

The following emails were received after the original packet was posted on Thursday, September 9, 2021 until the submission deadline posted on the City's website of noon, the day of the hearing (September 14, 2021)

Baden, Jennifer

From: Veronica Garcia <vrongarcia@gmail.com>
Sent: Friday, September 10, 2021 3:09 PM
To: PCPubComm
Subject: [EXTERNAL] Westminster Heights/Farm Comp Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I would like to add my comments for responsible development to the public record for the Planning Commission vote on the comprehensive plan.

The plans don't appear to align with city goals - historical and new. They also don't align with the current structure and pristine nature of the neighborhood as is or was historically developed. The plan includes more density via more apartment buildings. There are little to no plans for parks and open space. Current antiquated infrastructure will be impacted by the development with through streets to take on all of the new traffic, however improvements/upgrades and safety is not included for those streets that fall outside of the development such as 82nd...which is set to become the next condescended and heavily trafficked road where people can't even get out of their driveways similar to Lowell. Additionally, many surrounding streets have no sidewalks, little to no street lights and no stop signs, speed bumps or traffic signs or lights for speeders.

There is a major problem in this city with inequality in access to parks. Not to mention this destruction/obstruction of view corridors with building heights.

The Water Supply Plan is not approved nor has answers to density proposals.

The traffic and congestion will be dangerous for those traveling on foot, by bike or by car.

There is a total lack of infrastructure holistic supporting infrastructure inside and outside of the planned development area to sustain the high density plans. Do not be fooled by the perceived pros of argument for high density living. Would you want a massive apartment building and no parks near your homes?

This puts a heavy strain on the existing communities within our beautiful and unique city.

How would this really meet the goal of sustainability without a canned and unproven sound bite for high density living? How has that faired for cities in other states and countries? There will be little to no privacy as well.

Why is City planning okay with not complying with the minimum Public Land Dedication code requirements in 11.6.8? The minimum bar is not being met!

Once this is gone, it will be gone forever :(.

Baden, Jennifer

From: Veronica Garcia <vrongarcia@gmail.com>
Sent: Friday, September 10, 2021 3:15 PM
To: PCPubComm
Subject: [EXTERNAL] Westminster city planning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I would like to add my comments and pictures for responsible development to the public record for consideration in the Planning Commission vote on the comprehensive report.

Once this is gone, it will be gone forever.





Baden, Jennifer

From: Karen Kalavity <integradesign1@yahoo.com>
Sent: Sunday, September 12, 2021 1:00 PM
To: PCPubComm
Subject: [EXTERNAL] Westminster "Highlands" comments for Planning Board Review, etc.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Regarding the Westminster "Highlands", etc.:

In Denver, there is a lawsuit that has been filed against the Denver Planning Department for a perceived Conflict of Interest. That is, the planning department personnel is being paid by the constituents and taxpayers of Denver while accommodating the profits and interest of developers.

I believe that the same thing is occurring in Westminster.

Many residents have let it be known that we do not want to see our special spaces like the Westminster Farm ruined with generic & unsustainable housing, asphalt, cement and view corridor damage. Instead, developers keep pushing for just that. These particular developers, along with their municipal bond investors, can make a lot of money by destroying Westminster and other open lands. They have done a great job of turning much of Adams County into even more low-class nonsense...but these same developers have been thwarted by residents of Ft. Collins who voted in favor of special zoning for a large tract of land to make sure that it remains as Open Space in Larimer County.

The Westminster Farm needs to remain as Open Space as well.

Construction of SUSTAINABLE as well as affordable housing can take place in the NEW DOWNTOWN between 88th and 92nd west of Sheridan, or in areas of the transit area at 72nd between Federal and Lowell. Both of these large-acreage locations already have needed water hookup. We do not need unnecessary construction at the Westminster Farm that will destroy beautiful natural lands and views.

Sincerely,

Karen Kalavity

Baden, Jennifer

From: Karen Ray <2karenray@gmail.com>
Sent: Monday, September 13, 2021 11:38 AM
To: PCPubComm
Subject: [EXTERNAL] Public Comment Planning Commission on Comp Plan 9-13-21
Attachments: CompPlanComments9-14-21.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached are public comments for Planning Commission 9-14-21 on the Comprehensive Plan 2040.

Thank you,
Karen Ray

--

Karen Ray
2karenray@gmail.com

Karen Ray, 4060 Shaw Blvd., Westminster 80031

To: Planning Commission 9-14-2021

Re: Comprehensive Plan 2040

I have read through the Comprehensive Plan 2040 provided to commissioners tonight and find flaw in the conclusions being made.

With only 1,100 acres of lands left in this city which have not been built out, this Comprehensive Plan is missing the opportunity to serve the community.

- It Misses an opportunity to provide equal access to Open Space and Parks to underserved communities.
- It continues on a course of undermining the purpose of City Code 11.6.8 -- by not mandating the requirement of Public Land Dedication on new development be enforced.
- It reinforces what has been de-facto redlining in the city -- underserving the most vulnerable populations-- denying them equal access to healthy open space.
- And it continues on a course of adding more urban heat islands in an era where climate change is affecting the quality of life -- and where what we do today impacts future generations.

Study after study proves how, the less affluent the population the more impacted by climate change.

A new EPA analysis, released September 2, shows that the most severe harms from climate change fall disproportionately upon underserved communities.

There is nowhere in this Comp Plan that concretely addresses the unequal access to open space and parks, in particular, in the older south part of the city. The South part Westminster is where there is the highest number of people of color, the area of the city with the lowest median income, and where the highest percentage of the city's senior population lives. Yet, this area has the lowest percentage of parks. For example, In the city boundaries of Shaw Hts only 27% OF CHILDREN ARE within a 10-minute walk of a park.

There is only one sentence in the entire document that recognizes the growing Latino community, and no mention of the African American, Asian American and Pacific Islander, or indigenous populations.

On page 66 of the Planning Commission packet, is the description for buildout of what is referred to as “Westminster Heights” --- 230 acres of pristine undeveloped land, at 84th and Federal. It is a centennial farm today that sits at the apex of the city.

Here is an opportunity to preserve for the community and for future generations, a PUBLIC open space.

Instead, the plan starts with business, not the community. It continues the decades of ignoring and redlining the south end of the city.

“The Westminster Heights area is envisioned to locate residential densities along the east side of Federal Boulevard to help support transit lines and employment development at the St. Anthony campus.”

While there is a statement about something called an “agri-hood”, it completely misses what could-- and must happen to this land-- if there is truly the will to put community before private business interests.

Over this past year Westminster has been recognized as having the third highest numbers of apartments built outside of Denver.

Last week in the major media, it was reported that Westminster has the highest rent in the metropolitan area—beating Denver out.

I ask the Planning Commission to not approve this plan as it stands. Return this to staff.

A study and **concrete proposals** on how to address the inequity in Open Space access needs to be presented with serving the community as the starting point.

I believe this Comp Plan fails the test of the city adopted city vision statement that:

We are a thriving community of safe neighborhoods and beautiful open space that is sustainable and inclusive.

It does not achieve the goals of

Thriving City, Healthy Places, Great Neighborhoods, Managed Growth.

Attached: EPA September 2, 2021

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Radiation (OAR)**

[CONTACT US <https://epa.gov/newsreleases/forms/contact-us>](https://epa.gov/newsreleases/forms/contact-us)

EPA Report Shows Disproportionate Impacts of Climate Change on Socially Vulnerable Populations in the United States

September 2, 2021

Contact Information

EPA Press Office (press@epa.gov)

WASHINGTON (Sept. 2, 2021) — A new EPA analysis released today shows that the most severe harms from climate change fall disproportionately upon underserved communities who are least able to prepare for, and recover from, heat waves, poor air quality, flooding, and other impacts. EPA’s analysis indicates that racial and ethnic minority communities are particularly vulnerable to the greatest impacts of climate change. *Climate Change and Social Vulnerability in the United States: A Focus on Six Impact Sectors* is one of the most advanced environmental justice studies to date that looks at how projected climate change impacts may be distributed across the American public.

“The impacts of climate change that we are feeling today, from extreme heat to flooding to severe storms, are expected to get worse, and people least able to prepare and cope are disproportionately exposed,” **said EPA Administrator Michael S. Regan** “This report punctuates the urgency of equitable action on climate change. With this level of science and data, we can more effectively center EPA’s mission on achieving environmental justice for all.”

EPA’s new, peer-reviewed report shows the degree to which four socially vulnerable populations—defined based on income, educational attainment, race and ethnicity, and age—may be more exposed to the highest impacts of climate change. The report quantifies six types of impacts, including those to health from changes in air quality and extreme temperature, disruptions to weather-exposed workers, and flooding threats to property.

Key findings of the report include:

- That Black and African American individuals are projected to face higher impacts of climate change for all six impacts analyzed in this report, compared to all other demographic groups. For example, with 2°C (3.6°F) of global warming, Black and African American individuals are:
 - 34% more likely to currently live in areas with the highest projected increases in childhood asthma diagnoses. This rises to 41% under 4°C (7.2°F) of global warming.
 - 40% more likely to currently live in areas with the highest projected increases in extreme temperature related deaths. This rises to 59% under 4°C of global warming.
- That Hispanics and Latinos have high participation in weather-exposed industries, such as construction and agriculture, which are especially vulnerable to the effects of extreme temperatures. With 2°C (3.6°F) of global warming, Hispanic and Latino individuals are 43% more likely to currently live in areas with the highest projected reductions in labor hours due to extreme temperatures. With regards to transportation, Hispanic and Latino individuals are about 50% more likely to currently live in areas with the highest estimated increases in traffic delays due to increases in coastal flooding.

This significant study represents an important milestone in understanding the future impacts of climate change on different American populations, especially under resourced communities. Due to data and modeling limitations, this study is limited to the contiguous U.S. Future work will enhance both the coverage of other important areas, such as Hawaii and Alaska, and will explore additional impact sectors and measures of social vulnerability.

Today's analysis will help further efforts being taken by the Biden Administration across the Federal government to advance environmental justice and to address the disproportionate impacts that climate change is having on vulnerable communities. During his first weeks in office, President Biden issued Executive Order 14008 on *Tackling the Climate Crisis at Home and Abroad*, which established the first-ever White House Environmental Justice Advisory Council <<https://epa.gov/environmentaljustice/white-house-environmental-justice-advisory-council>>, the White House Environmental Justice Interagency Council, and the Justice40 Initiative. Through the Justice40 Initiative, the Federal government is, for the first time in history, working to ensure that at least 40-percent of climate and clean energy investment benefits flow to disadvantaged communities.

Access the report: <https://www.epa.gov/cira/social-vulnerability-report> <<https://epa.gov/cira/social-vulnerability-report>>

Information about climate change: <https://www.epa.gov/climate-change> <<https://www.epa.gov/climate-change>>

Information about environmental justice: <https://www.epa.gov/environmentaljustice> <<https://www.epa.gov/environmentaljustice>>

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SEPTEMBER 2, 2021

GROWTH

Who are parks for? Proposed housing development has Westminster neighbors fighting for space.

Some residents fear being shut out of coveted parkland as developer eyes new subdivision at “The Farm”

Evaristo Gomez Jr. 4:02 AM MDT on Aug 1, 2021



A couple stands on a crowded sidewalk on West 84th Avenue in Westminster, Colorado, on July 4, 2021. People from across the city joined them to watch firework displays in the sky over metro Denver.(Evaristo Gomez, CU News Corps)



Credibility:  Original Reporting  On the Ground  Sources Cited

WESTMINSTER — Eric Wycoff remembers well the struggle to find a suitable park experience when his family was younger. The all-day adventure meant loading everyone into the car to drive clear across town — just so his stepdaughter could enjoy playgrounds and wide-open fields.

On the days his wife needed their only car for work, he recalls walking more than a mile with the young girl to reach the nearest park in Shaw Heights, their south Westminster neighborhood.

TODAY'S UNDERWRITER

“You know, when it’s a hundred degrees, you don’t want to go far,” he said recently.

Yet not much has changed. His stepdaughter is older now, but he notices other young families struggling with the lack of good parks nearby. Sometimes, kids’ only alternative is playing in the streets or on playground equipment at local schools.

And when school’s in session, he says, younger kids are just stuck.

Wycoff’s observations are shared by many of the residents in southern Westminster and have been amplified by the dispute over a 235-acre plot of agricultural land adjacent to Shaw Heights where a new residential development is planned. Known as “The Farm,” the property is likely to be transformed into the Uplands, a development marketed as an urban oasis with new parks and trails winding through

SPECIAL PROJECT

Colorado cities and suburbs are fighting over the future of neighborhoods as growth eats up coveted green spaces, from Westminster to Park Hill to Fort Collins. **A Colorado Sun project with CU News Corps.**

- [Colorado’s urban open space past haunts the future of development and community life](#)

commercial and residential buildings, including some affordable housing.

- [Who are parks for? Proposed housing development has Westminster neighbors fighting for space.](#)

With a mix of [low-income and workforce housing](#) and 40 acres of new parks, the neighborhood was designed to combat the lack of outdoor spaces in the southern part of the city, developer Jeff Handlin said. He promises the Uplands will connect a divided Westminster, but some residents aren't buying those promises.

55 parks, 150 miles of trails, and yet ...

Westminster markets itself as having a robust outdoor and recreation system. The city has 55 identified parks and more than 150 miles of trails. Yet, neighborhoods in the older, southern part of the city, like Shaw Heights, do not have the same easy access to outdoor resources as those in the more affluent neighborhoods of the north.

The Urban Land Institute rates parks on five basic characteristics. To achieve a high quality rating, parks must be in great physical condition, accessible, provide positive experiences, remain relevant to the community and flexible to changing conditions.

It takes a lot of work for the residents of Shaw Heights to get to parks that meet all five ULI standards.

Who are parks for? Proposed housing development has Westminster neig...



CU News Corps multimedia journalist Emily Nelson interviewed dozens of residents of the Shaw Heights neighborhood in Westminster to learn how they're making the best of the few public open spaces near their homes.

According to the Trust for Public Lands, only 33% of Shaw Heights residents have a park within a 10-minute walk of their homes. The “10-minute Walk” movement was coined by Trust for Public Land but has ultimately been adopted as a uniform standard by many organizations, including the city of Denver.

Oakwood Park is the only city park within walking distance of Shaw Heights. It is a strip of grass with one picnic table on the side of a sound barrier to U.S. 36. Most people go farther down the street to Rotary Park, owned by Hyland Hills Parks and Recreation District and serving a dual purpose of recreation and flood control. Neither park meets the five ULI standards.

Recommended

Beloved — and rare — sunset spot in Westminster has become a battleground between developers and neighbors

Thunderstorms create inches of standing water at Rotary Park, making the park unusable until the water drains away. Even then, grass that appears to be dry stinks of stagnant water. Wood chips from the playground become hard and compact.



Rotary Park, in the Shaw Heights neighborhood is owned by Hyland Hills Parks and Recreation District, and does double duty for the south side of Westminster, serving as play space but also filling with runoff after heavy storms. (Evaristo Gomez, CU News Corps)

Families using Rotary Park on July 4 packed their belongings at the first sign of rain.

But just a seven-minute car ride northwest, those celebrating the holiday in Westminster City Park showed no weather anxiety, seeming to disregard the storm clouds forming above.

People from across the Denver metro area flocked to City Park in hope of catching the fireworks display. There were residents from Broomfield, Northglenn, Thornton and the newer part of Westminster. The space is large — 205 acres — with nice baseball and softball diamonds, an 18-hole disc golf course and a skatepark. Green fields used for soccer and free

concerts sprawl in every direction. Trails lead from the park to other nearby open spaces.

After interviews with dozens of people, two things became clear: Westminster City Park is beloved, and the people who live in the neighborhoods of south Westminster weren't among the people waiting for the fireworks to start. Those setting up their tents were coming from areas with grand parks of their own.

Make your own fun on the street, in the parking lot

A 12-minute car ride to the southeast from City Park, south Westminster families were making their own Independence Day celebration near The Farm. A local food truck, Chikihanas, offered spicy, hibachi-inspired plates to its hungry customers. An elotero and a paletero rang their bells to signal favorite street foods for sale: street corn and popsicles.

From the top of the hill, the metro's bright displays burst through the thick layer of smoke across the horizon. To the west, Shaw Heights lit up as families lined the streets to shoot off their own shells. In the middle of Federal Boulevard and West 84th Avenue, individuals lit their own fireworks, the pop of bottle rockets and the whistle of fountains filling the spaces between cars parked in front of a rundown shopping plaza.





A local food vendor set up in Summit Square Shopping Center to serve people gathered to watch fireworks on July 4, 2021. (Evaristo Gomez, CU News Corps)

Lana and Jason Cangialosi and their two children chose to watch the fireworks on top of the hill right next to The Farm. The family moved four years ago to Shaw Heights from the hip Highland neighborhood in Denver.

“A lot of people congregate on the top of the hill along the side of the road and it kind of becomes this nice communal gathering,” Jason said. “We don’t have to go anywhere.”

The family has found a sense of community in Shaw Heights, but there are also logistical issues with traveling across the city to a park that is better for their 4-year-old twins.

“It is a big haul to park somewhere and trek into a park,” Jason said.

The Cangialosi family, like many other families in the neighborhood, still uses outdoor spaces in the neighborhood, though Lana said the parks have too little shade and are already overcrowded.

Though plans for the Uplands development promise new parks, many people in the neighborhood see it as taking away an irreplaceable open space.



Residents worry the Uplands development is going to make the area more congested, and many worry the newly built outdoor spaces, described by the city as 40 acres of public parks, open space and view corridors, will not welcome families who already live in the neighborhood.

Shaw Heights exists as a single community, but the neighborhood straddles the Adams County line. Westminster makes note of this, offering a map and the note that Shaw Heights is served by the Hyland Hills Recreation District.

Even without seeing the map, Wycoff has felt this dynamic for years. He expresses real concern for children of color who might want to use the proposed park areas in Uplands.

“I think that’s exactly how the park is going to turn out, not a park for everyone,” Wycoff said.



The playground at Rotary Park after rain on June 27, 2021. (Evaristo Gomez, CU News Corps)

The Colorado Sun works regularly with the University of Colorado’s News Corps, led by [Chuck Plunkett](#), to showcase the work of student journalists. Evaristo Gomez Jr. and Emily Nelson pursued this story as part of a larger look at the implications of rapidly disappearing open spaces in cities along the Front Range.



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Evaristo Gomez Jr.



Evaristo Gomez Jr. is a graduate of political science and journalism from CU Boulder. Born and raised in Denver, he loves taking day trips to the mountains to enjoy Colorado's beautiful scenery.

Read More: [CU News Corps](#) [Hyland Hills Parks and Recreation District](#) [Jeff Handlin](#) [open space](#)

The Latest

POLITICS AND GOVERNMENT

Remapping 2021 | New draft Colorado legislative maps are coming and congressional commissioners struggle to find consensus

A look at the former Western Slope 4th District and a new congressional proposal is set to be released this week

Thy Vo Sandra Fish 2 hours ago

Colorado 4th Congressional District 1962



CORONAVIRUS

Colorado parents are trying to get around school mask mandates with dubious doctor's notes

Pediatricians across the state are being bombarded with requests for doctor's notes as parents try to get their kids exempt from wearing a mask at school despite few medical-based reasons to do so.

Olivia Prentzel 7:00 AM MDT



OUTDOORS

How one El Paso County bike crash is changing access to 14ers in rural Colorado

Mount Lindsey in the San Luis Valley is the latest fourteener to shut down in the wake of a court decision that made the Air Force liable for injuries to a cyclist

Jason Blevins 7:00 AM MDT



BUSINESS

Farmers hit with most disruptive price hikes, supply shortages in decades as pandemic slowdowns catch up to Colorado

Colorado farmers and agricultural businesses have been hit with cost increases for pesticides, fertilizer and other supplies as global supply chains sputter in the wake of the pandemic.

Shannon Najmabadi 4:00 AM MDT



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Baden, Jennifer

From: Marge Kamp <kamp1@comcast.net>
Sent: Monday, September 13, 2021 1:42 PM
To: PCPubComm
Subject: [EXTERNAL] Development 84th and Federal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have just experienced the worst summer for climate change and the City of Westminster in its infinite wisdom wants to continue with the high density building. Why? The people don't want this. Why is it that where the ex mayor lives the HOA can require more plants and trees to be planted but other sections of Westminster are unable to maintain their landscapes. Seems like social status discrimination! So my property values go down. What does the city care! How does building in probably one of the most gorgeous views in Westminster full of housing make any sense? You could create a beautiful park here! The whole space and not some little park to appease the masses! It creates so many problems. Maybe it is time we elect people who don't refuse to recognize the problems this city, this state and this nation are enduring! Get you head out of the sand and do what is right! Quite frankly I don't think you have the guts!

Sent from my iPhone

Baden, Jennifer

From: Marge Kamp <kamp1@comcast.net>
Sent: Monday, September 13, 2021 1:52 PM
To: PCPubComm
Subject: [EXTERNAL] Fwd: Development 84th and Federal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sorry I didn't include my name and address. I wouldn't want to give you an excuse not to include my comments. My name is Marjorie Kamp and I live at 7361 Jay Street Westminster Colorado.

Sent from my iPad

Begin forwarded message:

From: Marge Kamp <kamp1@comcast.net>
Date: September 13, 2021 at 1:41:54 PM MDT
To: PCPubComm@cityofwestminster.us
Subject: Development 84th and Federal

We have just experienced the worst summer for climate change and the City of Westminster in its infinite wisdom wants to continue with the high density building. Why? The people don't want this. Why is it that where the ex mayor lives the HOA can require more plants and trees to be planted but other sections of Westminster are unable to maintain their landscapes. Seems like social status discrimination! So my property values go down. What does the city care! How does building in probably one of the most gorgeous views in Westminster full of housing make any sense? You could create a beautiful park here! The whole space and not some little park to appease the masses! It creates so many problems. Maybe it is time we elect people who don't refuse to recognize the problems this city, this state and this nation are enduring! Get you head out of the sand and do what is right! Quite frankly I don't think you have the guts!

Sent from my iPhone

Baden, Jennifer

From: trvsjim@aol.com
Sent: Monday, September 13, 2021 6:01 PM
To: PCPubComm
Subject: [EXTERNAL] e mail testimony to commissioners

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re: Planning Commission Vote on Comprehensive Plan

From: James Travis
3685 W 94th Ave
Westminster CO 80031

Comment: I have been a resident of Westminster for nearly 25 years. I would like to see a continuation of the adopted vision statement of safe neighborhoods and beautiful open space which attracted me and many others to live here and call it home.

Your packet p. 66 and 67 Westminster Heights Transition Area is not in alignment with great neighborhoods and managed growth and I am opposed to including this proposed high density development in the Comprehensive Plan. Although there are many reasons for this opposition from many residents besides me I would like to point out a couple things.

I cannot imagine that managed growth and harmony with existing neighborhoods is possible by the addition of potentially 7,000 people in 5 story buildings. What happens to the dramatic views that you mention in the packet? Is this the same city of Westminster that values open space that is now seeking to destroy it? Can you really have that many people without infrastructure, an approved water plan, schools, public safety and other services needed? It is inevitable that crime would increase--great neighborhoods? healthy places?

Now to address traffic and congestion. Here is a quote from your packet: "Convenient access along Federal Boulevard connects this Transition Area to US 36."

This is not true whatsoever. Traffic is taxed to the limit at the present time as it is not to mention if you were to add 7,000 people?? I want to relate a personal experience:

A few weeks ago, I was coming home around 5 p.m. and took the US 36 exit to Northbound Federal with the intent of turning left to go West on 84th Ave. There are 3 lanes on Federal. In spite of having many blocks to do so, navigating through traffic on Federal was at great peril to me as I was trying to switch lanes safely from the far right to the far left. No one was allowing me to get over to the left lane. It was very congested and although I did finally manage to get over I was quite rattled and stressed at the difficulty.

Please do not give the green light to a City Comp plan that does not fit with the vision of a beautiful city with beautiful neighborhoods!

Thank you.

Baden, Jennifer

From: Jerrie Coyne <jitterbuggers@comcast.net>
Sent: Monday, September 13, 2021 7:35 PM
To: PCPubComm
Subject: [EXTERNAL] Opposition of Westminster Heights

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am totally opposed to the plan to develop the property currently called the “farm” into the proposed development of Westminster Heights.

First off, the last thing this area needs is more density. Everywhere you look in Westminster apartments are sprouting up and the traffic is becoming more crowded with each project.

The water required to furnish 5,000 people is huge and it doesn’t make sense to tax our current system about which there are already huge concerns.

Furthermore, this area does not have enough parks and open spaces for the current residents. According to current information this area surrounding the proposed development does not have the required open space and parks that is specified in the minimum Public Land Dedication code requirements. Having the city accept money instead of supplying this area with open space and parks does not solve the problem of too little open space/parks for its citizens

Lastly, the amount of traffic generated by adding 5,000 or so cars to this area is unthinkable. Consider now that the only two main ways to exit this property going north to south is Lowell Blvd and Federal Blvd. and the only east to west roads are 88th Ave. and 84th Ave

This is a horrible plan and I urge you to think of the current residents and their desires and not the amount of money that the City of Westminster would gain in revenue

Please, Please listen to the residents and do not approve this horrible idea.

Sincerely,

Jerrie Coyne.

Baden, Jennifer

From: Lucy <edandlucy@thesiebers.com>
Sent: Monday, September 13, 2021 9:38 PM
To: PCPubComm
Subject: [EXTERNAL] Comprehensive land use plan

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Lucy Sieber
5408 West 100th Court
Westminster 80020

I have reviewed the Westminster comprehensive land-use plan for 2040. In my opinion it fails to support the city's vision statement. Over the past years, the city has engaged in an era of hyper urbanization. Our citizens reacted to this by way of the Community Survey of 2020. Consequently, the Urban Corridor label was dropped.

My objections to the Comprehensive Land-use Plan 2040 are as follows

Westminster Highlands. If build out is as projected, 6 to 7000 residents will be occupying that plot of land. We will be dropping a city the size of Gunnison Colorado in our midst. Currently, the city is struggling to provide for the infrastructure needs for our citizens.

South Westminster. There is a paucity of parks/open space in the southern part of our city. One case in point is Oakwood Park. I've seen dog runs more spacious and welcoming.

Water supply plan. The study states that "climate change is not a major driver of the ultimate water needs." No evidence is given to support the statement. It exhibits quite a cavalier attitude.

Office parks. Given that we are living in a post pandemic world, how can one justify additional office space? Right now thousands of square feet of corporate space is standing vacant.

Public land dedication. In the frequently asked question section, public land dedication has been modified to include such municipal additions as fire stations libraries and utilities. This most certainly defeats the intention of the article in the current city code.

I addressed this issue in an email to the city this past June. I was told that the city did not offer exceptions but rather alternatives. Alternatives are gluten-free items on the menu. I believe developers view these as "Givens ". The rapid growth has been incentivized.

In summary, I believe that the current draft of this plan will not alleviate Westminster citizens' displeasure regarding their city leadership. Please give this plan a critical eye and restore citizens' faith in good governance.

Sent from my iPhone

Baden, Jennifer

From: MARK KAISER <mlkddk@outlook.com>
Sent: Tuesday, September 14, 2021 8:14 AM
To: PCPubComm
Subject: [EXTERNAL] A suggestion for the "Farm" and many reasons why developing this area is not a wise use for the parcel'

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Climate change is a real and present danger. Air pollution negatively impacts Coloradans and residents of Westminster. I was happy to have the opportunity to testify at the Air Quality Control Commission (AQCC) to adopt regulations that will make a meaningful pathway to achieving Colorado's carbon reduction goals and improve air quality. I was joined by many local leaders

This was a statement made by Mayor Seitz and Legislator Faith Winter. Yet when a project that would negatively affect the environment and raises the temperature of a project within their own city, all the people who talk about the things that would affect the climate adversely within their own city advocate for a project that would have a negative effect on the climate and of their home city. And I believe this project would have all of the below listed problems if allowed to go forward.

-
- More density, more apartment buildings.
- Destruction of view corridors with building heights.
- Lack of parks and open space.
- Inequality in access to parks.
- Water Supply Plan is not approved nor has answers to density proposals.
- Climate Change and urban heat islands
- Traffic and congestion.
- Lack of infrastructure.
- The strain on existing communities.
- Does not meet the goal of sustainability.
- City Comp Plan is not emphasizing/complying with the minimum Public Land Dedication code requirements in 11.6.8--the minimum bar not being met!

Therefore, I would like to propose a different solution to this development. Several years ago, the City of Westminster and the City of Broomfield came together and purchased the Metzger Farm on 120th and Lowell Blvd for open space to be utilized by the citizens of both cities. Why can't a partnership be formed in conjunction with Adams County, City of Westminster, the City of Federal Heights to save this area for open space and benefit the citizens of all entities instead of developing a project that will cause so many problems in the environment for our communities?

In closing, ***We should be thriving community of safe neighborhoods and beautiful open space that is sustainable and inclusive. This development is neither sustainable or inclusive for Westminster or South Adams County.***

Mark Kaiser
7035 Zenobia Street
Westminster, Co 80030
3035980630

Sent from my iPad

Baden, Jennifer

From: Pat Bird <patbird27@gmail.com>
Sent: Tuesday, September 14, 2021 9:32 AM
To: PCPubComm
Subject: [EXTERNAL] comments re: Westminster Heights

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I think there are many negatives to the proposed development of the area west of Federal and between 84th Ave. and 88th Ave.

1. **Lack of water.** We are in an extreme drought situation and from what I've read, we will not be out of the drought soon. Aquifers are drying up, ranchers are having to sell cattle because it is too dry to grow enough feed for the cattle, reservoirs are at an all time low, the Colorado River is so low that the water allocation from it to states is being decreased and Standley lake is low because it has been published that Northglenn's allocation has dropped. 2350 units will cause millions of gallons of water to be used. If there are commercial units, more water will be used. And the HOA will be watering grass. That is a lot of water when we are in an extreme drought situation already.
2. **Traffic.** I think that to afford a unit, there will have to be at least 2 working adults for each unit. That is at least 4700 people in a 2350 unit development. That means at least 4700 cars. Where will they all park? I'm sure each unit will not have a 2 car garage. Even if only half of them drive to work, that will cause a lot of traffic problems. Can you imagine 2350 cars spilling onto Federal in the morning?? The light rail isn't the answer. Probably only a few of them will take the light rail.
3. **Very few parks are planned.** The city has a policy that requires a certain amount of space for parks and the developer has already been told to pay cash instead of providing the required amount of parks. That part of Westminster already has very few parks and the plan is to add at least 4700 more people and very little park space?? At least the minimum required park space should be enforced. The shutdown because of the pandemic has shown that parks are needed.
4. **Climate Change.** All of the concrete for the development would add a huge heat island and increase climate change. We don't need more concrete!!
5. **Commercial space.** Why put in commercial space when there are many commercial sites vacant?
6. **Lack of Infrastructure.** Sewer lines, water lines, streets will all have to be built. Who is going to pay for that? Currently many new developments create Metropolitan Districts to pay for infrastructure. Who pays for that? The home owners through property taxes. And the taxes are huge. Reunion is one example. Taxes there are large because of the bonds created by the Metropolitan District (usually controlled by the builder not the home owners). There have been many articles in the Denver Post about Metropolitan Districts.

Submitted by:

Pat Bird

10662 Brewer Dr.

Northglenn, CO 80234

(If this development is built that lack of water and traffic problems caused will affect more than Westminster.)

Baden, Jennifer

From: Westminster Forward
Sent: Tuesday, September 14, 2021 11:08 AM
To: Baden, Jennifer
Subject: FW: [EXTERNAL] Development

Jen, can you add this to the emails for PC? Thanks.

From: Ski <ski5280ft@yahoo.com>
Sent: Tuesday, September 14, 2021 9:51 AM
To: Westminster Forward <westminsterforward@CityofWestminster.us>
Subject: [EXTERNAL] Development

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I have lived in Westminster all my life and I love my city but the way it's being overdevelopment is scary. The Westminster Heights project is a very bad idea it's going to bring too much traffic and put more stress on our Police and Fire departments as well as water. The City needs to enforce code 11.6.8 Public Land Deduction of 12 acres per 1000 people on all development and not take cash in lieu for the park space.

City Council needs to listen to the people and not a developer who doesn't give a crap about the people who live here all they care about is money.

Thank you

Eric Wycoff

Westminster Colorado

[Sent from Yahoo Mail for iPhone](#)

Baden, Jennifer

From: Michael Eisenstein <eisenstein.mike@gmail.com>
Sent: Tuesday, September 14, 2021 11:08 AM
To: Baden, Jennifer
Subject: [EXTERNAL] Planning Commission 9/13 Testimony

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello my name is Michael Eisenstein. My address is: 6890 Lowell Blvd Westminster CO 80221.

I will leave a recorded message for my testimony. I would like my comments included as part of the official record. I will also be available for any questions during the virtual meeting as well.

Thank You,
Michael Eisenstein

310-488-0737

Baden, Jennifer

From: Curt LeRossignol <CurtLeRossignol@hotmail.com>
Sent: Tuesday, September 14, 2021 10:52 AM
To: PCPubComm
Cc: Mike Eisenstein; Jonathan Alpert; Hugo Weinberger; Curt LeRossignol; Spurgin, Andrew
Subject: [EXTERNAL] LOWELL CORRIDOR ASSEMBLAGE -- Planning Commission Request
Attachments: LOWELL ASSEMBLAGE -- Aerial Maps for Planning Commission.pdf; LOWELL ASSEMBLAGE -- Urban Renewal --1988 Station Area.pdf

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Hello to the Westminster Planning Commission:

My name is Curt LeRossignol, and I am part of a team that since 2017, has been acquiring redevelopment land in southern Westminster, around the B-Line FasTracks Station. In 2019 we completed the purchase of the 28 acre Northgate property at 70th and Federal. My partner Michael Eisenstein has also acquired several properties on Hooker Street in the Station Area, over the last few years. In addition, our team has acquired several land parcels on Lowell Blvd, adjacent to the beautiful Little Dry Creek Park. We are now under contract to purchase two more tracts of land, that may likely be the two most blighted properties in the City -- and they are directly adjacent and across the street from the new park -- on the west side of Lowell. The dog park and the new exciting nature park and playground sit right between these two unsightly properties. The southern 4.12 acre property we call the Stoneyard, which stores, cuts and sells all sorts of landscaping rock, which is scattered all over the land. It's been family-owned for decades. The northern property is a 4.63 acre tract of land that we call the Salvage Yard, that stores junked autos. This has also been family-owned for decades. We encourage you to drive down and look at both of these properties up close, and imagine what could replace them.

Our goal is to change the land use from heavy industrial, to nice looking mixed-use apartment projects, with densities of at least 60 units per acre, which is a very reasonable density level for an urban TOD (transportation oriented development). We are paying fair and reasonable market prices for the land, and for the projects to be financially feasible, we need this level of density, to justify moving forward. We feel there are many reasons for the City to embrace this type of development:

1 -- These two properties are the classic definition of blighted real estate.

2 -- These two properties are in the now-expired Urban Renewal Area that the City created in 1992, as shown on the attached map -- and they are begging for urban renewal to finally occur. Unfortunately, the City let the program expire in 2017, which should be renewed. A good discussion and analysis of this is attached hereto, along with aerial maps that show our holdings.

3 -- These two properties bracket the west end of the beautiful \$40 million dollar Little Dry Creek Park, that the City has created, and are right across the street from the new nature playground and amphitheater, where drug use and camping now occur frequently.

4 -- This property is classic TOD land as it is a short walk (1/4 mile) to the FasTracks B-Line station, and literally right across the street from the designated Westminster Station Special District. It is TOD theory 101, that cities allow the highest housing densities in TOD areas, so that more people can walk to the train, take it to work, and leave the car at home.

5 -- A major goal of the existing Station Plan is to activate the Station and the Park. Maximizing the beds and bodies around the Station and Park, will accomplish that goal sooner, than later.

6 -- Another major goal of the existing Station Plan is to generate tax revenue for the City. More beds and bodies will quickly create the impetus for this. This requires higher housing densities.

7 -- South Westminster and the Station Area are now in a food desert, as both the Safeway and Walmart grocery stores on Federal Blvd are now closed. One major reason for this is that the urban renewal program has died on the vine. More beds and bodies can help alleviate this. However, this will not happen, unless cities allow for sufficient densities to be obtained by the developers, without which there will be no development taking place. Development of this nature needs to be encouraged by the planning department, as it achieves many goals.

8 -- It makes no sense to have an industrial-flex project on the stoneyard land, which is literally right at the western entrance to the park on Creekside Drive and Lowell. This is a gateway tract to the park, and should allow for residential mixed-use, which already exists in the building fronting onto Lowell, with a bar/restaurant, liquor store and apartments. There is adequate surrounding industrial land, some of which the City owns, to use for the light industrial-flex land uses, that is being proposed. This would be a waste of an outstanding tract of land. Our sites cry out for residential housing, in order to populate and activate the area.

9 -- We have also made arrangements to have Crestview W/S be the utility provider for these sites, which will allow the City to ration and use their water elsewhere.

10 -- If higher density and increased population helped bring a grocery store back to the area, the surrounding neighborhoods would very likely support projects like we are proposing. Nice looking homes and buildings on Lowell, that would replace the existing blight, also should be appealing to the Goat Hill neighborhood, as their property values would also likely be enhanced.

11 -- High density multi-family development in Westminster is not unprecedented, as the 255 unit Ascent complex in the new downtown area was built on 2.57 acres, with a density of 99 du/acre. And the neighboring Aspire project has 226 units on 2.37 acres, which is a density of 95du/acre. Seeking densities of 60 to 70 units per acre along the Lowell Corridor Transition Area, which wraps around the west end of the park and the Station Area, does not appear to be an unreasonable request. Clustered high density housing around TOD stations is the norm, not the exception.

12 -- Our proposed site plans for the salvage yard property, also allow for the extension of Newton Street to Lowell Blvd, which will improve traffic circulation and also allow for the light industrial office-flex land uses to develop over time, along the existing Newton Street, which currently dead-ends at the west side of the salvage yard. We can provide the land for the street without the necessity of the City paying for it in a condemnation proceeding.

13 -- If sufficient development densities cannot be obtained on the stoneyard and salvage yard properties, in order to justify the purchase prices, then we will have no choice but to terminate our purchase contracts and move on, which could leave those properties in their current blighted configurations for quite some time.

Our goal since 2017, is to bring urban renewal and vitality to the station area and its surroundings. These are, in fact, stated goals of the City as well -- in the URA plan of 1992, the Station Plan of 2017 and the new Comp Plan of 2021. It will all be triggered by the increased population that can be clustered around the train station. This dynamic will then be the magnet that attracts all the other desired land uses to come in -- which would also include retail venues such as grocery stores. This could become a very special place in Westminster, as it evolves. We currently have control of land that can provide for this. And all we ask for is sufficient development density and residential multi-unit zoning to allow for it to happen. It's quite logical, and just makes good sense, for many reasons. We hope that you will agree with this, so that we can begin to move things forward.

Thanks for your time and consideration.

Sincerely,

Curt LeRossignol
1551 Larimer Street, Suite 902
Denver, CO 80202
303-295-1495

CC: Michael Eisenstein
Jonathan Alpert
Hugo Weinberger



ADAMS COUNTY
COLORADO

Westminster Station Assemblage



Legend

- Lake
- Lake
- River
- Parks and Open Space
- Highways (5,000 - 10,000)
- Interstate
- Highway
- Tollway
- Parcels
- Building
- County Boundary
- City
- Avada
- Aurora
- Bennett
- Brighton
- Commerce City
- Federal Heights
- Lochbuie
- Northglenn
- Thornton
- Westminster



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

1:6,892

Westminster Station - Prime Development Land



Legend

Google Earth
©2020 Google

TRAIN STATION

1000 ft



Westminster Station -- Salvage Yard

Write a description for your map.



Legend

Lowell Blvd

Newton St

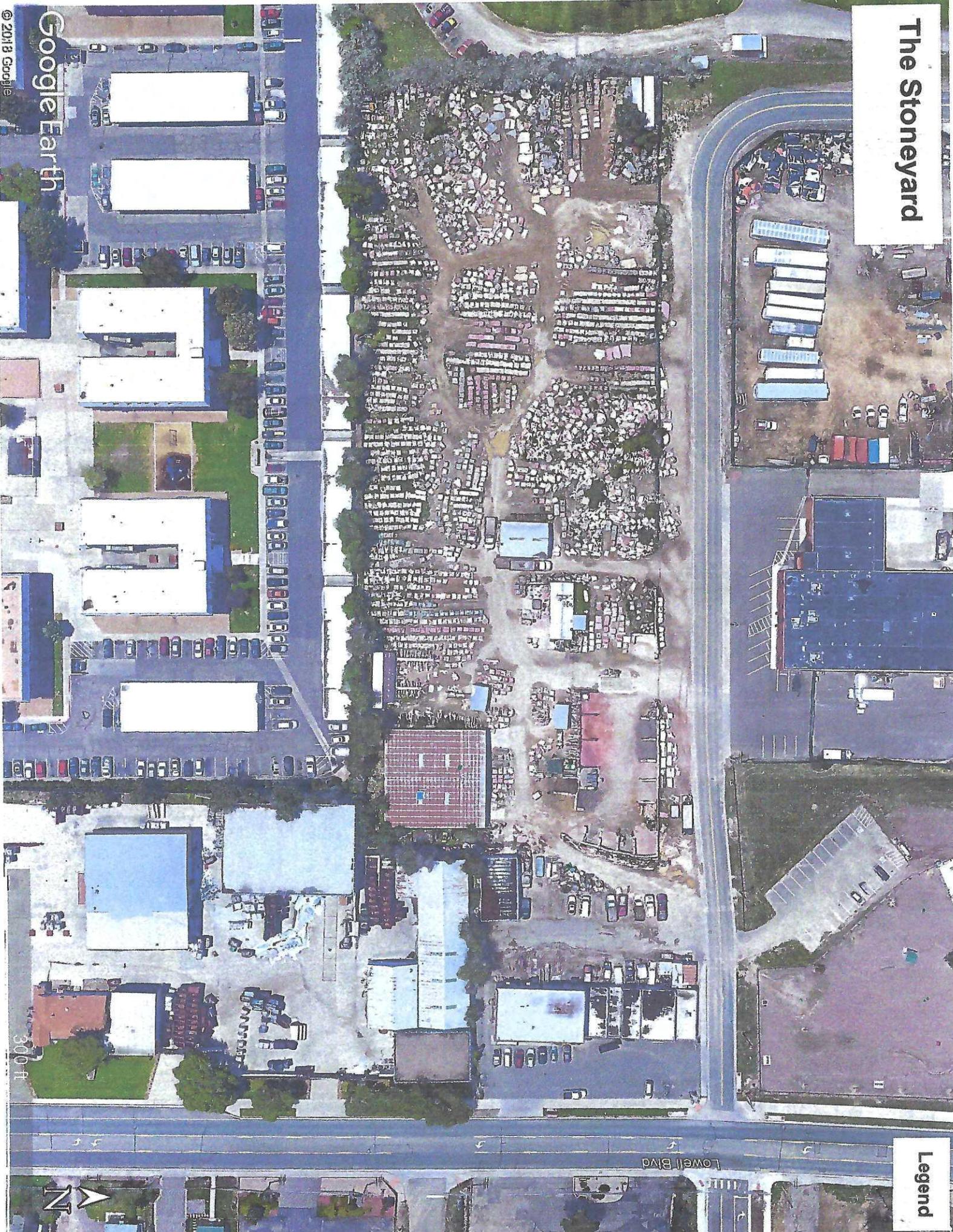
300 ft



Google Earth

© 2018 Google

The Stoneyard



Legend

Lowell Blvd

300 ft



Google Earth

© 2013 Google



WESTMINSTER

Staff Report

TO: The Mayor and Members of the City Council

DATE: September 3, 2014

SUBJECT: Briefing and Post-City Council Briefing Agenda for September 8, 2014

PREPARED BY: Steve Smithers, Acting 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 6:00 P.M.

Council Briefing *(The public is welcome to attend.)* 6:30 P.M.

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

PRESENTATIONS

1. Urban Renewal Designation Relative to Westminster Station TOD Area

CITY COUNCIL REPORTS

None at this time.

EXECUTIVE SESSION

1. Review of semi-finalist recommendations for City Attorney position and discussion of issues that may be subject to negotiation pursuant to Section 1-11-3(C)(1) and (7), W.M.C., and Section 24-6-402(4)(e) and (f), C.R.S. *(Verbal)*

INFORMATION ONLY

None at this time.

PLEASE NOTE THAT THE **PROPOSED 2015/2016 BUDGET** WAS DELIVERED ON 8/28/14.

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

Respectfully submitted,

Stephen P. Smithers
Acting City Manager

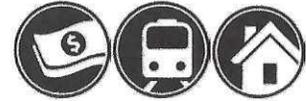
NOTE: Persons needing an accommodation must notify the City Manager's Office no later than noon the Thursday prior to the scheduled Study Session to allow adequate time to make arrangements. You can call 303-658-2161 /TTY 711 or State Relay) or write to mbarajas@cityofwestminster.us to make a reasonable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



WESTMINSTER

Staff Report

City Council Study Session Meeting
September 8, 2014



SUBJECT: Urban Renewal Designation Relative to Westminster Station TOD Area

PREPARED BY: Tony Chacon, Senior Projects Coordinator

Recommended City Council Action

Authorize Staff to proceed with an evaluation relative to the restructuring of the South Westminster Urban Renewal Area to better support improvements and development within the Westminster Station Transit Oriented Development area.

Summary Statement

- In an effort to redevelop the old dilapidated Westminster Plaza shopping center, the City of Westminster established the initial phase of the South Westminster Urban Renewal Area (URA) in 1988.
- The URA was expanded in 1992 to incorporate most of the remaining commercially developed and zoned property in the South Westminster area as shown in Attachment "A".
- Colorado State Statute allows the Westminster Urban Renewal Authority to collect tax increment for a period of 25 years from within a designated URA.
- Tax increment collections relative to Phase I of the South Westminster URA expired in 2013, with collections in the Phase II area due to expire in September, 2017.
- The Westminster Station Transit Oriented Development (TOD) area lies within the boundaries of Phase II of the South Westminster URA, and thus any tax increment that could be applied to supporting new development in the area will expire in September, 2017.
- Needed infrastructure improvements and prospective new development will require a significant infusion of public funding into the foreseeable future.
- Tax increment resulting from new development activity could provide a substantial funding resource that would reduce the need to rely on the City's standard capital improvement program to fund such improvements and support new development.
- By effectively restructuring the URA, WEDA could access up to 25 years of tax increment funding to invest in supporting development around the Westminster Station commuter rail project.

Expenditure Required: \$50,000 (estimated)

Source of Funds: General Capital Improvement Fund - South Westminster TOD capital project account

Policy Issue

Should the City of Westminster give consideration to establishing an urban renewal district to support infrastructure improvements and development within the Westminster Station TOD Area?

Alternative

The City Council could choose not to consider establishment of a new urban renewal district to provide financial support towards infrastructure improvements and development projects. Staff recommends the Council not give consideration to this alternative because the urban renewal powers would greatly assist in the redevelopment of the south Westminster area.

Background Information

At the time the Westminster Mall was completed in 1984, the south Westminster area began to face many socio-economic and infrastructure challenges and blighting factors. The area, having generally been built out between the late 1800's and mid-1970's, started to show the effects of 40 to 100 years of aging and wear. This transition from its economic heyday between 1960 and 1980 resulted in significant change relative to the socio-economic characteristics of the population, the economic and business base, and the physical attributes of structures and public infrastructure. The most notable manifestation of this change was the Westminster Plaza shopping center that had experienced a notable deterioration in its physical condition, tenancy, and economic stability since the opening of the Westminster Mall. Given this situation, the Westminster City Council created the Westminster Economic Development Authority (WEDA), conducted a blight study in 1987 (updated and expanded in 1992), prepared an urban renewal plan, and designated the City's first urban renewal area (URA) in 1988 (referred to as Phase I) to provide the authorization to acquire the site and the financial means to assist in redeveloping the shopping center. In 1992, the URA was expanded by City Council action to incorporate a larger area of south Westminster that included almost all commercial and industrial zoned property (referred to as Phase 2) to facilitate redevelopment in that area. The redevelopment of the Westminster Plaza was completed in 1999. Attachment "A" shows the boundaries of the existing South Westminster Urban Renewal Area.

The URA designation in south Westminster provided WEDA with tax increment that would be generated from redevelopment and property improvements for a period 25 years. Based on projected tax increment revenue, WEDA issued revenue bonds to assist in funding the redevelopment of the Westminster Plaza shopping center. WEDA has been using the tax increment proceeds to make the annual debt payment on the bonds, leaving little to nothing available to support other revitalization or redevelopment efforts. Most of the tax increment generated in the South Westminster URA resulted from the redeveloped Westminster Plaza shopping center and the accompanying Safeway grocery, which is located in Phase I. Phase 1 of the South Westminster URA expired in October 2013 thereby reducing the amount of tax increment received to finish paying off the bonds. The remaining financial obligation is being paid off through Phase II tax increment collections that are due to expire the end of September 2017. Minimal tax increment revenue has been generated in Phase II given the nominal development activity having occurred in the area. The Northgate shopping center was partially redeveloped and the existing grocery building renovated; however, this project has produced little in the way of sales tax revenue given the lengthy amount of time the grocery store has remained vacant.

The Westminster Station Transit Oriented Development (TOD) Area is situated within the Phase II boundary of the URA. In support of the forthcoming commuter rail station, the City is required, under agreement with the Regional Transportation District (RTD), to make substantial infrastructure

improvements. Planned improvements include the construction of a parking garage, a bus transfer facility, public plazas on both the north and south side of the tracks, water quality and detention facilities, and sections of new streets providing the minimal vehicular and pedestrian access to the commuter rail train station. These improvements are currently estimated to cost about \$40 million. Staff is currently anticipating covering these costs using proceeds provided by other jurisdictions (i.e. RTD, Adams County, Urban Drainage and Flood Control District, etc.) and general City revenues made available through the Capital Improvement Program. While Staff believes that sufficient funding can be found through these sources, factors such as increasing commodity and labor costs could result in the City having to reduce or modify the initial project scope and/or find additional funding sources. Beyond the initial required improvements, the City will need to address the construction of additional utility, street, and park improvements that will require City investment. The City's ability to provide funding for these additional improvements from General Fund revenue proceeds is questionable for the foreseeable future.

The City's interest in spurring new development activity around the commuter rail station will also require some level of public financial assistance, at least in the TOD area's formative years, given the current market discrepancy between development costs and potential developer profitability. For example, the cost for a developer to purchase land for a residential development within the TOD area will be significantly higher than the cost to purchase vacant "greenfield" land in growing areas of the City. This higher cost is due to the land in the TOD area usually having buildings on the property that add value regardless of the building's age or condition. While having to pay more for the land, a prospective developer also has to contend with having to rent an apartment at lower rates given the current market conditions in the neighborhood. These circumstances make it less appealing to developers to pursue development in south Westminster. However, City investment into some of the earliest development opportunities would lead to improving and solidifying the South Westminster real estate market, which will thereafter make the TOD area more inviting and attractive to financially self-sufficient development. Without public financial support, new development activity would be unlikely to occur in the near future.

Utilization of tax increment proceeds generated through an urban renewal district can provide a means of generating funding for infrastructure and development. As noted previously, however, the current URA, within which the Westminster Station TOD Area is located, does not generate sufficient discretionary funding and only has three years of revenue generation remaining. Reestablishing a "new" urban renewal district more specific to the Westminster Station TOD Area would be capable of providing a more significant source of tax increment revenue given the capture period of 25 years and prospective development activity occurring based on the opening of the commuter rail station in 2016. Accordingly, Staff is proposing to evaluate the feasibility of establishing a new URA to further support redevelopment in south Westminster by addressing short and long-term financial needs.

Should the City Council authorize Staff to proceed with an assessment of establishing a new URA, the following steps would be followed:

- The City would proceed with preparation of a blight study to determine eligibility to form an urban renewal district pursuant to State Statute. Attachment "B" shows the proposed boundaries within which the blight study would be conducted. Property owners within the boundaries of the blight study would be advised accordingly;
- The City would have an Impact Study prepared, the results of which would be presented to Adams County staff for their review and comment per State Statute;
- The City would have a Tax Increment Study completed so as to evaluate the financial viability of establishing the URA; and,

- The City would prepare an Urban Renewal Plan identifying prospective improvements and investments that could benefit from the tax increment proceeds.

Upon completion of these steps, the City Council would choose whether or not to give consideration to the creation of the new URA.

The creation of an URA for the Westminster Station TOD Area could provide funds needed to stimulate redevelopment by funding infrastructure and by assisting developers reduce excessive land assembly costs. It further could assist in providing a more readily available source of funding that could stimulate and accelerate development in the Westminster Station TOD Area, which in turn could stimulate general financial benefit to the City from other areas immediately adjacent to the district boundaries. Such an investment would provide a significant boost to the south Westminster revitalization efforts in the immediate future.

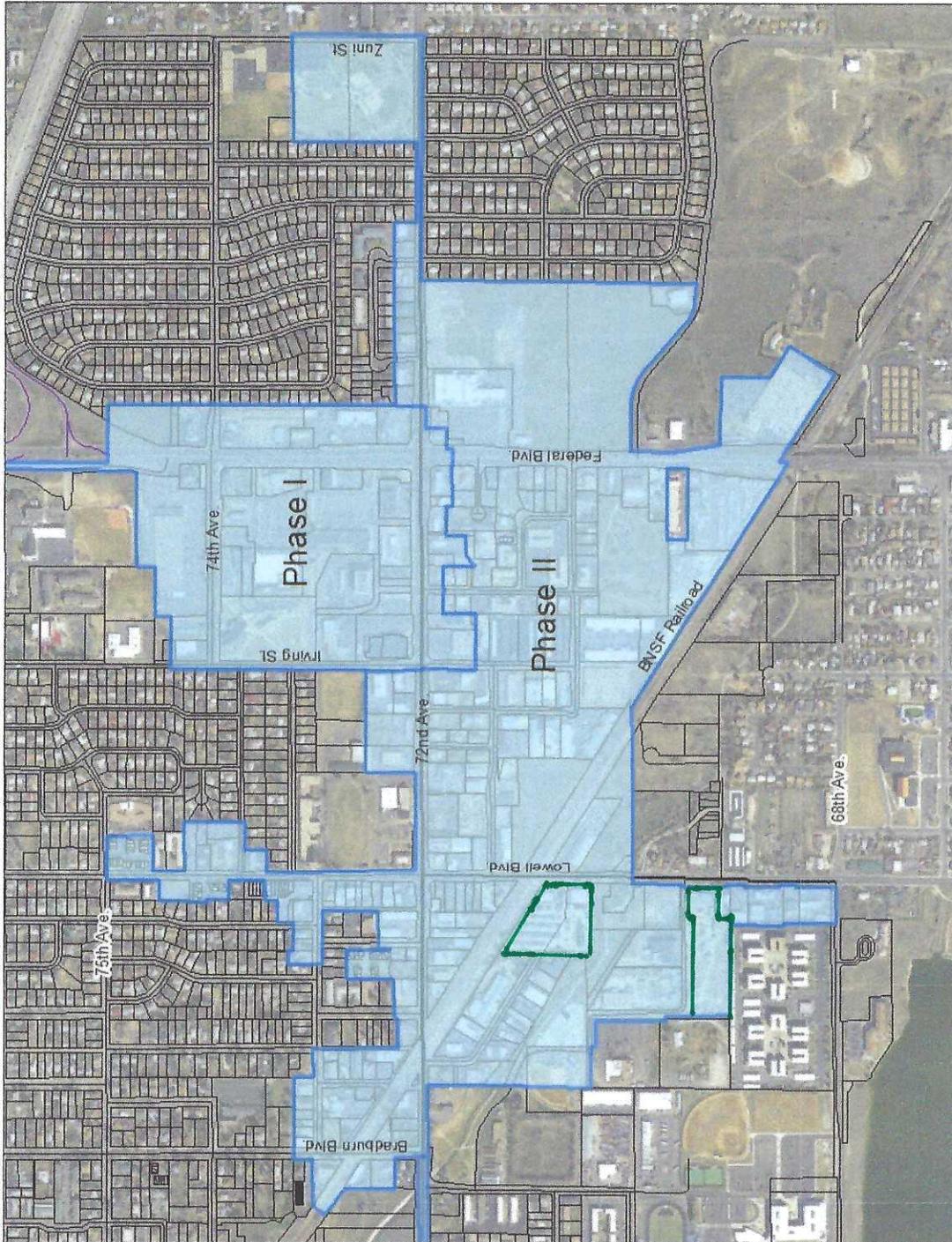
The establishment of a new URA in support of the Westminster Station TOD Area works towards the City Strategic Plan Goal of creating *Vibrant and Inclusive Neighborhoods* where tax increment revenues could be used towards constructing infrastructure and promoting new commercial and residential development activity. It further promotes meets the goal of building a *Dynamic, Diverse Economy* within the Westminster Station TOD Area by stimulating development leading to long-term financial stability and sustainability. The goal of *Ease of Mobility* is also achieved by providing a financial means of investing in infrastructure and development that promotes and supports mobility choices including automobile, bus, train, bicycle and pedestrian transportation modes.

Respectfully submitted,

Stephen P. Smithers
Acting City Manager

Attachment(s)

ATTACHMENT "A"
Existing Urban Renewal Area



ATTACHMENT "B"
Proposed Blight Study Boundaries





2.4 URBAN RENEWAL AREAS

Urban renewal is a statutory tool to support the redevelopment or rehabilitation of real property in a city through cooperative efforts by private developers and local government. In addressing these barriers to development, urban renewal promotes both private and public investment, leading to job creation, economic development, and increased tax revenue. The formation of an Urban Renewal Area (URA) is governed by Colorado Statute, which defines the criteria for blight designation and establishes the requirement for an urban renewal plan. These plans work in tandem with the Comprehensive Plan to provide vision and direction for redevelopment activities specific to a given URA.

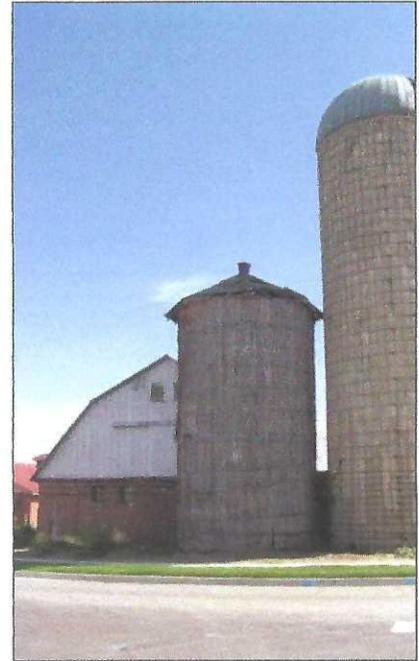
Urban Renewal Areas are administered by the Westminster Economic Development Authority (WEDA), for which city Council members serve as the Board Members. The URA designation allows WEDA to finance capital improvements and land assembly to incentivize redevelopment and improve physical conditions in these designated areas of the city. WEDA collects revenues from property taxes and sales taxes within these areas during the 25-year Tax Increment Financing (TIF) period. This revenue can be used on investments that serve a public purpose, such as parks, utilities, and roads, which then helps to bolster additional private investment.

Westminster Center Reinvestment Plan Area (WURP)

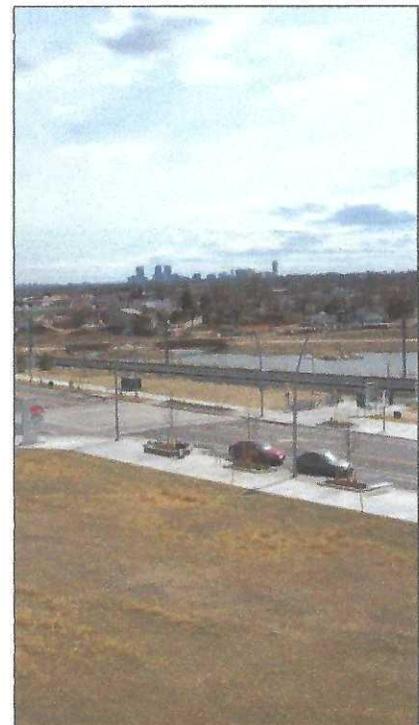
The purpose of this URA was to redevelop the site formerly known as the Westminster Mall. Formed in 2009, the TIF period was established in 2013 and will run through 2038. It corresponds to the redevelopment Focus Area known as Downtown Westminster, which follows the Downtown Specific Plan. Additionally, this area received designation as a federal Opportunity Zone as part of an investment program created by the Tax Cuts and Jobs Act of 2017, which allows for certain private investments to receive tax benefits.

South Westminster

This URA was established in two phases: Phase I was initiated in 1988 and collected its last TIF in 2013, and Phase II TIF ran from 1992 to 2017. It was established to revitalize and redevelop older commercial areas in the general vicinity of West 72nd Avenue and Federal Boulevard. While the first phase focused exclusively on commercial properties, the second covered the industrial area that is now the Focus Area of Westminster Station, which is governed by the Westminster Station Area Specific Plan. Some of the commercial and industrial properties in the Transition Area of Westminster Station were also included in the boundaries of the URA, whereas the residential Harris Park neighborhood was mostly left out. This area is also covered by two Opportunity Zones.

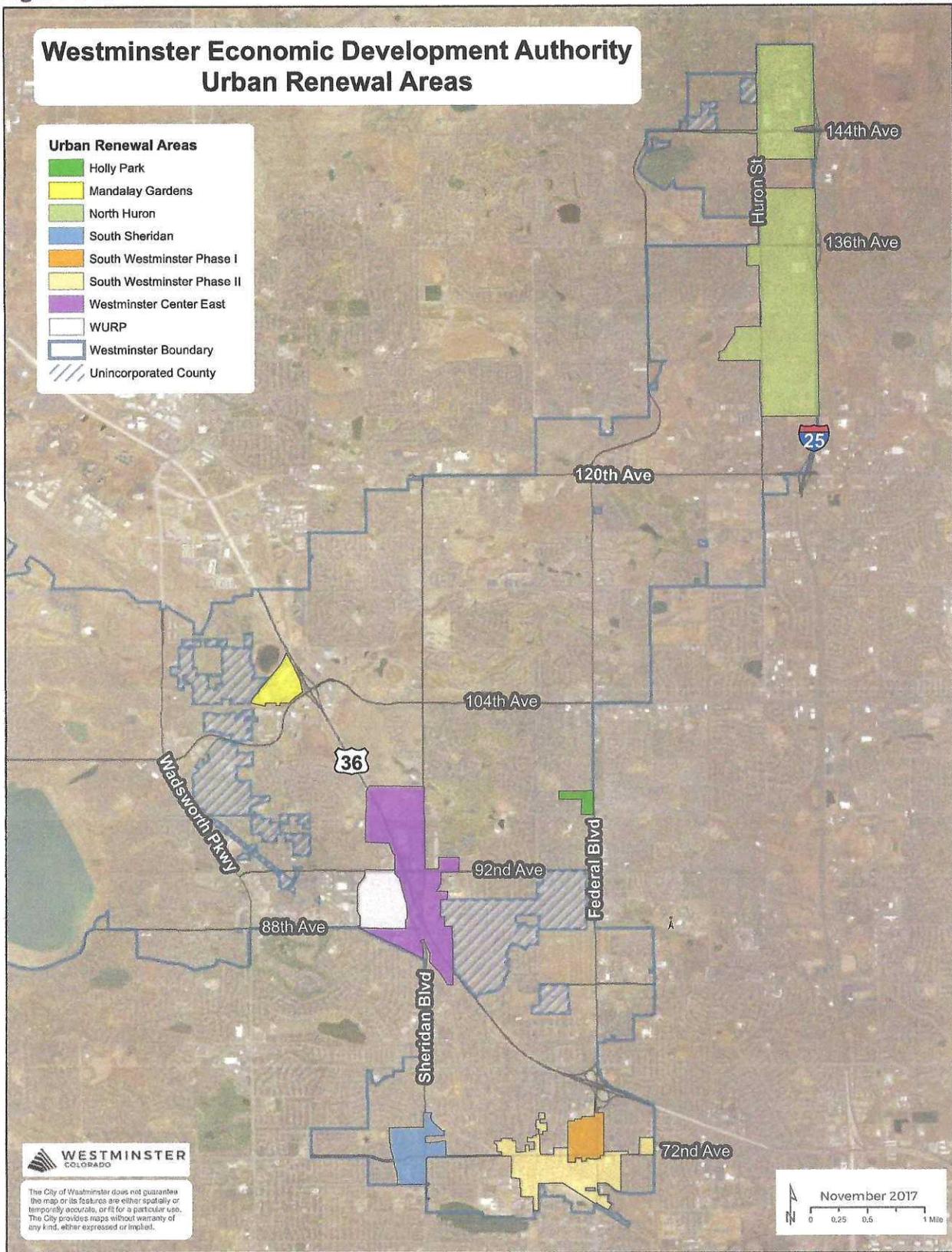


Shoenberg Farm in South Sheridan URA



Westminster Station in South Westminster URA

Figure 2-11. Urban Renewal Areas



Baden, Jennifer

From: Elaine Adair <elaine.adair1@gmail.com>
Sent: Tuesday, September 14, 2021 11:11 AM
To: Westminster Forward; PCPubComm
Subject: [EXTERNAL] Comments on 2040 Comprehensive Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

My name is Elaine Adair, and I am a homeowner in the Shaw Heights Neighborhood, off of Hastings Way and 88th Avenue.

I would like to express my opinion on a topic within the proposed 2040 Comprehensive Plan regarding Westminster Heights, and development throughout the city as a whole. Overall, I think that the proposed plan has too large of an emphasis on developing vacant parcels of land, and I believe that the city should focus more efforts/resources on upgrading existing infrastructures to meet its desired goals surrounding future growth of the city. For example, I believe that areas designated as Urban Renewal Areas should be made a top priority for future development, rather than those currently designated as Focus Areas or Transition Areas.

The plan states that there are currently "1,071.8 acres of vacant developable land in the city," and I believe that is the opposite perspective of how the Planning Commission and City Council should view those land parcels. Vacant land should be valued as assets that allow for the health and wellness of community members to thrive. These spaces provide access to fresh air, view corridors, and escapes from urban heat islands, all of which are incredibly beneficial to Westminster residents.

In particular, I would like to see the plans for the Westminster Heights area to be *exclusively* allocated/zoned for parks, open space, and/or agrihoods, with no future plans to allow for residential, commercial, or mixed use zoning. As the Comprehensive Plan states regarding Westminster Heights, "This area lacks access to open space and trail facilities and has very few parks available. The community has a need for neighborhood and community parks." Therefore, I propose that Westminster Heights no longer be included within the Transition Area portion of the Comprehensive Plan, and no longer be considered as a place to project future population growth.

As a closing statement, I'd like provide a quote by American author and environmentalist Aldo Leopold that I deeply urge the Planning Commission and City Council to consider when making decisions regarding the Comprehensive Plan's notions around future development:

"To those devoid of imagination, a blank place on the map is a useless waste; to others, the most valuable part."

Sincerely,
Elaine Adair

--

Elaine Adair

Baden, Jennifer

From: Michael Eisenstein <eisenstein.mike@gmail.com>
Sent: Tuesday, September 14, 2021 12:49 PM
To: Baden, Jennifer
Subject: Re: [EXTERNAL] Planning Commission 9/13 Testimony

I recorded part of my message. It's entirety is here...

Hello my name is Michael Eisenstein and thank you for taking time to listen to m m m m m my testimony at today's planning commission.

I currently own property at Westminster Station and have been working hard alongside my wife in rehabilitating different structures and welcoming exciting new tenants to the area.

I am also the proud landlord to the Larosa Saron Church at the Station and value them as an integral part of the Station community.

I work on various real estate projects throughout the front range but Westminster Station has always been closest to my heart.

Why? Because it is magnificent. So much care and thought was put in its planning and execution. So many partners came together to help fund and bring this project to life. Everyone should be so proud of themselves.

We are trying to improve the perimeter of the Station Park because the Station community deserves that.

Our area of focus is the neighborhood and blight of the Stoneyard & Junkyard on Lowell Blvd where the new nature park is being constructed. This area surrounds the Nature Park and the Little Dry Creek Dog Park. It fronts the creek and it's pathways lead directly to the Station.

It is now a dead zone. It is now blight and a high crime area. We want to revitalize it. We are requesting the area be included in the station area so we can make it magnificent.

The current zoning and form controls in the proposed Comprehensive plan will keep it blight for many years to come. And that was not the intent when creating Westminster Station. That is not in the interest of the community or city.

We believe the way the Comprehensive Plan is currently drafted not only negates the vision but also downgrades density for the Stoneyard and Junkyard which kills any development. Instead of appreciating the moment to finally spark the station it is ending any talk of development for this area.

If possible we would like to meet with you at the location and give you a walking tour. I think this is an important moment to fully realize the early sentiment to revitalize a neighborhood.

We believe this is an opportunity to remove one of it's most blighted areas and create happiness, health, and revenue for the city and its citizens.

Thank you for your time.

On Tue, Sep 14, 2021 at 12:30 PM Baden, Jennifer <jbaden@cityofwestminster.us> wrote:

Hello Michael,

Thank you for your email.

Per the City's published guidelines on how to participate in a meeting, the deadline for voicemail submission is noon on the day of the hearing. https://www.cityofwestminster.us/Portals/1/Documents/Government%20-%20Documents/Boards%20and%20Commissions/Planning%20Commissions/00%20Virtual%20Public%20Hearing%20participation%20guidelines_CC%20Approved.pdf?ver=2020-06-11-115148-187

If you would like to leave a recorded message please call 303-706-3113 by 12:45 today so that your comments are included in the updated packet that is sent to the Planning Commission at 1:00 today.

Thank you,



Jennifer Baden, APC

Associate Planner

City of Westminster Planning Division
Community Development Department
4800 West 92nd Avenue
Westminster, Colorado 80031
jbaden@cityofwestminster.us / 303.658.2092

**City Hall is open from 7:00AM to 6:00PM, Monday through Thursday.
City Hall is closed every Friday, Saturday, and Sunday.**

PLEASE NOTE: As of June 14, 2021, City Hall is open. Any non-vaccinated persons entering a City facility are strongly encouraged to wear a mask. We look forward to serving you. Thank you.

From: Michael Eisenstein <eisenstein.mike@gmail.com>
Sent: Tuesday, September 14, 2021 11:08 AM
To: Baden, Jennifer <jbaden@CityofWestminster.us>
Subject: [EXTERNAL] Planning Commission 9/13 Testimony

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Hello my name is Michael Eisenstein. My address is: [6890 Lowell Blvd Westminster CO 80221](#).

I will leave a recorded message for my testimony. I would like my comments included as part of the official record. I will also be available for any questions during the virtual meeting as well.

Thank You,

Michael Eisenstein

310-488-0737

