



WESTMINSTER

Staff Report

TO: The Mayor and Members of the City Council

DATE: November 26, 2008

SUBJECT: Study Session Agenda for December 1, 2008

PREPARED BY: J. Brent McFall, City Manager

Please Note: Study Sessions and Post City Council meetings are open to the public, and individuals are welcome to attend and observe. However, these meetings 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 next Monday night's Study Session, the following schedule has been prepared:

A light dinner will be served in the Council Family Room 6:00 P.M.

CITY COUNCIL REPORTS

1. Report from Mayor (5 minutes)
2. Reports from City Councillors (10 minutes)

PRESENTATIONS

6:30 P.M.

1. Memorial Roadside Sign Program
2. Memorandum of Understanding re Adams County Regional Public Safety Training Center

EXECUTIVE SESSION

None at this time

INFORMATION ONLY ITEMS – Does not require action by City Council

1. Water Meter Replacement Program Update

Additional items may come up between now and Monday night. City Council will be apprised of any changes to the Study Session meeting schedule.

Respectfully submitted,

J. Brent McFall
City Manager

Attachment – Minutes for the 11/03/08 Study Session



WESTMINSTER

Staff Report

City Council Study Session Meeting
December 1, 2008



SUBJECT: Memorial Roadside Sign Program
PREPARED BY: Michael Normandin, Transportation Engineer

Recommended City Council Action:

Provide Staff direction on the possible implementation of a Memorial Roadside Sign Program.

Summary Statement:

Staff has received two requests over the past few months to install memorial signs within City street rights-of-way to commemorate motorists who have been involved in fatal car crashes. At this time, the City does not have a formal policy for the placement of these kinds of signs. Staff performed research concerning the policies that have been adopted by the Colorado Department of Transportation (CDOT) and a few local jurisdictions. The pros and cons of such a program and potential criteria that could be taken into consideration if such a program were to be implemented by the City are listed within the Background section of this report.

Staff is seeking direction from City Council at this time to determine if a Memorial Road Sign Program should be implemented.

Expenditure Required: \$0

Source of Funds: N/A

Policy Issue:

- Should the City implement a Memorial Roadside Sign Program?

Alternative:

- Do not implement a Memorial Roadside Program. The background section of this Staff Report identifies pros and cons of moving forward with a program.

Background:

In response to several citizen requests Staff has developed key elements for a Memorial Roadside Sign Program for the City of Westminster should the decision be made to move forward with such a program. The following is an outline of the key elements:

Purpose

This program allows commemoration of victims of crash fatalities on City of Westminster streets through the placement of memorial roadside signs.

Eligibility

In order for an application for the installation of a roadway sign to be eligible, the following criteria must be met:

- The accident occurred within one year of the City's receipt of an application;
- The accident occurred on a City maintained roadway;
- The accident resulted in a human death;
- There is no written opposition to the installation of a memorial sign from any immediate family member.
- Victims who died were not committing an illegal activity at the time of the accident.

Sign Specifics

The signs would be 24" x 36" blue rectangles with one of the following messages to be chosen by the applicant:

- Please Drive Safely
- Don't Drink and Drive

An additional plaque bearing the words “In Memory of (name)” will be installed beneath the rectangular panel. In the event of multiple fatalities, additional names can be placed on the plaque.

Application

An immediate family member of the deceased victim may request a memorial sign by submitting a completed application form to the Transportation Engineer of the Engineering Division of the Department of Community Development. An immediate family member is defined as a spouse, child, stepchild, brother, stepbrother, sister, stepsister, mother, stepmother, father or stepfather of the victim.

Alternatively, a non-family member sponsor may request a memorial sign by submitting a completed application form, together with written concurrence from a designated spokesperson of the deceased’s immediate family.

Process and Procedure

The applicant will submit a completed application and payment in the amount of \$150 to help defray the cost of the sign, installation, maintenance and removal. The cost for the fabrication and erection of the sign is approximately \$50 for materials and \$100 for labor. In a multiple fatality crash, the \$150 fee would be split equally between those families who want their family member’s name placed on the sign. Staff would reserve the right to adjust the fee in the future as materials or labor costs increase.

The City of Westminster will review the application within 30 days. The applicant may be asked to provide a copy of the accident report and death certificate.

Upon approval, the sign will be ordered, fabricated, delivered and installed within 45 days.

Sign Location and Maintenance

- Signs will only be installed on City maintained roadways. Signs on State Highways need to be requested and processed through the CDOT Memorial Sign Program.
- The specific location of the sign is at the discretion of the City of Westminster. One sign designating the site of a fatal crash will be installed in one direction of travel on the right side of the road in close proximity to the crash location.
- The City of Westminster will replace the sign one time at no cost to the applicant should the sign be vandalized or otherwise damaged.

Sign Removal

- The sign will remain in place for four years from the date of initial placement. The applicant may request removal of the sign in writing at any time.
- The sign will be donated to the applicant, if the applicant so wishes.

Staff has developed the attached brochure which contains the criteria outlined above as well as a photograph of typical signs. It should be noted that the City has received two requests for memorial signs and neither satisfy the proposed criteria.

The anticipated pros and cons of implementing this program are as follows:

PROS

- > Allows commemoration of victims of crash fatalities on City of Westminster streets.
- > Offers families of victims an additional opportunity to honor and remember their loved ones.
- > The signs serve as a reminder to motorists and their passengers of the responsibility shared by everyone to drive safely and sober.

CONS

- > Applicants who are denied approval of a sign application may not agree with Staff's interpretation of the criteria.
- > Some family members of the applicant may be offended if a sign is installed.
- > Unnecessary signs distract motorists.

City Staff has no preference on the implementation of a Memorial Sign Program. Staff will follow through with the decision that City Council makes on the subject sign program.

Respectfully submitted,

J. Brent McFall
City Manager

Attachment – Draft brochure



**Memorial
Signage Program**



City of Westminster

4800 West 92nd Avenue
Westminster, Colorado
80031

Purpose

This program allows commemoration of victims of crash fatalities on City of Westminster Streets through the placement of a memorial roadside sign.

Eligibility

In order to be eligible for a roadway sign, the following criteria must be met:

- * The accident must have occurred within one year of application;
- * The accident occurred on a City maintained roadway;
- * The accident resulted in a human death;
- * There is no written opposition to the installation of a memorial sign from any immediate family member.
- * Victims who died were not committing an illegal activity at the time of the accident.

Sign Specifics

The signs are 24" x 36" blue rectangles with one of the following messages to be chosen by the applicant:

- * Please Drive Safely
- * Don't Drink and Drive

An additional plaque bearing the words "In Memory of (name)" will be installed beneath the rectangular panel. In the event of multiple fatalities, additional names can be placed on the plaque.

Requesting a Sign

An immediate family member (*) of the deceased victim may request a memorial sign by submitting a completed application form.

- * An immediate family member is a spouse, child, stepchild, brother, stepbrother, sister, stepsister, mother, stepmother, father or stepfather.

Alternatively, a non-family member sponsor may request a memorial sign by submitting a completed application form together with written concurrence of the spokesperson for the deceased's immediate family.

Process and Procedure

The applicant will submit a completed application and payment in the amount of \$150 to help defray the cost of the sign, installation, maintenance and removal. In a multiple fatality crash, the \$150 would be split equally between those families who want their family members name put on the sign or paid by one at their choosing.

The City of Westminster will review the application within 30-days. (If necessary, for verification purposes, the applicant may be asked to provide a copy of the accident report and death certificate.)

Upon approval, the sign will be ordered, fabricated, delivered and installed within 45 days.

Sign Location and Maintenance

- * Signs will only be installed on City maintained roadways. Signs on State Highways need to be requested and processed through the CDOT Memorial Sign Program.
- * The specific location of the sign is at the discretion of the City of Westminster. One sign designating the site of a fatal crash will be installed in one direction of travel on the right side of the road in close proximity to the crash location.
- * The City of Westminster will replace the sign one time, at no cost to the applicant should the sign be vandalized or otherwise damaged.

Sign Removal

- * The sign will remain in place for four years from the date of initial placement. The applicant may request removal in writing at any time.
- * The sign will be donated to the applicant, if the applicant so wishes.



WESTMINSTER

Staff Report

City Council Study Session Meeting
December 1, 2008



SUBJECT: Memorandum of Understanding re Adams County Regional Public Safety Training Center

Prepared By: Lee Birk, Police Chief
Mike Cressman, Deputy Chief of Police

Recommended City Council Action:

Direct Staff to bring the attached Memorandum of Understanding (MOU) between Adams County, Adams County Sheriff's Office (ACSO), the City of Westminster, and several other municipal and county governments (collectively known as the "Executive Principals"), to the next regularly scheduled City Council meeting for official action.

Summary Statement:

- Adequate and quality training is imperative to the successful mission of the Westminster Police Department and the City of Westminster.
- Two high profile and high risk training needs that the Police department must address annually are emergency vehicle operations and firearms.
- For decades, the Westminster Police Department, along with multiple other Adams County Law Enforcement agencies, has used the Adams County Firearms Range for firearms training. The Douglas County Sheriff's office range is also used for certain SWAT and rifle trainings due to the fact that rifle ranges and facilities are not available at the Adams County Range. The current Adams County Range will be closing in 2010 due to encroaching residential development.
- The Colorado State Patrol has an emergency vehicle driving track in Golden, located on Table Mountain that is used by numerous law enforcement agencies throughout the state and by private entities as well. The limited availability of driving tracks statewide, and the ever increasing demand for access to driving tracks, has made access to the Table Mountain facility a challenge. This is also the only emergency vehicle "high speed" driving track available in the State.
- Adams County has taken the initiative to purchase land in the county for the development of a new law enforcement training site. The Sheriff's Office has solicited their historic firing range partners and other area law enforcement agencies to partner with them in exploring the feasibility of constructing a regional public safety training facility.
- Adams County and ACSO are requesting an MOU be signed by the interested parties for the purpose of facilitating non-binding discussions leading to a proposed formal agreement (IGA) describing in specific terms the costs, conditions and procedures for access and charges associated with the Adams County Regional Public Safety Training Center.

Expenditure Required: \$0

Source of Funds: N/A

Policy Issue:

Should the City of Westminster enter into an MOU with Adams County, Adams County Sheriff's Office, and the other Executive Principles in order to facilitate non-binding discussions between the parties in working toward the creation of a formal Intergovernmental Agreement describing in specific terms the costs, conditions and procedures for access and charges associated with the Adams County Regional Public Safety Training Center.

Alternatives:

- Elect not to sign the MOU and decline participation in this project as an Executive Principle. If this option is selected and alternative training sites are not available, use of the Adams County Regional Public Safety Training Center may be available to Westminster but at a much higher user fee and only if space is available.

Background Information:

Nationally, firing ranges and high speed driving tracks are under increasing pressure from urban sprawl and encroachment of homes that generate safety, environmental, noise concerns and complaints. Consequently numerous facilities are being closed and new sites face numerous development and permitting challenges. In addition to the upcoming closure of the existing Adams County range, Denver and Aurora are facing the closure of existing training facilities.

Over the years, the Adams County Range has been increasingly encroached upon. For some time now, the agencies utilizing the range have heard that the facility will be closing and in 2008, ACSO informed users that the facility will indeed close permanently in 2010. This has caused the ACSO and multiple other agencies great concern due to the availability of other facilities to conduct future firearms training.

The Westminster Police Department has also been facing a growing problem regarding the availability of the Colorado State Patrol Driving Track in Golden. It is the only high speed pursuit driving track in the area and the demand for its use is significant. The department training coordinator must attempt to schedule dates for training a year in advance and even with that, it is difficult to find and coordinate dates that fit with the department's needs.

In response to these growing concerns, the ACSO has taken the initial step to solve the problem. Earlier this year, Adams County purchased 399 acres of land in rural Adams County (120 Avenue, North to 128th Avenue; between Gun Club Road, and Harvest Mile Road), at an expense of over \$4 million. The plan is to build a law enforcement training facility on this site. The Sheriff's Office has approached law enforcement agencies in Adams and nearby counties to determine what interest there is in partnering with this project. Eleven "Executive Partners," including the Westminster Police Department, have tentatively been identified based on preliminary interest.

Adams County has hired Interact Business Group to develop a strategic business plan. They visited several state of the art training centers throughout the United States and gathered design, operations and lessons learned information. Numerous business models and funding strategies have been and are being reviewed and explored. While many details are yet to be worked out and finalized, and an IGA will need to eventually be drafted and adopted, the model envisions that the Executive Partners would contribute to and share in the upfront infrastructure costs. In return, the Executive Partners would have access to priority scheduling over non-partners. Along with prime time access, it would also ensure access if demand exceeds availability. Also, the Executive Partners would be a member of the Governing and Oversight Board who would pay reduced user fee rates versus non-partners.

Beginning in 2009, the Westminster Police Department will begin using the Broomfield Police Department range for routine weapons qualification. Consequently, the police department anticipates limited usage of the new Adams County Range in the immediate future but, nonetheless, believes that participation in the new Adams County Training Center makes good sense long term for a number of reasons.

- The need for the driving track is immediate and will likely increase with growing pressure on the Colorado State Patrol track.
- If, in fact, we do not use or have limited use of the new Adams County range, we will pay no or limited users fees for the range because the user fees will be tied to actual usage.
- Since the department has not utilized the Broomfield Range yet, it is possible that the department will find it inadequate for our needs.
- Broomfield may eventually rescind access and usage of their range facility at some point due to demand and scheduling concerns, and they are certainly not immune to mounting public pressure on ranges from urban growth.
- While the initial Training Center plans provide only for range and driving facilities, the eventual build out envisions numerous other facilities such as scenario villages, shoot houses, K9 training areas, bomb disposal/training areas, and classrooms that will likely be of interest to the department for training purposes.

This project is at a point where Adams County is requesting a more concrete idea of the level of commitment from the Executive Principles in working towards a viable IGA concerning the construction and use of the new regional training facility. The attached MOU is a non-binding attempt to facilitate the needed discussions between the Executive Principles and a good faith effort in moving toward that goal. If, ultimately, a decision were made to enter into an IGA as an Executive Partner, it is believed funds would be available in the City's Public Safety Capital Reserve Account. Staff will be present on Monday evenings Study Session to provide further details on the Training Center proposal.

Respectively submitted,

J. Brent McFall
City Manager

Attachment: Memo of Understanding

MEMORANDUM OF UNDERSTANDING ADAMS COUNTY REGIONAL PUBLIC SAFETY TRAINING CENTER

This Memorandum Of Understanding (MOU) is entered into between Adams County, the Adams County Sheriff's Office (Adams) and several government agencies collectively known as the "Executive Principals." The purpose of this MOU is to facilitate non-binding discussions between Adams and the Executive Principals concerning the opportunity and feasibility of conducting law enforcement training classes at the Adams County Regional Public Safety Training Center (Training Center).

Adams and the Executive Principals enter into this MOU with the following understanding:

1. Adams County has purchased nearly 400 acres of land near Gun Club Road and 128th Avenue. Adams County is planning to build and operate a training center on 339 acres at this location.
2. The Adams County Sheriff intends to manage the training center and conduct their law enforcement training classes there.
3. The Executive Principals have expressed an interest in using the training center for law enforcement training classes.
4. Agencies known as Executive Principals will enjoy the benefits listed below:
 - 4.1. Priority access to the training center
 - 4.2. Discounted user fees
 - 4.3. A position on the training center Advisory Board
5. Adams and the Executive Principals agree that training is a critical element for law enforcement personnel. Therefore, building a modern, safe and efficient training center is essential to meeting these training objectives.
6. Adams and the Executive Principals will work towards the creation of a formal agreement describing in specific terms the costs, conditions, and procedures for access and charges associated with the Adams County Regional Public Safety Training Center.

**MEMORANDUM OF UNDERSTANDING
ADAMS COUNTY REGIONAL PUBLIC SAFETY TRAINING CENTER**

Wednesday October 29, 2008

The MOU implies that the signatories will strive to reach, to the best of their ability, the objectives stated in the MOU within 90 days.

On behalf of the organization I represent, I sign this MOU with the understanding and desire to contribute to the further development of a formal agreement.

Department, Name, and Title Date

Department, Name, and Title Date

Department, Name, and Title Date

Department, Name, and Title Date

Department, Name, and Title Date

Department, Name, and Title Date

Department, Name, and Title Date

Department, Name, and Title Date

**MEMORANDUM OF UNDERSTANDING
ADAMS COUNTY REGIONAL PUBLIC SAFETY TRAINING CENTER**

Department, Name, and Title Date

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Department, Name, and Title Date

MEMORANDUM OF UNDERSTANDING
ADAMS COUNTY REGIONAL PUBLIC SAFETY TRAINING CENTER



Staff Report

Information Only Staff Report
December 1, 2008



SUBJECT: Water Meter Replacement Program Update

PREPARED BY: Richard A. Clark, Utilities Operations Manager

Summary Statement:

This report is for City Council information only and requires no action by City Council.

This Staff Report will provide City Council with an overview of the Utilities Division water meter and transponder replacement program, along with an update of the actual residential meter and transponder replacements and the plan for the upcoming commercial water meter replacement program.

Background Information:

In 1994-1996, the City of Westminster undertook a water meter retrofit program for the entire City. All residential water meters were retrofitted with Badger Meter's TRACE radio frequency transponders, which enabled the meter to be read remotely. In 2000-2002, all of the remaining commercial meters were converted to Badger meters and the entire commercial meter inventory was fitted with the TRACE transponders as well. With the development of improved transponder technology and reliability, Badger Meter announced the end of the availability of all TRACE transponder equipment, effective in June 2007.

The new product line of water meter transponders are marketed under the ORION name, and sold to the City through National Meter and Automation Inc. These transponders are guaranteed for 10 years and use the same reading software (CONNECT) as the older TRACE system. Continuing use of the software eliminates any conversion issues with the utility billing software system. The Orion transponders are read with a standard laptop computer with a special data radio that receives the readings. This is a much more simple system than the dedicated hardware used with the previous TRACE system. The design of the water meters themselves have not changed and remain Badger's current product line.

After an evaluation by City Staff during 2006 of the available technology, the new Badger Orion transponder was selected for use in replacing the older transponders and in all new meter installations in the city. The attached chart illustrates the number of meters that could not be read electronically for each month over the past two years. Most of the unread meters were caused by TRACE transponder battery failure. The new ORION retrofit program initiated last year has greatly decreased the unread percentage.

In March, 2007 a \$4 million contract was approved by City Council with National Meter and Automation Inc. to begin a wholesale change-out of residential and commercial meter transponders to the new Orion technology. The contractor replaced approximately 22,000 5/8x3/4 meters, 50 3/4

meters and 230 1-inch meters. The in-house staff has continued meter change outs of accounts the contractor could not accomplish because of site issues with piping or access to the meter pits.

Upon completion of this work, there is a remaining balance in this project account of \$67,960. The Utilities Division has included in their 2009 Capital Projects Budget \$300,000 to complete the conversion of the commercial accounts from the TRACE to ORION system transponders. An additional \$250,000 is programmed for 2010. These replacements will include water meters from 1-inch up to 6-inches in size. Staff is anticipating the initial purchase of the replacement materials in March, 2009 with the installation taking place throughout the year. The commercial account retrofits would then be completed in 2010.

Currently there are 1,501 residential accounts in 8 routes that have been retained as TRACE routes, until the meters and transponders age out & failure rates rise. There are 32 TRACE accounts in the remaining 146 residential routes that are being converted to ORION by in-house staff as we are able to overcome site issues with piping or access to the meter pits. The major task remaining is the conversion or replacement of 810 medium to large commercial meters in the 6 commercial routes. These 810 meters will be retrofit with ORION transponders, provided with new measuring elements where required or be replaced entirely if they are obsolete models for which repair parts are no longer commonly available.

The continued investment in the water meter replacement program and the associated technology will insure the accuracy of the City's water metering equipment and continue to provide timely, accurate utility bills to both residential and commercial accounts. This program addresses City Council's goal of a "Financially Sustainable City Government" through the provision of accurate and efficient utility billing services which fund maintenance and improvements to the water and wastewater infrastructure systems throughout the City.

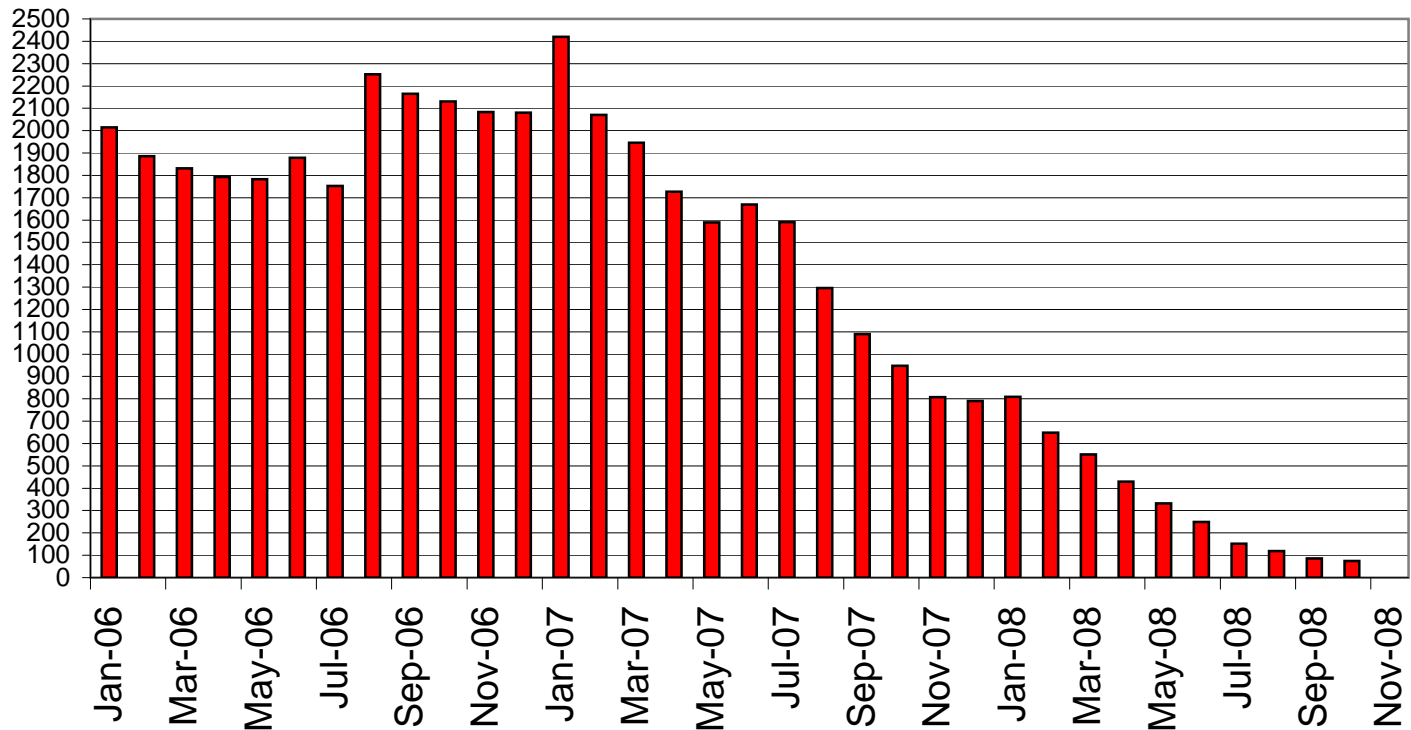
Respectfully submitted,

J. Brent McFall
City Manager

Attachment: Unread Meters by Month

1-Jan-06	2014
1-Feb-06	1886
1-Mar-06	1832
1-Apr-06	1793
1-May-06	1783
1-Jun-06	1879
1-Jul-06	1753
1-Aug-06	2253
1-Sep-06	2165
1-Oct-06	2130
1-Nov-06	2083
1-Dec-06	2080
1-Jan-07	2420
1-Feb-07	2070
1-Mar-07	1946
1-Apr-07	1727
1-May-07	1589
1-Jun-07	1669
1-Jul-07	1591
1-Aug-07	1296
1-Sep-07	1090
1-Oct-07	948
1-Nov-07	808
1-Dec-07	790
1-Jan-08	809
1-Feb-08	649
1-Mar-08	551
1-Apr-08	430
1-May-08	332
1-Jun-08	249
1-Jul-08	152
1-Aug-08	119
1-Sep-08	86
1-Oct-08	74
1-Nov-08	
1-Dec-08	

Unread Meters by Month



This chart shows the number of meters that could not be read electronically for each month. Some meters have issues with snow, leaves, etc. that inhibit the reading process. Most are equipment (battery) failures in the transponders. The ORION retrofit program has greatly decreased the unread percentage. There are currently 31,500 meters that are read monthly. An acceptable failure rate of no more than 100 meters per month is desired. Meters that are not read electronically are not shown in this count. Failed transponders are replaced as soon as possible. Warranty replacements are done wherever the equipment is still under warranty.

**City of Westminster City Council Study Session
November 3, 2008**

Mayor McNally called the study session to order at 6:35 PM. All council was in attendance.

Staff in attendance included City Manager Brent McFall, Assistant City Manager Steve Smithers, City Attorney Marty McCullough, Parks Supervisor Rod Larsen, Park Services Manager Rich Dahl, Director of Parks, Recreation & Libraries Bill Walenczak, Public Information Specialist Carol Jones, Community Development Director John Carpenter, Finance Director Tammy Hitchens, and Management Analyst Phil Jones

The guest in attendance was Nissa LaPoint with the Westminster Window.

Beaver Management Plan

Park Services staff was in attendance to provide an update on the City's beaver problem. Today there are over 100 beavers in the Big Dry Creek (BDC) area with 30 active dams along the creek. While beavers provide a good value to part of ecosystem, they continue to destroy part of the City's ecosystem by taking down mature trees that are valuable to open space. Crews breach dams as a temporary solution, but need a more permanent control strategy to promote a balanced ecosystem between the trees and the beavers.

In a 2008 field survey of the BDC corridor, researches found in the 12 miles stretch from Standley Lake to the I-25 border over 42 beaver dams: 30 active, and 12 abandoned because of a dwindling food supply in the area. Researches also noted the loss or destruction of over 100 mature cottonwoods, with replacement values near \$150,000.

Current management practices for beavers include wrapping trees to protect as many trees as possible from beaver access, and breaching dams when needed. Since is not 100 percent beaver proof, and detracts from the natural beauty of the area, another strategy is needed. When dams are breached, the beavers usually rebuild them overnight, making this the least effective method of control.

The management options for beaver control include: tree wrapping, tree mitigation, establishing beaver-free zones, beaver relocation, and beaver trapping and removal. Tree wrapping will continue to wrap trees, but will allow beavers to inhabit the area while protecting as many trees as possible. This method accepts that some trees will be lost.

Tree Mitigation (replacement) involves replacing trees lost because of beaver activity on a tree for tree basis. Funds for replacement will come out of the open space operating account, at a need of \$5,000 to \$10,000 per year to replace trees lost on an annual basis.

Establishing a beaver free zone designates areas where beavers will not be allowed to inhabit based on historic or aesthetic reasons. This would include the area between Church Ranch Boulevard and Sheridan Boulevard due to the value trees add to the open space area. Beavers in the area will be trapped and removed or relocated.

As with other wildlife management policies, the Beaver Management Plan is intended for management of beavers, not elimination. These tools will allow the City to create a balanced ecosystem within our Open Space system.

Council was supportive of the plan and appreciated the in-depth research and report. Council also wants to ensure that the public is aware of the plan by discussing it at the November 18th public meeting at the West View Recreation Center.

WEDA 101 and Tax Increment Financing

The Westminster Economic Development Authority was created in 1989 by City Council as a separate board from the City. The City formed the Westminster Economic Development Authority instead of a Westminster Urban Renewal Authority because of the potential negative connotations of the phrase, "Urban Renewal Area," this also allowed the City to focus on broader economic development benefits of urban renewal. The impetus for the creation of the authority was the need to revitalize the Westminster Plaza. The Westminster Plaza Project took 10 years from start to finish, included 3 developers along the way, relocated 30 businesses, and was the anchor for south Westminster redevelopment.

A few other City URA projects include North Huron near 144th Avenue and I-25. This area is a very important piece in the City's revenue strategy, and is a text book case of using a TIF to constrict capital improvement projects that allow development to happen. As an example, the interchanges on I-25 at 136th Avenue and 144th Avenue were constructed using tax increment financing.

Tax Increment Financing allows the City to establish a base value on a piece of property for property and sales tax. This base value is taxed at the normal rate, and the taxes continue to go to the county, schools, the city, state, etc. The increase in the value of the area due to urban renewal corresponds to an increase in property tax and sales tax. Any tax collected above the originally established base amount (pre-renewal) can be used to pay off debts incurred during the improvement of the area. When the TIF expires, all of the property and sales tax revenues are distributed to the appropriate entities.

Often times, counties complain that cities don't share revenue (property tax) from the TIF areas. What counties fail to realize is that the cities are the ones taking on significant risk with the projects by issuing bonds and debt, while the county puts forward nothing and still collects the same amount of property tax they were collecting before the creation of an urban renewal area. Everyone benefits significantly of the tax increment. Tax Increment Financing will continue to be of special interest to the City during the 2009 legislative session, as Staff work to ensure that no legislation is passed that will harm the City's ability to use Tax Increment Financing in urban renewal areas.

Council was appreciative of the discussion on WEDA and URAs and Mayor McNally adjourned the study session at 8:21 PM.