

## RECORD OF PROCEEDINGS

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Minutes of the  
City Council of the City of Cherry Hills Village, Colorado  
Held on Tuesday, July 17, 2018 at 6:30 p.m.  
At the Joint Public Safety Facility

The City Council held a study session at 5:34 p.m.

Mayor Laura Christman called the meeting to order at 6:30 p.m.

### **ROLL CALL**

Mayor Laura Christman, Councilors Randy Weil, Earl Hoellen, Al Blum, Mike Gallagher, Dan Sheldon, and Katy Brown were present on roll call. Also present were City Manager Jim Thorsen, Deputy City Manager and Public Works Director Jay Goldie, City Attorney Linda Michow, Interim Finance Director Jessica Sager, Police Chief Michelle Tovrea, Parks and Recreation Coordinator Emily Black and City Clerk Laura Smith.

Absent: none

### **PLEDGE OF ALLEGIANCE**

The Council conducted the pledge of allegiance.

### **AUDIENCE PARTICIPATION PERIOD**

Zach Bishop, 4060 S. Clermont Street, stated that the existing Traffic Calming Policy was very burdensome and the proposed amendments were even more restrictive. He explained that he had gone through the process which had taken 18 months and had not been fruitful. He noted that very few City streets would qualify for traffic calming measures under the new policy. He added that the criteria used in the policy were not supported by research and asked Council to bring in experts. He stated that the revised policy had not been made available to the public for very long before tonight's meeting. He asked Council to table this item and collect more community input on the policy before making changes.

Dave Charles, 4799 S. Dasa Drive, explained that he was present to answer questions about the proposed general improvement district. He stated that City staff had been very helpful and responsive on this issue.

Michael Kim, 4245 S. Forest Circle, indicated that a large number of residents were in favor of expanded traffic calming measures. He noted that if the new policy was more restrictive then that was a significant decision and he encouraged Council to solicit more community input on this issue. He added that in general the public wanted more opportunities to comment and provide input on those types of decisions. He indicated that he believed one of the most effective forms of traffic calming was police presence and expressed his support of more resources and officers for the Police Department in order to handle the increase in crime around the Village as well as the need for more traffic enforcement.

### **CONSENT AGENDA**

Mayor Pro Tem Hoellen moved, seconded by Councilor Weil to approve the following items on the Consent Agenda:

- a. Approval of Minutes – June 19, 2018

The motion passed unanimously.

### **ITEMS REMOVED FROM CONSENT AGENDA**

None

### **UNFINISHED BUSINESS**

#### **Resolution 12, Series 2018; Reappointing a Member to the Cherry Hills Village Art Commission**

Clerk Smith presented Resolution 12, Series 2018 for Council's consideration. She explained that Cherry Hills Village Art Commission (CHVAC) member Elaine Asarch's first partial term ended on July 17, 2018 and that Ms. Asarch had indicated her desire to be reappointed to a full three-year term. She noted that at the June 19, 2018 City Council meeting Council directed staff to prepare a resolution to reappoint Ms. Asarch, and that Ms. Asarch had attended 15 of 16 meetings from January 2017 to May 2018.

Councilor Sheldon asked if the City had received any applications for Ms. Asarch's position.

Clerk Smith replied that the City had not solicited applications per the Recruitment Policy and Council's direction at the June 19, 2018 meeting.

Councilor Brown moved, seconded by Councilor Blum to approve Resolution 12, Series 2018; concerning the reappointment of a member to the Cherry Hills Village Art Commission.

The motion passed unanimously.

#### **Resolution 13, Series 2018; Amending the Traffic Calming Policy**

Deputy City Manager/Director Goldie presented Resolution 13, Series 2018. He explained that at the request of City Council, staff was tasked to evaluate the current Traffic Calming Policy and prepare an updated policy that would include clear objectives and quantifiable thresholds specifically related to the placement of speed humps on residential streets. The draft Traffic Calming Policy established specific criteria, or warrants, for speed humps that residents, staff, and City Council would be able to follow and readily determine whether petitioned streets met the established criteria. If the thresholds were not met, the speed hump request would not proceed to City Council for review. The three main criteria were documented speed, minimum vehicles per day, and support from a majority of affected residents. The documented speed had to show the 85<sup>th</sup> percentile as equal to or greater than six miles per hour over the posted speed limit. The traffic volume on residential streets had to be at least 100 vehicles per day, which was usually satisfied by ten properties. The petition process would require that 80% of the affected homeowners sign the initial petition rather than requiring two separate petitions. Other criteria included a minimum of 1300 linear feet of street length, a maximum grade of 5%, and a limit of one speed study for a particular impact area every three years. All criteria would need to be met in order for physical changes to be made to City streets. In addition to the speed hump criteria, the amended Traffic Calming Policy included a new section that would allow flashing speed advisory signs or similar devices. Staff believed these policy improvements would be beneficial to the residents and the City in the overall evaluation process when traffic calming measures were requested.

Mayor Christman asked for an example of a 5% grade.

## RECORD OF PROCEEDINGS

---

Deputy City Manager/Director Goldie replied that the maximum grade for highways was 7% so the steepest part of I-70 was a 7% grade near the Eisenhower Tunnel.

City Manager Thorsen added that the hill along Quincy going east from the Kent Denver entrance to Colorado Boulevard was about a 5% grade.

Councilor Weil asked how First Responders were affected by speed humps.

Deputy City Manager/Director Goldie replied that speed humps slowed response times an average of 3-5 seconds per hump.

Mayor Pro Tem Hoellen asked about the origin of the criteria included in the new policy.

Deputy City Manager/Director Goldie replied that the criteria had been used by the City's traffic engineers in the past and was now being included in the policy to help the City to be more transparent and provide information to residents up front.

Mayor Pro Tem Hoellen asked if the criteria were industry best practices.

Deputy City Manager/Director Goldie confirmed that they were.

Mayor Christman asked about the intended effect of a speed hump on a vehicle's speed.

Deputy City Manager/Director Goldie replied that a speed hump was intended to slow vehicles down to 25 miles per hour, while a larger speed bump often seen in parking lots was intended to slow vehicles down to 15 miles per hour.

Mayor Christman asked if there was a reason to require the petition if the warrants were met.

Deputy City Manager/Director Goldie noted that if the warrants were met there would be a discussion between City staff and the neighborhood about the type of traffic calming that was most appropriate and desired, such as speed humps, bump outs, or islands.

Mayor Pro Tem Hoellen questioned how the City would proceed in a situation where the warrants were met but the residents did not support any traffic calming measures.

City Manager Thorsen noted that a safety issue was present if accidents had occurred and would be treated differently by the City than a speeding issue where no accidents had occurred.

Mayor Christman suggested that if the warrants were met then a neighborhood meeting could be held, but she indicated that the burden for collecting signatures on a petition should not be on the residents.

Councilor Brown noted that because the current policy required a petition signed by the majority of the residents in the affected area, a situation where traffic calming measures were warranted but not supported by the residents had not previously occurred.

Councilor Weil agreed that after the problem was identified then a second round of dialogue should be initiated to discuss the possible solutions.

Councilor Gallagher agreed that communication was important and noted that if speed humps were installed they had to be installed in front of someone's house, which residents may not want.

Mayor Pro Tem agreed that if warrants were met then the burden would pass to the City, and staff would send information to the affected residents and gather input.

Councilor Sheldon agreed.

Councilor Blum asked what the policy would be if the residents were split 50/50 in support and opposition of speed humps; if the City would install traffic calming measures in the case of a safety issue even if residents did not support the measures; and if the warrants were met and residents supported the measures but no one wanted the speed humps in front of their house.

Councilor Weil suggested that the policy distinguish speed issues versus safety issues, and that the policy include a process for removal of speed humps and other traffic calming measures.

Mayor Pro Tem Hoellen agreed that speed humps had been installed and then later removed at the request of the residents in several areas of the City.

City Manager Thorsen suggested that the process be amended to begin with an initial petition of 50% of the impact area; City staff would send a letter to all residents within the impact area about the process; the traffic study would be conducted and staff would communicate the results to the residents; if the warrants were met then staff would work with the residents on the possible solutions; if the warrants were not met than staff would communicate that to the residents.

Councilor Sheldon asked what would happen if the warrants were not met.

City Manager Thorsen replied that no physical changes would be made to the street but that staff would continue to work with the neighborhood and utilize measures such as increased enforcement and speed trailers to address the issues.

Mayor Christman indicated her support of removing Council from the process in order to maintain consistency and subjectivity. She noted that having different Councils execute the current policy over the years had made it difficult to stay consistent, but that a clear policy executed by staff would improve the process. She emphasized that the new policy should include more communication with residents and less time required for residents to circulate petitions.

City Manager Thorsen agreed and indicated that staff would continue to work on revisions to the policy.

Mayor Christman asked about the change of the 85<sup>th</sup> percentile as equal to or greater than six miles per hour over the posted speed limit, instead of the current five miles per hour.

City Manager Thorsen replied that the change would make the policy consistent with the City's 2017 Traffic Study.

Mayor Pro Tem Hoellen asked how the new criteria compared to best practices and engineering standards.

## RECORD OF PROCEEDINGS

---

City Manager Thorsen replied that the City's criteria were more lenient than many other cities, particularly the minimum vehicles per day requirement.

Councilor Sheldon noted that the survey included in staff's memo showed that out of the 17 municipalities who responded, five allowed their engineer to determine the speed threshold, one set their speed threshold at seven miles per hour over the speed limit, one at six miles per hour and one at five miles per hour. None of the surveyed municipalities had a vehicle volume as low as the 100 proposed by City staff, but four were set at 500, one at 300, and four were determined by their engineer. Six municipalities did not allow speed humps at all.

City Manager Thorsen noted that staff had heard back from Aurora after packets were complete and they also did not allow speed humps.

Mayor Pro Tem Hoellen noted that between last night's Mansfield Traffic meeting and tonight's study session and regular Council meeting, staff had a lot to consider. He suggested that staff continue to organize small community meetings.

Councilor Gallagher noted that the next one would be for the Franklin Street neighborhood but it had not been scheduled yet.

Councilor Sheldon agreed that progress was being made and that Council and staff were receiving good feedback through the meetings and dialogue with residents. He agreed that more dialogue was needed before the policy was amended.

Mayor Pro Tem Hoellen noted that attendance had been high at the Mansfield Traffic meeting last night but was not as high at tonight's Council meeting, and stated that the input of citizens was very important to the Council's effectiveness.

Councilor Gallagher agreed that small community meetings were effective and should continue.

Councilor Weil noted that Council appreciated the attendance at tonight's Council meeting.

Councilor Blum moved to table Resolution 13, Series 2018.

Councilor Brown asked if Council wanted staff to proceed with the current suggestions to amend the policy.

City Manager Thorsen replied that staff would wait until after more community meetings had been held to bring the revised policy back to Council for further consideration.

Councilor Sheldon suggested that the City solicit input on the new revised policy through the City website prior to the policy being considered by Council.

Councilor Weil added that comments should be requested through the Crier as well.

Councilor Sheldon seconded the motion.

The motion passed unanimously.

## **NEW BUSINESS**

### **Resolution 14, Series 2018; Amending the Parks, Trails and Recreation Commission Rules of Procedure**

Coordinator Black presented Resolution 14, Series 2018 for Council's consideration. She explained that Council adopted the Rules of Procedure for the Parks, Trails, and Recreation Commission (PTRC) by Resolution 18, 2006. The PTRC Rules of Procedure had not been reviewed since that time. During the recent appointment process, staff discovered a misquote of the Municipal Code in the Rules of Procedure. Staff presented the suggested updates and corrections to the Rules of Procedure to the PTRC at their regular June 14, 2018 meeting. The PTRC voted in favor of changes to the Rules.

Councilor Gallagher asked if PTRC had made any changes to the Rules.

PTRC Chair Rob Eber replied that PTRC had made some minor word changes but nothing of substance.

Coordinator Black replied that the major change was to use the same wording as the Municipal Code for the purpose of the PTRC in the Rules. After review by staff and the PTRC it was determined that there was not a good reason for the difference in wording between the Rules and the Code.

Mayor Pro Tem Hoellen asked if the changes made the PTRC Rules more consistent with the other board and commission Rules, such as the Art Commission.

Coordinator Black replied that the Art Commission did not have Rules of Procedure, but that the PTRC Rules were consistent with the other board and commission Rules.

Mayor Pro Tem Hoellen indicated that the Art Commission should have Rules of Procedure.

Mayor Christman asked about adding wording regarding quasi-judicial procedures to the Rules.

City Attorney Michow replied that wording regarding quasi-judicial procedures could be added.

Councilor Brown moved to approve Resolution 14, Series 2018; amending the Parks, Trails and Recreation Commission Rules of Procedure with additional wording regarding public hearing procedures.

Councilor Sheldon seconded the motion.

The motion passed unanimously.

### **Resolution 15, Series 2018; Approving a Memorandum of Agreement with the Colorado Department of Labor and Employment, Division of Oil and Public Safety, for Local Jurisdiction Regulation of Conveyances**

Deputy City Manager/Director Goldie presented Resolution 15, Series 2018 for Council's consideration. He explained that on May 20, 2007 the State enacted the Senate Bill 07-123, The Elevator and Escalator Certification Act. The Elevator and Escalator Certification Act provided minimum safety standards for elevators and escalators, licensing requirements for contractors and inspectors, and required that all

## RECORD OF PROCEEDINGS

---

elevators and escalators be registered with the Colorado Division of Oil and Public Safety (OPS). The Act also allowed local jurisdictions to permit and inspect elevators and escalators as long as the jurisdiction entered into a Memorandum of Agreement (MOA) with OPS to outline minimum standards and responsibilities of each entity. The City entered into its original MOA with OPS in July of 2008 and approved a new MOA in June 2013. The MOA expired on July 1st and a new MOA was required for the City to continue to offer elevator and escalator permitting and inspections services. City Attorney Michow secured an extension of the previous MOA to allow time to present the new MOA to Council. Benefits of entering into the MOA included that the City would continue to control the issuance of certificates of operation for elevators and escalators, and have the ability to consider any variance requests to the adopted standards. Staff also believed that a higher level of customer service could be provided if the City maintained local control rather than turning over these responsibilities to the OPS. The local jurisdiction's responsibilities under the MOA have remained largely unchanged from the 2013 MOA, and included requirements for the adoption of minimum code standards, annual reporting on permit and inspection activities, reporting on accidents that cause injury, and verification that elevator and escalator contractors have a license with OPS prior to issuing a permit. The City contracted its elevator and escalator plan review and inspection services to Colorado Code Consulting. Pass-through fees for plan review and inspections of new elevators and escalators were charged when a permit was issued. A general permit fee was also charged that covered the City's administrative and overhead costs. The City also conducted bi-annual safety inspections for all existing commercial elevators and escalators, and these costs were recovered by billing elevator and escalator owners an annual inspection fee that covered both the City's consulting fees and administrative and overhead costs.

Mayor Pro Tem Hoellen questioned item E of the responsibilities of the authority having jurisdiction (AHJ) in the MOA which stated "The AHJ shall be responsible for ensuring that all conveyances within the AHJ territory are operating under a current Certificate of Operation." He noted that it was impossible for the City to ensure that every single conveyance was certified.

City Attorney Michow replied that she had submitted suggested edits to OPS which had included changing that type of wording to "use best efforts".

Councilor Brown asked if the MOA applied only to conveyances for people.

City Attorney Michow replied that the definition did not specify.

Councilor Gallagher moved, seconded by Councilor Weil to approve Resolution 15, Series 2018; approving a Memorandum of Agreement with the Colorado Department of Labor and Employment, Division of Oil and Public Safety, for local jurisdiction regulation of conveyances pursuant to the Elevator and Escalator Certification Act.

The motion passed unanimously.

### Resolution 16, Series 2018; Setting the Date of a Public Hearing Concerning the Organization of the Cherry Hills Village General Improvement District and Ordering Publication and Mailing of the Notice of Hearing to Electors of the Proposed District

Clerk Smith presented Resolution 16, Series 2018 for Council's consideration. She explained that the City received a petition for the organization of a general improvement district referred to in the petition as the "Cherry Hills Village General Improvement District" (the "GID" or "proposed district"). The petitioner representatives sought formation of the GID to finance the costs of undergrounding existing overhead utility lines and removing the utility poles along portions of South Denice Drive, Charlou Drive

and South Dasa Drive. A map of the boundaries of the proposed district was included in Council packets. Part 6 of Article 25 of Title 31, C.R.S. set forth the procedure for organizing general improvement districts. Resolution 16, Series 2018 set the date of a public hearing regarding the proposed organization of the GID in accordance with state statute. At the next several meetings staff would bring related items for Council's consideration including a council bill, public hearing, and resolution calling a special election. The GID election would be held on November 6, 2018 and only electors of the proposed district would receive the associated ballot measures. Staff was working with Arapahoe County to determine if this issue could be coordinated or if the City would conduct this election separately. As required by state statute the petitioners had made a \$10,000 cash deposit with the City to pay all expenses connected with the proceedings. At the suggestion of bond counsel Dan Lynch, staff was proposing that the GID be named "Cherry Hills Village General Improvement District No. 1" to account for any future GIDs in the City.

Councilor Blum suggested that "Cherry Hills Village" be removed from the name of the GID to avoid confusion with the City.

Councilor Sheldon agreed and asked that the name be changed if it did not interfere with the timing of the process.

Mayor Christman agreed and noted the example of the Cherry Hills Village Sanitation District which often confused people because it was a separate entity from the City despite its name.

City Attorney Michow stated that CRS 31-25-604(2)(a) required the name of the proposed district to include the name of the municipality creating the district, a descriptive name or number, and the words "general improvement district".

City Manager Thorsen indicated that staff would work with counsel and the petition representatives to find an appropriate name.

Councilor Brown moved, seconded by Councilor Weil to approve Resolution 16, Series 2018; setting the date of a public hearing concerning the organization of the proposed district yet to be named officially based on the mutual agreement by the petition representatives and City staff and ordering publication and mailing of the notice of hearing to electors of the proposed district.

The motion passed unanimously.

Dave Charles, 4799 S. Dasa Drive, noted that there was general consensus among residents in the proposed district as evidenced by many of them contributing to the cash deposit.

Council Bill 5, Series 2018; Amending Article IV of Chapter 4 of the Municipal Code Regarding Retail Sales Tax Definitions (first reading)

Interim Director Sager presented Council Bill 5, Series 2018 for Council's consideration on first reading. She explained that in 1992, the Colorado Municipal League (CML) worked with home rule municipalities to adopt a series of standardized sales tax definitions to make it easier for businesses that were required to remit sales tax in multiple jurisdictions. Subsequently these definitions have changed over time as municipalities have each added or modified existing definitions to provide clarification or to address new laws or enhanced technologies. In an effort to simplify local collection, the Colorado General Assembly adopted Senate Joint Resolution 14-038 and asked CML to work with the 69 locally collecting municipalities to create a set of standardized

## RECORD OF PROCEEDINGS

---

sales tax definitions. The purpose of the request was to provide clarification on tax practices and not to increase or levy additional taxes. Therefore municipalities were able to adopt the sales tax definitions without triggering TABOR. Staff, along with the City Attorney, reviewed the standardized sales tax definitions list and determined that it would have very little impact to the City's existing sales tax practices as the majority of the proposed definitions were not applicable to the current Cherry Hills Village sales tax code.

Councilor Weil asked if the definition of Engaged in Business meant that any property owner was engaged in business in the City.

City Attorney Michow replied that that definition was limited by other parts of the Code, and that the modification would have a very limited if any impact on the City with the current Code.

Mayor Christman asked if the definition would affect sales tax collection by Amazon.

City Attorney Michow replied that she would discuss that issue further with Council at a future executive session.

Councilor Brown moved, seconded by Councilor Gallagher to approve Council Bill 5, Series 2018; amending Article IV of Chapter 4 of the Cherry Hills Village Municipal Code concerning sales tax definitions on first reading.

The following votes were recorded:

Weil	yes
Gallagher	yes
Hoellen	yes
Brown	yes
Sheldon	yes
Blum	yes

Vote on the Council Bill 5-2018: 6 ayes. 0 nays. The motion carried.

### **REPORTS**

#### **Mayor's Report**

Mayor Christman reported that Congress was proposing to further limit local municipal control and the mayor of Centennial was leading the opposition. She indicated that she was working to expand the City's involvement in next year's Lakota Trail Ride. She noted that the Lakota Tribe was the poorest tribe in the country and had a list of basic items that they needed. She suggested that the Village organize a holiday fundraiser for the Lakota Tribe.

Councilor Brown noted that the City's Donation Policy prohibited City sponsored fundraising, but suggested a collection box similar to the Toy Drive.

Mayor Christman reported that she, Mayor Pro Tem Hoellen, and City staff continued to work with CDOT, Arapahoe County, Denver, and the High Line Canal Conservancy (HLCC) on the High Line Canal underpass at Hampden Avenue. At the request of Denver a new design for the crossing had been developed which was supported by Arapahoe County and the HLCC. The HLCC was in contact with Denver Water and it was believed Denver Water was supportive. Arapahoe County Open Space had proposed a \$225,000 grant for the bridge which required City matching funds for the

cost of the trail. The City would need to negotiate a different easement with the Denver First Church of the Nazarene. Denver had also requested that the City pay the full \$450,000 that had been agreed upon for design, and the City was considering putting those funds in an escrow account for Denver. A lawsuit between CDOT and Denver could possibly delay the underpass project.

### **Members of City Council**

Councilor Blum reported that he and City staff would meet with the Glenmoor HOA on August 1<sup>st</sup> regarding the proposed traffic signal on Belleview Avenue.

Councilor Sheldon had no report.

Councilor Brown reported that the Mansfield Traffic meeting had been well attended last night and a lot of ideas had been discussed. She noted that while Council wanted to move deliberately on this issue they did still wanted to keep moving forward and asked staff to develop a timeline. She indicated that there were very few things if anything that residents had agreed on at the meeting except possibly lowering the speed limit on Mansfield Avenue.

Councilor Gallagher asked about increased enforcement.

Mayor Pro Tem Hoellen replied that some residents wanted increased enforcement and others wanted the Police Department to focus on things other than traffic.

City Manager Thorsen indicated that staff would prepare several possible options for Mansfield Avenue and bring them back for input.

Mayor Pro Tem Hoellen asked about the reduction in traffic citations and court fines in the past month.

Chief Tovrea explained that calls for service, crimes, and accidents on state highways took time away from traffic enforcement. She added that the Police Department was also short staffed with one empty position and one officer on short term disability. She noted that a new officer would start in August. She explained that the motor vehicle thefts and criminal trespasses of July 6<sup>th</sup> and 7<sup>th</sup> were part of a multi-jurisdictional issue and that Detective Abeyta had worked hard to identify four suspects. The Police Department was working with other jurisdictions and the Auto Theft Task Force on that issue. Four of the six stolen vehicles had been recovered.

Mayor Pro Tem Hoellen asked if the reduction in citations was due to less enforcement rather than less speeding.

Chief Tovrea agreed that was correct. She stated that her policy was that all officers should be professional and not engage in speed traps. She explained that in 2017 the Police Department had been fully staffed and had several motorcycle officers which explained some of the difference in number of citations between last year and this year. She noted that some overtime had been used this year to have more officers visible on the streets but warned against over extending the staff.

City Manager Thorsen noted that traffic enforcement on City streets resulted in many fewer citations than enforcement on the state highways.

Councilor Sheldon suggested adding additional speed trailers at strategic locations on City streets.

## RECORD OF PROCEEDINGS

---

Chief Tovrea explained that one of the City's two trailers displayed the speed of the oncoming vehicle and also recorded the information. The other trailer was older and only displayed the speed. She noted that the trailers were set to shut off the display if the approaching vehicle got over a certain speed in order to deter drivers from speeding in order to see their speed on the display. She indicated that new trailers cost between \$10,000 and \$12,000.

Mayor Christman suggested that the City could lease more trailers to see if it made sense to purchase them.

Mayor Pro Tem Hoellen noted that while patrolling the state highways helped the City to be a good neighbor to other municipalities it was not a high priority for residents.

Mayor Christman replied that it was a priority for residents who lived close to the state highways.

Councilor Blum agreed.

Chief Tovrea noted that the most accidents occurred at the Hampden/University and Hampden/Colorado intersections. She added that those accidents required a two-car response for safety reasons because they were on a state highway.

Councilor Brown asked about pedestrian accidents in the City.

Chief Tovrea replied that from October 2017 to July 2018 there had been two pedestrian accidents in the City. The first was a resident on a scooter at Belleview and Holly who had sustained minor injuries. The second was a pedestrian who had been standing in the middle of University north of Belleview in dark clothing at night who had sustained severe injuries. In 2014 a bicyclist had been injured at Holly and Quincy during the golf tournament at Cherry Hills Country Club. In 2015 there had been two pedestrian accidents, one a bicyclist at Colorado and Quincy and the other a small child on a bicycle at Dahlia and Oxford. In that case the child had been hidden from view by landscaping on a median and the driver was not at fault. There had been no pedestrian fatalities during the period for which the Police Department had records.

Councilor Brown noted that there had been 29 pedestrian deaths so far this year in Denver.

Mayor Pro Tem Hoellen indicated that there was no traffic safety issue in the City, but there was a perceived issue and that was also important.

Mayor Christman noted that Denver's educational campaign for reducing pedestrian fatalities was aimed at pedestrians to yield to cars.

Mayor Pro Tem Hoellen agreed that pedestrians should not assume that cars were going to stop.

Chief Tovrea reported that from January 2017 to July 13, 2018 there were 15 traffic citations written on Oxford, 45 on Dahlia and 42 on Mansfield. She noted that while that may not seem like a lot it did require significant officer time because of number of vehicles was much less than the state highways, for example.

Councilor Gallagher asked about the increase in crime reports.

Chief Tovrea replied that in the six years that she had been with the City, crime reports had increased. She explained that they were mainly property reports as opposed to

assault or abuse reports. She noted that the City was dealing with organized groups such as the ones responsible for the recent auto thefts, mail thefts, and burglaries. She indicated that the Police Department always took the opportunity to attend HOA meetings and emphasize crime prevention measures. She noted that the Police Department did not want the City to become known as an easy target because of valuables left in cars, unlocked car doors, unlocked garage doors, and disabled alarm systems. She indicated that police officers responded to notifications of suspicious activity right away. She noted that the City did not have an issue with homeless encampments like Greenwood Village. She added that whenever a theft or burglary occurred the Police Department took that opportunity to conduct a neighborhood canvas to talk to homeowners about being aware and crime prevention measures.

Councilor Gallagher stated that the efforts of the Police Department were appreciated. He also thanked Coordinator Black for her representation of the City with the Lakota Trail Ride on Saturday and Sunday.

Councilor Weil thanked Deputy City Manager/Director Goldie for quickly responding to the resident concern about the weeds in the Belleview Avenue medians. He reported that he had attended the Centennial Airport Community Noise Roundtable (CACNR) meeting in Council Brown's place and that the CACNR was working on strengthening voluntary local compliance with flight paths and times.

**Members of City Boards and Commissions**

None.

**City Manager & Staff**

City Manager Thorsen reported that the new sculpture-on-loan had been installed and thanked the Parks crew for their work making the installation a smooth process. He added that staff would be bringing proposed amendments to the Code regarding fireworks displays to Council at a future meeting to limit the number of displays allowed per year.

**City Attorney**

City Attorney Michow had no report.

**EXECUTIVE SESSION AND ADJOURNMENT**

Mayor Pro Tem Hoellen moved, seconded by Councilor Sheldon to enter into Executive Session pursuant to CRS 24-6-402(4)(b) for purposes of receiving legal advice and pursuant to CRS 24-6-402(4)(e) for purposes of determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators regarding Maven Properties v. Cherry Hills Village and adjourn immediately thereafter.

The following votes were recorded:

Gallagher	yes
Hoellen	yes
Brown	yes
Sheldon	yes
Blum	yes
Weil	yes

RECORD OF PROCEEDINGS

---

Vote on the Executive Session: 6 ayes. 0 nays. The motion carried.

The Executive Session began at 8:55 p.m.

The meeting adjourned at 9:28 p.m.



Laura Christman, Mayor



Laura Smith, City Clerk