees appear to be in good health;
- Tree planters are intact and the trees were sick/dead and have been removed.

In one case, the tree inside one of the planters died and the planter was subsequently damaged by a vehicle. City crews removed the planter and the majority of the tree roots at this location, however, the tree roots had encased the irrigation and electrical infrastructure. Crews did not fully remove the tree roots and installed a temporary planter in its place. During this process, crews determined that future planter box and tree removal will require electrical and irrigation lines to be cut and capped in order to preserve them for future use.

Recognizing not all 31 tree planters need to be replaced immediately, the importance of the tree canopy to the street and the cost of replacing all of the trees at once, LURA should begin replacing tree planters where trees are dead or have already been removed. The purpose of this policy is to address the replacement of the tree planters over a number of years. As planters fail entirely and/or are irreparably damaged, and when trees die, crews would replace the planter/tree with new landscaping as described below.

Implementation

The tree planters on Public Road are located directly next to the curb along the roadway. In some cases, the planters are surrounded by flagstone/sidewalk and are located directly next to on-street parking stalls. In other cases, the planters are located within at-grade landscape beds. These different instances will require slightly different strategies when replacing landscaping.

For instances in which planters are located next to on-street parking stalls (Figure 1). In order to preserve a hardscape edge-zone, the flagstone carriage walk that exists along Public Road today will be continued and at-grade landscaping beds will be installed behind them. Trees will be installed to accommodate door swings. Landscaping would be similar to the existing English Garden-style plantings along Public Road (2012 Public Road Plantings design).

1. There are 29 tree planter locations on Public Road, one planter on Baseline Road and one planter located along the sidewalk on Simpson Street at the intersection of Public/Simpson. This count includes the location at Geneseo Street and Public Road, where the planter box was removed, the tree roots were partially removed, and city crews installed a temporary flagstone planter. This number excludes the planter on private property along Simpson Street at 100 S. Public Road. A map is attached as Appendix A.

For instances in which planters are not located directly next to on-street parking stalls and where extending the flagstone carriage walk is not possible without encroaching into the required sidewalk width (Figure 2), landscaping groundcover material, such as mulch, would provide a buffer between the curb and plantings for snow storage. Depending on the location, at-grade landscaping would include trees on a case-by-case basis.



Landscaping Beds at Intersections

Tree planter locations near intersections would be replaced with expanded at-grade beds to increase the impact of the landscaping at these locations. Additionally, existing odd-shaped landscaping beds would be enlarged to create rectangle landscaping beds (Figures 3-4). For example, Figures 3 and 4 show a tree planter located between two separate landscaping beds at the intersection of Simpson and Public Road. When this tree planter is removed, the two beds should be combined into one large rectangular landscaping bed with a single flagstone carriage walk along the street edge.



Street Trees

Trees would be replaced with 3 1/2-inch to 4-inch caliper trees from the following list:

Hedge maple

Ginko biloba

Thornless Honeylocust

Aristocrat Callery Pear

Bur Oak

Shawnee Brave Baldcypress

Littleleaf Linden

“Drake” Chinese (Lacebark) Elm

Japanese Zelkova

DRAFT

