

REQUEST FOR COUNCIL ACTION

Date: 9/12/11
Item No.: 13 . a

Department Approval



City Manager Approval



Item Description: "Infrastructure Improvements for the Twin Lakes AUAR Area- Final Report"
Update

BACKGROUND

On February 25, 2008, the City Council adopted the "Infrastructure Improvements for the Twin Lakes AUAR Area- Final Report". The purpose of the document was to develop proportionate cost share for individual properties within the Twin Lakes area for the public infrastructure needed to support the redevelopment. The Council approved an update of this report on April 12, 2010. The attached map and table show the 17 roadway infrastructure improvements that make up the network of public street improvements identified as mitigation measures in the AUAR.

In summary, the report developed overall cost estimates for the public infrastructure improvements. We then estimated the traffic generation from each land use proposed as a part of AUAR Scenarios B&C, and routed the PM peak hour trips through the network. This established a total number of network trips for the planned build out of the Twin Lakes AUAR area. Using the total cost and total network trips, the report established a cost allocation rate per network trip for each type of use; Residential, Commercial- office and Commercial- retail.

The cost per network trip is a function of the total network trips contributed by a specific development type. As development proposals come forward, their respective land uses are reviewed against the assumptions contained in the study in order to determine that the specific cost per network trip value and associated cost allocation amount is appropriate for the proposed use.

The City Council has requested that staff review the study on an annual basis in order to ensure that the cost allocation rates assigned to redevelopment are consistent with the real costs to construct the public improvements. In 2010, the second phase of public infrastructure construction was completed. Upon review of actual costs for the construction of the second phase of the public infrastructure construction, we are recommending that we update the cost allocation rates to reflect the real costs for these public improvements.

In light of the 2010 zoning code update and feedback received from the City Attorney, staff has been taking a close look at the methodology used to develop the original cost allocation distribution. There are two main areas of focus, "2030 background traffic" and establishing a base line for network trips.

Over half of the AUAR traffic improvements occur on existing roads. Regardless of Twin Lakes redevelopment, these existing roads will likely have more traffic in the future. This is called "background traffic". A significant portion of the need for the 2030 improvements can be attributed to this background traffic. However, the existing study methodology only allocates cost to background traffic for four of the improvements.

The parcels in Twin Lakes are redevelopment parcels. This means they already have or have had existing land uses that contributed traffic to the roadway network. To capture this existing network traffic as a part of the proposed ordinance update for the Twin Lakes area, each parcel is assigned a

base line for network trips. This is established using the existing trips generated by the last land use for the parcels.

We have asked SRF Consulting to develop a revised Figure 21 that shows how the inclusion of this 2030 background traffic and base line traffic would alter the cost allocation amounts.

The City Attorney has drafted an ordinance that will create a Twin Lakes Zoning Overlay District to implement the mitigation measures identified in the Twin Lakes AUAR (which includes the construction of infrastructure). The proposed ordinance identifies the Twin Lakes Infrastructure Improvement Report as the method of identifying a property owner's obligation for infrastructure investment. The ordinance lays out development limitations for property within the Twin Lakes Overlay District based on pre-existing network trips. The ordinance does not allow for development on a parcel beyond the pre-existing network trips unless 1) the property owner enters into a voluntary development agreement with the City that would include payment for the construction of the infrastructure; 2) the property owner makes other arrangements satisfactory to the City for the construction and payment of the infrastructure; or 3) the property owner waits until all infrastructure is in place and paid for before redeveloping their parcel.

The Twin Lakes Overlay District also requires compliance with the other mitigation requirements identified in the Twin Lakes AUAR. Staff brought the proposed ordinance to the August 3rd Planning Commission, and will be returning with modifications to the September 7th Planning Commission Meeting.

POLICY OBJECTIVE

The intent of the Infrastructure Study was to allocate public improvement costs related to redevelopment in the Twin Lakes area. This is the annual update of this study that incorporates the actual Twin Lakes Infrastructure Phase 2 costs and distributes them consistent with the methodology in the original report.

FINANCIAL IMPACTS

The "Infrastructure Improvements for the Twin Lakes AUAR Area- Final Report" estimates each parcel's obligation for its share of costs for the public infrastructure construction to mitigate environmental impacts. In the long term, developers will contribute towards the cost of the improvements when their property redevelops with contributions calculated using the cost allocation formulas described in the report.

STAFF RECOMMENDATION

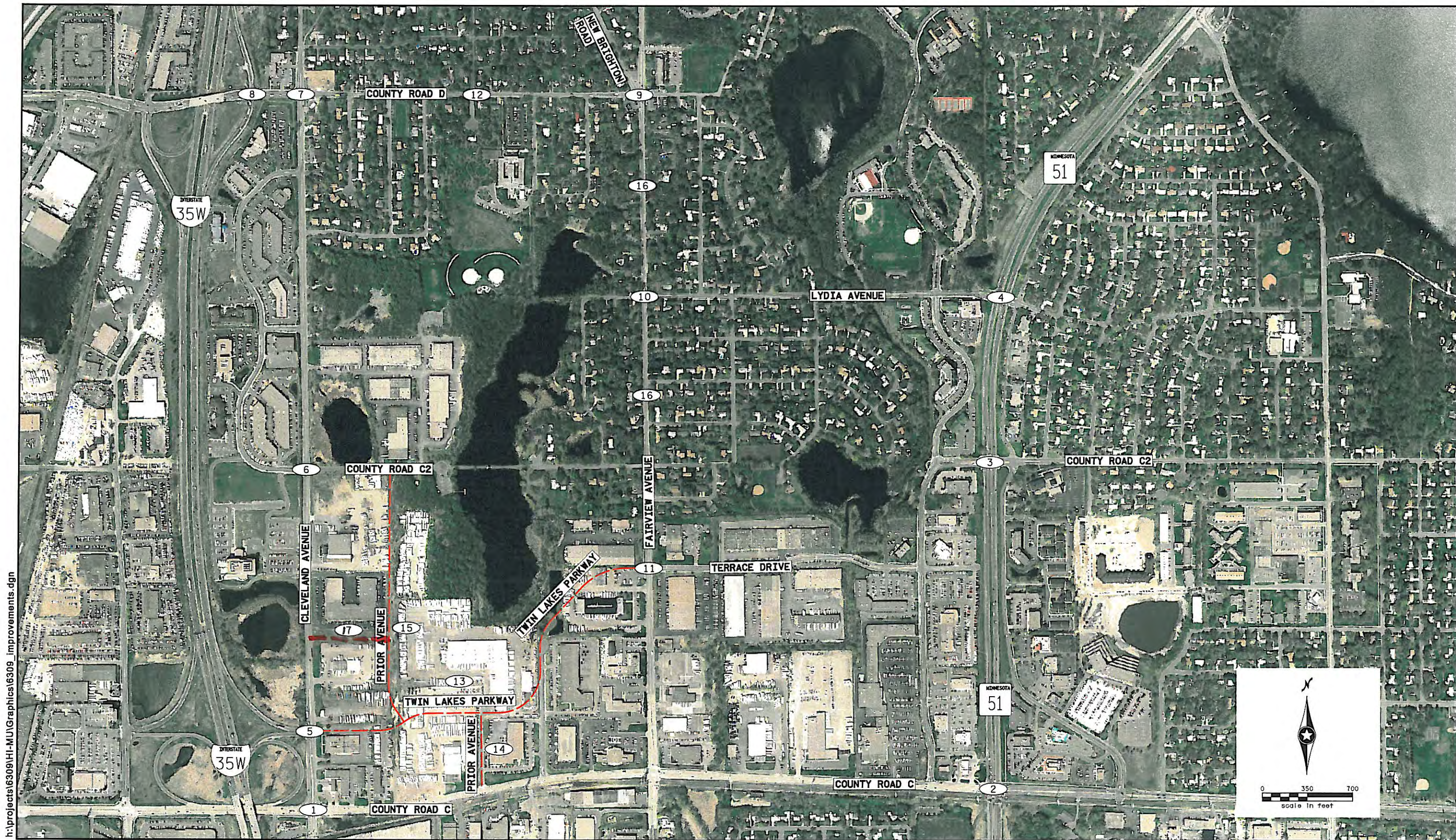
Staff would like to present information regarding the proposed amendment to the "Infrastructure Improvements for the Twin Lakes AUAR Area- Final Report" and receive feedback from the City Council. This information will be presented at a public meeting and brought back, along with the Twin Lakes Overlay District Ordinance, to the City Council for action in September.

REQUESTED COUNCIL ACTION

Discuss the methodology and amendment to the "Infrastructure Improvements for the Twin Lakes AUAR Area- Final Report".

Prepared by: Debra Bloom, City Engineer

Attachments: A: Infrastructure Improvement Location Map
B: Twin Lakes AUAR Boundary Map
C: Figure 21- 2010/ 2011

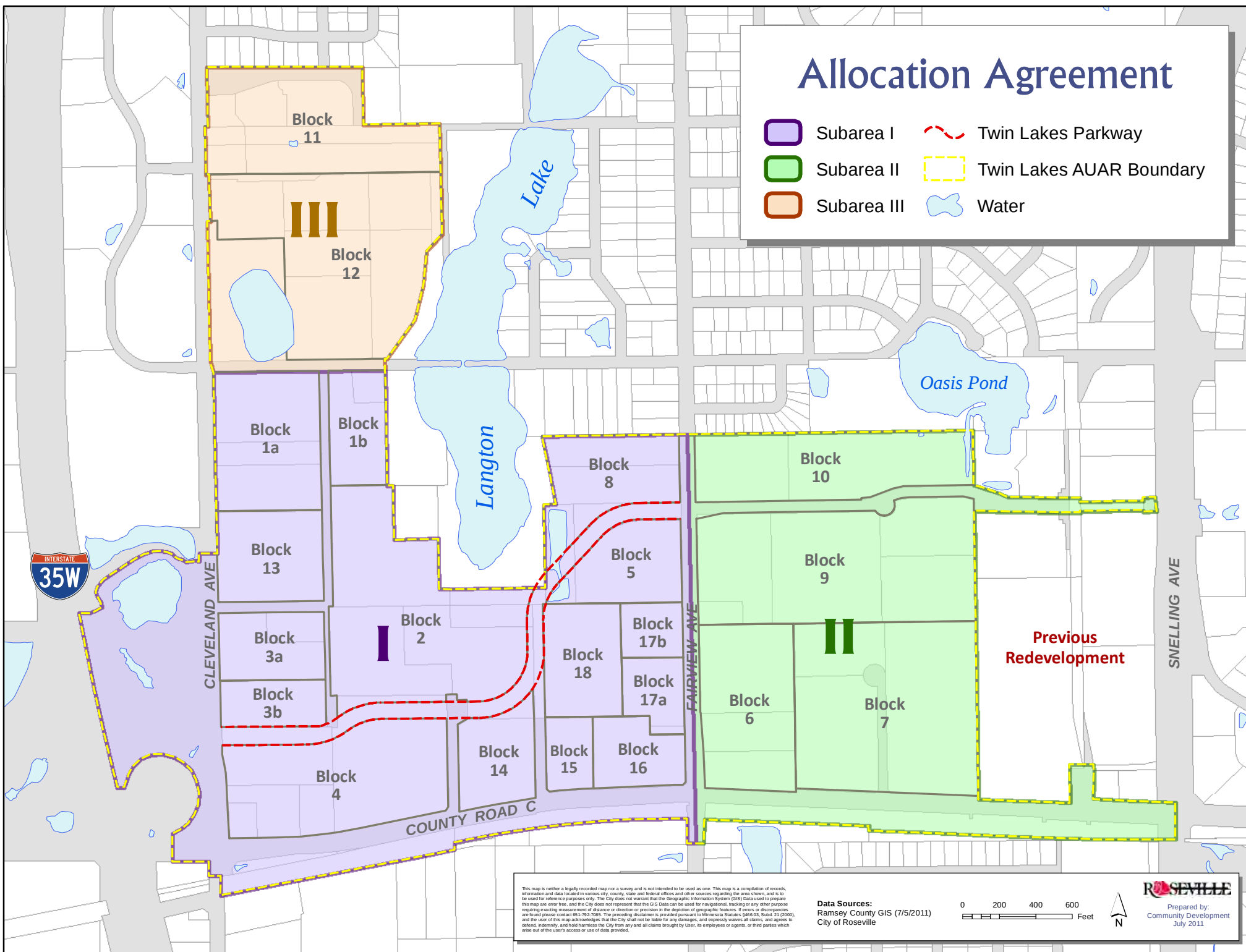


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Figure 2

Allocation Agreement

- Subarea I
- Subarea II
- Subarea III
- Twin Lakes Parkway
- Twin Lakes AUAR Boundary
- Water



Jul-11

2030 Weekday PM Peak Hour - Cost Allocation per Network Trip- COMPARISON BETWEEN 2010 AND 2011

Sub Area	Block	Proposed Land Use	2010 UPDATE SCENARIO C		AVERAGE COST PER NETWORK TRIP BASED ON LAND USE AND LOCATION	2011 UPDATE SCENARIO C		AVERAGE COST PER NETWORK TRIP BASED ON LAND USE AND LOCATION
			Network Trips	Total Cost Allocation		Network Trips	Total Cost Allocation	
I	1a	Commercial - Office	2050	\$ 2,850,070	\$ 1,390	1995	\$ 1,985,979	\$ 995
		Residential	136	\$ 207,479	\$ 1,526	92	\$ 105,511	\$ 1,147
	1b	Commercial - Office	823	\$ 1,154,658	\$ 1,403	774	\$ 784,301	\$ 1,013
	2	Commercial - Office	2114	\$ 3,743,377	\$ 1,770	1947	\$ 2,594,070	\$ 1,332
		Residential	80	\$ 162,473	\$ 2,038	8	\$ 10,107	\$ 1,263
	3a, 3b	Commercial - Retail	418	\$ 635,009	\$ 1,519	352	\$ 368,432	\$ 1,047
		Transit - FUNDS RECEIVED	1052	\$ 1,597,921	\$ 1,519	1052	\$ 1,597,921	\$ 1,519
	4	Commercial - Retail	2036	\$ 3,655,111	\$ 1,796	1803	\$ 2,096,455	\$ 1,163
		Commercial - Office	321	\$ 573,746	\$ 1,789	100	\$ 110,676	\$ 1,107
	5	Commercial - Office	395	\$ 844,887	\$ 2,139	376	\$ 576,069	\$ 1,532
	8	Commercial - Office	105	\$ 236,338	\$ 2,247	3	\$ 10,904	\$ 3,635
		Residential	63	\$ 143,464	\$ 2,288	-38	\$ (62,714)	\$ 1,650
	13	Commercial - Retail	N/A	N/A	N/A	691	\$ 645,028	\$ 933
	14	Commercial - Retail	N/A	N/A	N/A	246	\$ 204,674	\$ 832
	15	Commercial - Retail	N/A	N/A	N/A	82	\$ 69,826	\$ 852
	16	Commercial - Office	N/A	N/A	N/A	422	\$ 149,442	\$ 354
	17a, 17b	Commercial - Office	N/A	N/A	N/A	89	\$ 39,806	\$ 447
		Commercial - Office	N/A	N/A	N/A	84	\$ 33,976	\$ 404
	18	Commercial - Retail	N/A	N/A	N/A	169	\$ 144,075	\$ 853
II	6	Commercial - Office	77	\$ 109,220	\$ 1,418	227	\$ 156,890	\$ 691
	7	Commercial - Office	68	\$ 94,413	\$ 1,388	230	\$ 132,859	\$ 578
		Commercial - Retail	1146	\$ 1,470,289	\$ 1,283	1309	\$ 685,950	\$ 524
	9	Commercial - Office	642	\$ 908,894	\$ 1,416	280	\$ 215,357	\$ 769
	10	Residential	424	\$ 702,342	\$ 1,656	303	\$ 266,430	\$ 879
III	11	Residential - ALREADY APPROVED	N/A	N/A	N/A	N/A	N/A	N/A
	12	Commercial - Office	1057	\$ 1,192,809	\$ 1,128	953	\$ 450,290	\$ 472
		Residential	205	\$ 224,773	\$ 1,096	104	\$ 41,131	\$ 395
N/A	N/A	Year 2030 Background Traffic	18,520	\$ 4,958,341	\$ 268	36,013	\$ 12,973,857	\$ 360
N/A	N/A	Northwestern College	408	\$ 191,469	\$ 469	408	\$ 75,489	\$ 185
Total			32140	\$ 24,059,162	\$ 749	49022	\$ 24,864,869	\$ 507

Figure 21