



WESTMINSTER

Staff Report

TO: The Mayor and Members of the City Council
DATE: March 11, 2015
SUBJECT: Briefing and Post-City Council Briefing Agenda for March 16, 2015
PREPARED BY: Don Tripp, City Manager

Please Note: Study Sessions and Post City Council briefings are open to the public, and individuals are welcome to attend and observe. However, these briefings are not intended to be interactive with the audience, as this time is set aside for City Council to receive information, make inquiries, and provide Staff with policy direction.

Looking ahead to Monday night's Briefing and Post-City Council meeting briefing, the following schedule has been prepared:

Dinner	5:30 P.M.
Welcome Reception for Jason Genck	5:30 P.M.- 6:30 P.M.
Council Briefing (<i>The public is welcome to attend.</i>)	6:30 P.M.

POST BRIEFING (*The public is welcome to attend.*)

PRESENTATIONS

1. WestConnect Presentation by Jefferson County Commissioner Don Rosier
2. City Hall Plaza Master Plan

CITY COUNCIL REPORTS

None at this time.

EXECUTIVE SESSION

1. Discuss strategy and progress on negotiations related to economic development matters for the Westminster Urban Center Redevelopment, disclosure of which would seriously jeopardize the City's ability to secure the development; discuss strategy and progress on the possible sale, acquisition, trade or exchange of property rights, including future leases; and provide instruction to the City's negotiators on the same as authorized by WMC Sections 1-11-3(C)(2), (4), and (7) as well as Colorado Revised Statutes, Sections 24-6-402 (4)(a) and 24-6-402(4)(e). (*Executive Session – Verbal*)

INFORMATION ONLY

None at this time.

Items may come up between now and Monday night. City Council will be apprised of any changes to the post-briefing schedule.

Respectfully submitted,

Donald M. Tripp
City Manager

NOTE: Persons needing an accommodation must notify the City Manager's Office no later than noon the Thursday prior to the scheduled Study Session to allow adequate time to make arrangements. You can call [303-658-2161](tel:303-658-2161) /TTY 711 or State Relay) or write to mbarajas@cityofwestminster.us to make a reasonable accommodation request.



Staff Report

City Council Study Session Meeting
March 16, 2015



SUBJECT: West-Connect Corridor Coalition

PREPARED BY: Dave Downing, City Engineer

Recommended City Council Action

Listen to the presentation by Jefferson County Commissioner Don Rosier regarding the efforts of the West-Connect Corridor Coalition to identify and implement transportation solutions for the western portion of the potential beltway around the Denver-metropolitan region; and direct City staff to present the proposed Charter of the Coalition, which includes provisions for City of Westminster membership in the Coalition as an Affiliate Member, to Council for consideration during the March 23, 2015, City Council meeting.

Summary Statement

- For the past 25 or more years, various sponsors have attempted to complete the State Highway 470 circumferential loop around the Denver-metropolitan region. In virtually all of those instances, the efforts were stymied by the failure to gain a consensus from all affected jurisdictions, particularly with respect to the segment of the loop that would be located along the southern portion of State Highway 93 and US Highway 6 within the City of Golden.
- Due to the proximity of the potential beltway to the northwestern reaches of the City of Westminster, City staff has usually participated in meetings of these various sponsorship groups to serve as observers and to protect certain interests of the City.
- In the past, previous Westminster City Councils have identified the protection of the City's water supply in Standley Lake, the provision of convenient access to the beltway for Westminster residents and the preservation of Indiana Street as a non-tolled, public roadway among the most important issues that may be associated and keeping the alignment on Rocky Flats versus the City's Westminster Hills Open Space with the construction of a major roadway extension within northern Jefferson County.
- In early 2014, Jefferson County began to solicit interest from area jurisdictions and agencies to participate in the West-Connect Corridor Coalition – the latest effort to improve travel within the portion of the loop located within the boundaries of the County.
- County Commissioner Don Rosier will attend the March 16 Post City Council Meeting to make a presentation to the Council on the efforts, to date, to scope the project, solicit membership in the Coalition and prepare a Charter that could be embraced by the entire membership of the Coalition.

Expenditure Required: \$0

Source of Funds: N/A

Policy Issue

Should the City participate in meetings and discussions of the West-Connect Coalition?

Alternative

The City is under no obligation to become an Affiliate Member of the West-Connect Coalition. However, there is no fee associated with Affiliate Membership, and Staff believes that it would be prudent for City representatives to sit at the table during meetings of the Coalition to ensure that City of Westminster interests are addressed and protected.

Background Information

Attached to this Staff Report is a copy of the most recent communication, dated March 7, 2005, from City staff to the City Council on the subject of the circumferential loop around the Denver-metropolitan region and the conditions under which Council might endorse such a transportation project. This 10-year old Staff Report is provided simply for Council's information at this time; a more recent map dated 2007 is attached for reference instead of the map that would have been included with the 2005 Staff Report. Staff recommends moving forward with the proposed Charter of the coalition at the March 23, 2015, City Council Meeting. In the weeks following Commissioner Rosier's presentation at the March 16th Post City Council Meeting. City staff may provide an updated list of issues for Council's consideration separate from the Charter to promote and protect Westminster interests. Regardless of Council's decision to participate or not participate in the West-Connect Corridor Coalition, staff will communicate to that group all issues that Council may deem appropriate.

City involvement in an effort to identify and implement transportation solutions within the western portion of the Denver-metropolitan region would support the City Council's goals of participating in *Proactive Regional Collaboration* and could result in *Ease of Mobility* for Westminster citizens.

Respectfully submitted,

Donald M. Tripp
City Manager

Attachments: March 7, 2005 Staff Report
Northwest Corridor Transportation Environmental Study – 2007 Map



WESTMINSTER

Staff Report

City Council Study Session Meeting
March 7, 2005



SUBJECT: Northwest Corridor Environmental Impact Study

PREPARED BY: Dave Downing, City Engineer

Recommended City Council Action

Authorize City Staff to endorse the inclusion of the Northwest Corridor EIS alternative within the northwest quadrant of the Denver-metropolitan region that may not include a high-speed, grade-separated, continuous facility between US 36 and C-470.

Summary Statement

- In November of 2003, the Colorado Department of Transportation (CDOT) commenced work on the preparation of an Environmental Impact Study (EIS) for the Northwest Corridor. The goal of this project, as stated in the "Purpose and Need" section of the draft EIS document, is "...to enhance the connectivity, functionality and capacity of interregional and regional transportation systems in order to accommodate the movement of people, goods and services from the vicinity of US 36 and the Northwest Parkway to the vicinity of SH 58, I-70, or C-470, in Broomfield, Jefferson, and Boulder counties." One obvious alternative to accomplish this goal is to construct a freeway or toll way connection between the two end points. Over the years, this potential connection has been known by many names including W-470 and the Jefferson Parkway.
- While CDOT and the Federal Highway Administration (FHWA) will ultimately approve or deny any recommendation that is generated from the EIS, all cities and counties located within or immediately adjacent to the study area as well as certain environmental groups and other interested parties have been invited to participate in a Technical Support Committee (technical staff) and a Corridor Consensus Committee (elected officials) to provide input to the study.
- Previously, Council affirmed that the City could endorse a connection between Broomfield and Golden under a certain set of conditions. One of those conditions was that the facility be constructed as a high-speed, grade-separated highway.
- Due to highly publicized opposition from the City of Golden, it appears that CDOT will seek a compromise solution that may not include the construction of a high-speed, grade-separated facility for the entire distance between US 36 and C-470.
- Appropriate City Staff will be in attendance at the March 7 City Council Study Session to present the transportation alternatives that are still under consideration and to gain direction from Council with respect to potential compromise solutions.

Expenditure Required: \$0

Source of Funds: N/A

Policy Issue

Is City Council willing to endorse a transportation alternative for the Northwest Corridor EIS that may not include the construction of a high-speed, grade-separated, continuous connection between US 36 in Broomfield and C-470 in Golden?

Alternative

Council could elect to continue to hold fast to the previously established set of conditions for the City's support of a transportation connection between US 36 and C-470, which includes the demand that such a facility be a continuous, high-speed, grade-separated highway. In this event, it is likely that the City of Westminster would be the only area jurisdiction that would not be willing to strike a compromise to satisfy the desires of the City of Golden. In the spirit of intra-jurisdictional cooperation, this alternative is not recommended.

Background Information

For the past 15 months, CDOT and its consulting team, led by the well-known transportation planning firm of Felsburg, Holt & Ullevig, have conducted frequent meetings of representatives of Jefferson, Boulder and Broomfield County jurisdictions and other interested parties to collect input into the preparation of an EIS for Northwest Corridor transportation improvements. The Westminster City Council and Staff applauded the decision by Governor Bill Owens and CDOT Executive Director Tom Norton in the fall of 2003 to have the Department undertake this effort after several attempts by certain private and public interests to finance a toll way connection between US 36 and C-470 met with varying degrees of failure. City officials were particularly pleased to have CDOT in charge of this project because that Department's involvement signaled that an EIS would be required. It is believed that many of the City's concerns, especially those relating to the possible construction of a roadway through City-controlled open space, would be more appropriately addressed in an EIS process.

Westminster representatives to the Technical Support Committee (TSC) and the Corridor Consensus Committee (CCC), which were created to solicit feedback from the governmental entities and affected special interest groups, have used previously established direction from the City Council to guide their participation in the EIS process. In approximately 1992, Council first outlined the set of conditions under which the City could be able to voice support for a transportation connection between US 36 and C-470. Those conditions have been reviewed with Council from time to time, and they were reconfirmed most recently in 2003. The conditions previously endorsed by the City Council are summarized as follows:

- 1) The transportation improvement and subsequent development within the drainage basin that is located immediately upstream of Standley Lake should cause no negative impact upon the City's drinking water supply.
- 2) The facility should not bisect City-controlled open space (located to the east of Indiana Street and to the west of Simms Street).
- 3) The connection between US 36 and C-470 should be a continuous, high-speed, grade-separated facility.
- 4) Convenient access to the facility for Westminster residents should be provided via interchanges at Simms Street in the vicinity of the Jefferson County Airport and at 100th Avenue/96th Avenue in the vicinity of Indiana Street.

- 5) Indiana Street should remain in place as a “free use” roadway so that motorists who do not wish to use a potential toll way will not migrate toward Simms Street adjacent to Countryside Subdivision.

At this time, it appears that all of these conditions are attainable with one notable exception. Due to adamant opposition from the City of Golden against the construction of a freeway or toll way through its city limits, it appears that CDOT and its consultants will attempt to gain consensus acceptance of a compromise solution that consists of the construction of a freeway or toll way between approximately SH 128 and the northern municipal limits of Golden, the construction of “regional arterials” through Golden and to the north of SH 128, and the construction of an additional “regional arterial” along an Indiana Street/McIntyre Street alignment between approximately SH 58 and SH 72 (see attached map). The “regional arterials” would still be relatively high-speed roadways (55 mph design speed), but at-grade, potentially signalized intersections would be allowed at half-mile or, perhaps, one-mile spacing. In short, the third condition listed above would not be honored under this compromise alternative.

Appropriate City Staff will be in attendance at the March 7 City Council Study Session to present all of the alternative transportation solutions that are still under consideration and to seek guidance from Council on the possibility of City support for inclusion of the alternative described above.

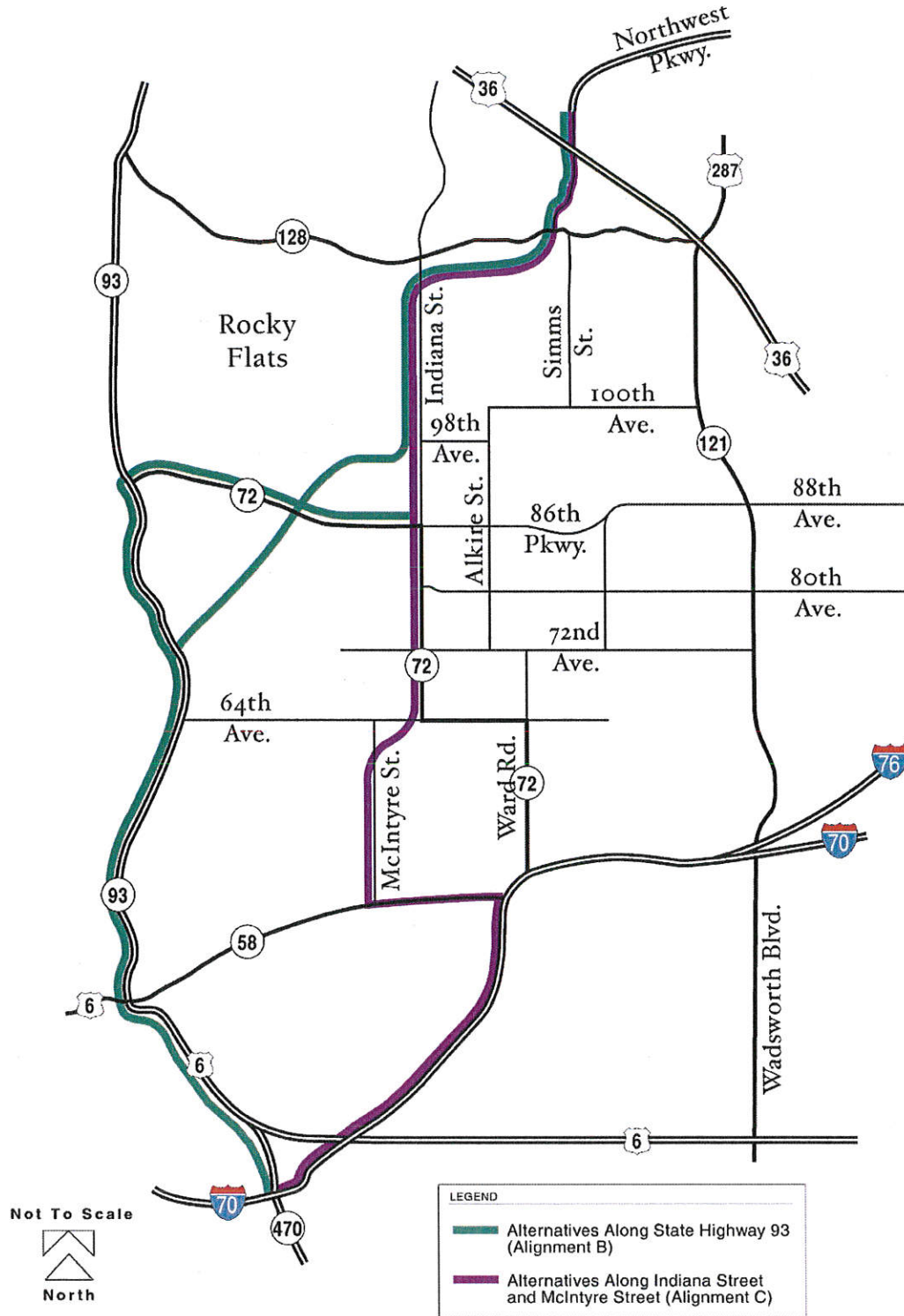
Respectfully submitted,

J. Brent McFall
City Manager

Attachment: Map



Figure 2.3-3 Final Set of Alignments



Source: Compiled by FHU, 2007.



Staff Report

Post City Council Meeting
March 16, 2015



SUBJECT: City Hall Plaza Master Plan

PREPARED BY: Kathy Piper, Landscape Architect II

Recommended City Council Action

City Staff will present the attached refined master plan for the City Hall plaza to City Council. City Council is being asked to review the proposed master plan redesign of the City Hall plaza and direct Staff to proceed with final design of the arcade and fountain.

Summary Statement

- Parks, Recreation and Libraries (PRL) Staff was asked to develop a master plan for enhancements to the City Hall campus, focusing on the plaza and northern lawn.
- Minimal changes or improvements have been made to the plaza since City Hall was constructed 27 years ago. Major repairs are needed to the concrete plaza.
- On February 10, 2014, City Council approved a contract for Building Operations and Maintenance (BO&M) with Beaudin Ganze Consulting Engineers, Inc. to design a geothermal ground-source heating and cooling system for City Hall. An ice melt system will be part of the City Hall plaza design.
- On December 22, 2014, City Council approved contracts with Architerra Group for the design of the plaza and Stream Design, Inc. for design of the north lawn area. Both contracts include development of construction documents.
- Staff is working with both consultants to ensure that there is a cohesive design that encompasses City Hall.
- Twenty additional parking spaces will be added along with increased accessibility as part of the plaza construction.
- The City Hall site will have four major projects (water storage tank, geothermal system, City Hall plaza and the north lawn xeriscape) occurring within the area at overlapping times. Staff will work to minimize the impact on the public and employees.

Expenditure Required: \$3,220,000 (Full build out for plaza and north xeriscape lawn).
\$2,859,000 has been appropriated by City Council to date;
\$361,000 is programmed in 2017 in the City's 5-year Capital Improvement Program (CIP) but the funds have not been appropriated yet.

Source of Funds: General Capital Improvement and Water Funds – Park Renovation Project for initial development of construction documents for bidding this master plan; dedicated revenue sources include Adams County Open Space Tax Attributable Share, Conservation Trust Fund (state lottery proceeds), Accommodations Tax, Parks Cash in Lieu, POST and Water Funds.

Policy Issue

Does City Council concur with the refined master plan layout of City Hall; and, does City Council concur with Staff recommendations on the proposed direction of the arcade and fountain enhancements?

Alternatives

City Council may elect to approve or deny all, none, or a combination of the improvements proposed in this plan. PRL originally worked with multi-departmental teams in preparation of the conceptual plan, has analyzed these conceptual designs in detail with the selected consultants to refine the master plan, and is presenting the recommended enhancements of the arcade and fountain.

Background Information

Staff was directed to review the current landscape and plaza areas on the City Hall campus and develop conceptual designs for enhancements with possible implementation starting in 2015. Six primary goals for the master plan were identified thru the design process: Public Access; Infrastructure Improvements; Maintenance and Operating Costs; Cultural Advancement; Safety; and Education.

The proposed plaza renovations presented to City Council on December 22, 2014, Item 8 L/M included replacing the arcade at the front of the building, modifying the street realignment for better traffic flow within the parking lot replacing the water feature with one that better reflects the City's water conservation efforts, and reducing the amount of concrete on the plaza by adding planting beds. Additional elements considered included adding interest to the plaza, seating, a small outdoor conference area, and an ice melt system to eliminate the use of chemicals and significantly reduce Staff time needed for snow removal around City Hall.

Originally, Building Operations and Maintenance (BO&M) Staff identified the ornamental arcade wall in need of immediate significant repairs and \$150,000 was included in the 2015 Budget. In 2012, a granite stone fell from the arcade above the front entrance. As part of finalizing the master plan and moving towards construction documents, BO&M Staff hired a structural engineer from Solutions Before-Solutions After (SBSA) to thoroughly evaluate the arcade for structural integrity and possible design enhancements. The evaluation indicated that the arcade is structurally sound. This positive evaluation gave Staff some additional design options for the arcade enhancements. The first option for the arcade would be to provide minimal upgrades, such as new lighting and enhancements over the main entrance area only. Option two would add additional enhancements along the curve of the arcade. The final option would be to provide a more elaborate enhancement with possible structural arms that extend out from the arcade. All three options would keep the existing brick arcade as part of the design. Staff recommends option one, which would be the least expensive option and allow for the savings to be returned or used for other needs.

As part of the plaza design, the current water feature is proposed to be replaced with a fountain that aligns with the City's water conservation efforts. An alternative might be an art piece with a water feature but current budget does not allow for this. Staff will share some possible water features that could be included within the current budget. Should the desire at a future date to add an art piece to the water feature, Staff will return with cost estimates and possibilities.

Staff also wants Council to be aware that four major projects will be occurring at City Hall over the next year-and-a-half. The construction of these projects will overlap and present some scheduling and logistics challenges including: staging areas for contractors, parking, pedestrian access to/from City Hall and the Public Safety Center, parking for training needs and established City events such as the Christmas lighting ceremony. Weather delays should also be expected throughout the proposed schedule. Staff is currently working together on addressing the logistics of managing these projects to reduce public impact. Examples could include temporarily moving events, such as Christmas Lighting and ceremony to an alternative site and temporarily moving City vehicles to an alternative site to provide more parking during construction. Additionally, Staff is collaborating on a variety of ways to communicate to the public and Staff on what will be taking place at City Hall over the next several months. A committee will be formed to assure internal and external communication. A schedule of all the projects is attached; obviously this schedule is subject to change.

Staff will be in attendance at the Post Council Session to share the proposed, updated Master Plan for City Hall and discuss options for arcade upgrades and provide images of fountain options. Staff is seeking direction to move forward with the plaza design and a chosen option for the arcade and fountain. Staff will come back to Council to present the final master plan that will be used for construction.

These proposed enhancements on the City Hall Campus support the following City's 2015 Strategic Plan goals: Vibrant & Inclusive Neighborhoods; Beautiful, Desirable, Environmentally Responsible City; and Ease of Mobility.

Respectfully submitted,

Donald M. Tripp
City Manager

Attachment A – City Hall Xeriscape and Plaza Redesign Map
Attachment B – City Hall Plaza Redesign-Enlargement
Attachment C – City Hall Xeriscape-Enlargement
Attachment D – City Hall Projects Schedule

Attachment A- City Hall map of Xeriscape and Plaza Redesign



- LOOP TRAIL (CONCRETE OR CRUSHER FINES)
- CONVERSION OF ISLANDS TO WATER QUALITY TREATMENT AREAS
- TURF / ACTIVITY AREA
- CONVERT TURF AREAS TO DRYLAND GRASS "PRAIRIE" OR IRRIGATED NATIVE GRASSES
- PEDESTRIAN CROSSING THROUGH MEDIAN
- OVERLOOK WITH INFORMATIONAL KIOSK AND VIEW OF LONGS PEAK
- STAIRWAY CONNECTION
- PEDESTRIAN CROSSING OVER DRAINAGE SWALE FEATURE

- CONNECTOR TRAIL
- CITY HALL BUILDING
- EXISTING TURF REMAINS
- EXISTING ARBORETUM
- EXISTING WALL
- TURF LAWN REMAINS
- ORNAMENTAL GRASS MEADOW
- 3' CRUSHER FINES PATH
- LINEAR ORNAMENTAL PLANTINGS
- PICNIC TABLES & PLAZA AREA
- WOODY / HEARTY SHRUBS ON BACK OF BERM
- WALKWAYS
- BUS STOP
- 15' TREE LAWN

PLAN

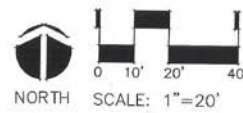
LEGEND

	Dryland Native Grass Area		Shade Garden
	Irrigated Native Grass Area		Art / Sculpture Opportunities
	Irrigated Turf Area		Water Quality Area
	Ornamental Gateway		Existing Trees
	Ornamental Educational		Proposed Trees
	Linear Ornamental Plantings		
	Ornamental Grasses		

Attachment B-
City Hall Plaza Redesign-Enlargement



WESTMINSTER CITY HALL
CONCEPTUAL SITE PLAN A
FEBRUARY 13, 2015



Attachment C- City Hall Arcade Option

Option 1-(Staff Recommended) Minimal work at entrance of arcade area



Option 2- Enhancement of arcade



