



WESTMINSTER

Staff Report

TO: The Mayor and Members of the City Council

DATE: March 17, 2004

SUBJECT: Study Session Agenda for Monday, March 22, 2004

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.

CONSENT AGENDA

None at this time.

CITY COUNCIL REPORTS

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

PRESENTATIONS

6:30 P.M.

1. Discussion of Urban Renewal Legislation (*Verbal*)
2. Neighborhood Traffic Mitigation Program
3. Police Response Strategy

EXECUTIVE SESSION

1. Attorney/Client Communication (*Verbal*)

INFORMATION ONLY

2. Monthly Residential Development Report
3. Parking Restrictions in the Meadowlark Subdivision

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



Staff Report

Study Session Meeting
March 22, 2004



SUBJECT: Neighborhood Traffic Mitigation Program

PREPARED BY: Michael Normandin, Transportation Engineer

Recommended City Council Action:

Proceed with the acquisition of bids for the proposed 2004 traffic calming projects. The proposed traffic calming projects are described on page 2.

Summary Statement

- At the January 28, 2004, Study Session, City Council placed a nine-month moratorium on new Neighborhood Traffic Mitigation Program projects. The moratorium will allow time for City Staff and the City Council to evaluate the effectiveness of the program and consider alternative means of addressing the issue of speeding within residential neighborhoods.
- At the direction of City Council, City Staff has prepared a list of all currently active traffic calming projects. This list includes projects that are in various stages of the traffic calming public process.
- For each of the active projects, Staff has considered factors such as how far into the public process it has progressed and how long residents of the neighborhood have waited for traffic calming devices in an effort to define a shorter list of projects that should move forward to construction in 2004.
- With Council's approval, Staff will proceed with the solicitation of bids for the proposed projects and place all others on hold until the program is further evaluated during the nine-month moratorium.

Expenditure Required: No expenditure is required at this time. The estimated cost for the proposed 2004 traffic calming projects is \$150,200.

Source of Funds: General Capital Improvement Fund Neighborhood Traffic Mitigation Project

Policy Issue

Is the City Council comfortable with moving forward to construction during 2004 with a portion of the active traffic calming projects?

Alternatives

- One alternative would be to place all of the active traffic calming projects on hold during the nine-month moratorium. This alternative would preclude any construction of devices during the 2004 construction season. Proceeding with this alternative would be a major disappointment to the residents of certain neighborhoods that have been waiting for an extended period of time.
- A second alternative would be to move forward with more of the active traffic calming projects than just those proposed by Staff. While this approach may appease the neighborhoods that are awaiting a ballot process or design work to be completed, it may raise more serious issues later on, depending upon the results of the evaluation of the Traffic Calming Program.

Background Information

Currently, there are active traffic calming projects in ten neighborhoods. These neighborhoods include Hyland Greens, Sheridan Green, Cedar Bridge, Legacy Ridge, Home Farm, Countryside, Stratford Lakes, Shaw Boulevard between Lowell Boulevard and Circle Drive, Independence Drive west of Wadsworth Parkway and Holland Way north of 104th Avenue. The location of the active projects are identified on the attached map and consist of the following:

Proposed 2004 Projects

Map Location No.	Project
1	Installation of speed tables and speed signs on Wolff Street and on 101 st Avenue in the Hyland Greens Subdivision. The estimated cost is \$47,000.
2	Installation of a chain link fence on the east side of Holland Way south of 104 th Avenue to discourage the drop off of High School students in the residential neighborhood. The estimated cost is \$13,500.
3	Construction of a raised pedestrian crosswalk or curb extensions on Alcott Street south of 112 th Avenue in the Cedar Bridge neighborhood. The estimated cost is \$68,000.
4	Modification of the existing raised pedestrian crossing on Alcott Street at 108 th Avenue. The estimated cost is \$12,000.
5	Installation of speed humps on 116 th Avenue west of Kendall Street (subject to the outcome of ballot results). The estimated cost is \$7,800.
6	Temporary street closure on Kendall Street north of 116 th Avenue (subject to ballot results). The estimated cost is \$1,900.

Other Active Projects

Map Location No.	Project
7	<u>Legacy Ridge – Installation of a raised center median and curb extensions on Bruchez Parkway/Alcott Street in the vicinity of 107th Avenue.</u> This project is a component of the traffic-calming project in the Cedar Bridge neighborhood. Staff believes it is appropriate to defer the project at this time due to the proposed traffic calming measures identified for the stretch of Alcott Street immediately north of this project.
8	<u>Home Farm – Installation of a raised pedestrian crosswalk on Home Farm Lane south of 128th Avenue.</u> This project was voted on by the neighborhood earlier this year and passed by a very narrow margin. Staff believes that it is appropriate to defer this project until the traffic-calming program is evaluated further.
9	<u>Countryside – Distribution of ballots for the installation of speed humps on 106th Avenue west of Oak Street.</u> This is a fairly new project compared to other active projects and has not proceeded through the entire public process. Staff believes that it is appropriate to defer this project at this time.
10	<u>Stratford Lakes – The neighborhood has voted on and approved a plan for the installation of two raised center medians, a raised pedestrian crossing and two temporary traffic circles on Stratford Lakes Drive between Federal Boulevard and 112th Avenue.</u> The next step of the process is to proceed with the design. This is a fairly extensive project in terms of capital expenditure and has not been on the funding list as long as some of the other active traffic calming projects. Staff believes that it is appropriate to defer this project at this time.
11	<u>Shaw Boulevard between Lowell Boulevard and Circle Drive – Distribution of ballots for the installation of speed humps and a raised center median.</u> This is a fairly new project compared to other active projects and has not proceeded through the entire public process. Staff believes that it is appropriate to defer this project at this time.
12	<u>Independence Drive west of Wadsworth Parkway – Modification of two temporary traffic circles.</u> The modification of these temporary traffic circles consists of installing temporary flexible curbing on the approaches to the traffic circles. The flexible curbing that would be used for these traffic circles is currently being used to test two traffic circles in the Sheridan Green Subdivision. City Staff recommends testing of these traffic circles later on this year when the flexible curbing is available.

As indicated previously, it would be desirable to make a determination on how to proceed with the active traffic calming projects during the nine-month moratorium. This will allow City Staff to provide updates to the citizens that are inquiring about their projects. There will be unsatisfied residents, regardless of how any of the active traffic calming projects are staged.

Respectfully submitted,

J. Brent McFall
City Manager

Attachment

Staff Report – Proposed 2004 Projects

March 22, 2004

Page 4

Attachment



WESTMINSTER

Staff Report

Information Only Staff Report
March 22, 2004



SUBJECT: Informed Response Intrusion Alarm Strategy

PREPARED BY: Dan Montgomery, Chief of Police

Recommended City Council Action:

This report is for City Council information only and requires no action by City Council. Staff will brief City Council on a new strategy that the Police Department will be implementing in the near future to deal with the continual problem of false intrusion alarms. Staff will meet with Council to answer any questions or concerns regarding this matter.

Summary Statement:

- Westminster Police Officers responded to 5,336 intrusion alarms throughout the City in 2003. Of this total, 5,273 were false alarms, a 98.8 percent false alarm rate. Only 63 of the total alarms were valid. Of the 63, total, nine were attempted burglaries and 54 were actual burglaries.
- Of all 5,336 intrusion alarm responses by the police during 2003, there were only two cases where one or more burglars were actually caught at the scene. The actual apprehension rate was .038 percent.
- The estimated cost of responding to false intrusion alarms in Westminster in 2003 was in the range of \$450,000 to \$750,000 in soft dollar personnel costs.
- Historically, the problem of false alarms has been proportionately the same for the past 20 years. In 1983, the total number of intrusion alarms was 1,811. Of this total, five were valid, which is a false alarm rate of 97.7 percent. In fact, from 1983 through 1993, the false alarm rate has remained in the 98 to 99 percent range. Westminster's experience with false alarms mirrors what police departments across the country have experienced.
- Westminster has tried other methods of addressing the false alarm problem through an ordinance in the 1980's that required a false alarm fee after eight false alarms. This method was costly to administer and did not reduce the number of false alarms. This ordinance was removed from the books in the late 1980's.
- The Police Department has developed a new "Informed Response" strategy to help cut back on the hundreds of hours officers spend each year responding to false intrusion alarms, freeing up police time to respond to actual break-ins and other emergencies.
- Under this "Informed Response" strategy, police will respond to an intrusion alarm when:
 - There is some verification that there has been an illegal intrusion, such as a report from a witness or verification from an alarm company that is conducting video or audio surveillance of the site.

- Two alarm zones are activated. In other words, police respond when a perimeter zone is tripped, followed by an internal zone or motion detector.
- The officer has some knowledge of burglary problems in the area, such as the North Area burglar.
- This new policy only affects intrusion alarms. It will not change the City's response to robbery, holdup, panic, medical, and fire alarms.
- “Informed Response” strategies have been implemented in Arvada, Breckenridge, Summit County, and Loveland, and are being considered in Aurora and Broomfield. Many other cities in the Denver Metropolitan area and throughout the country are moving towards establishing an “Informed Response” strategy. The City of Arvada will be awarded first place in the 2004 DRCOG-Local Government Innovations Awards Program for Productivity Improvement because of their “Informed Response” strategy.

Background Information:

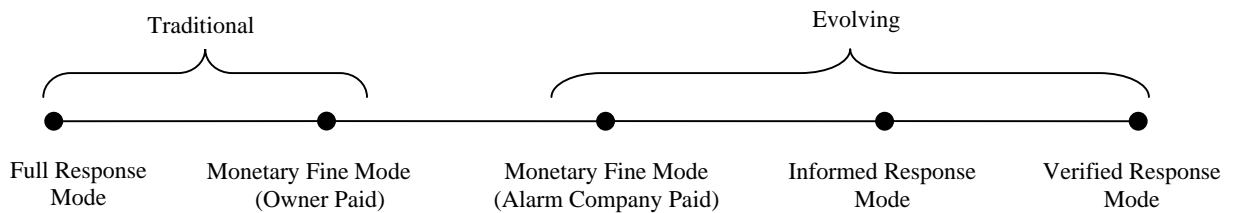
Typically, police departments spend a great deal of time responding to two types of alarms: Robbery Alarms (also referred to as holdup alarms) and Intrusion Alarms (also referred to as burglary alarms). Robbery alarms are usually activated by a clerk in a business establishment that deals in cash transactions. The alarm, which is usually silent, is tripped by the clerk or the bank teller as the case may be, and the alarm signal is sent to an alarm company. The alarm company then notifies the Police Department, and two or more police officers are dispatched. Intrusion alarms, which are found in residences, businesses, recreation centers, schools, etc. are designed to protect property. They are activated and send a signal over the telephone lines to the alarm company. The alarm company then notifies the Police Department and two or more police officers are dispatched. These alarms systems are generally designed to be audible, and while sounding, they simultaneously send the alert signal to the alarm vendor. The intrusion sensors consist of window sensors, motion detector sensors, heat sensors, pressure pad sensors, audible voice sensors, and visual sensors. The type of intrusion alarm system an individual wants to have in his home or business, and the total number and type of sensors depends on how much the consumer wants to spend. Some intrusion alarm systems are extremely expensive, with cellular telephone backup in the event batteries fail or telephone lines are damaged or cut. Other systems are very basic with perhaps some perimeter sensors on doors and/or windows and motion sensors inside.

On a National basis, 2004 research by Professors Andrew J. Buck and Simon Akim of the Center for Competitive Government at Temple University indicates that across the United States, 97 percent of all intrusion alarms are false or of a non-emergency nature. The cost of responding to false intrusion alarms in 2000 was estimated at \$1.8 billion nationwide. Buck and Hakim also estimated that the average cost per false alarm response is approximately \$30 to \$95. In Westminster, Dr. Steve Fisher has estimated via a cost allocation methodology that the average alarm response cost is in the range of \$90 to \$150. The reason for this estimate, in addition to the costs involved, is the fact that two and sometimes three officers are dispatched to an intrusion alarm, and the cost therefore increases substantially. In Westminster in 2003, the estimated cost of responding to false intrusion alarms was in the range of \$450,000 to \$750,000 in soft dollar personnel costs.

Professors Buck and Akim stated in their study that, “Response to false alarm activations is a nuisance and a waste of at least ten percent of local police budgets. Police chiefs have been complaining about the problem of false alarms for many years. A variety of alarm industry and public policy intuitive solutions have been tried and shown to have been largely unsuccessful.” In Westminster, there was at one point in time an ordinance that required a “false alarm fee” after eight false alarms. Staff found this system to be ineffective. It was difficult and cumbersome to administer, and nearly one full-time employee was assigned the responsibility of false alarm monitoring. Most importantly, the system that was in effect did not reduce the number of false alarms, and as a result, staff recommended to City Council in the late 1980’s that the regulatory ordinance be taken off the books and Council concurred.

There are several alternatives to dealing with the false intrusion alarm problem. Police Chief Dan Montgomery was selected by the Colorado Association of Chiefs of Police to research solutions and chair the “Verified Response Task Force.” The reason this task force was named the “Verified Response Task Force” was the fact that tremendous successes have been experienced by many police departments across the United States in implementing “Verified Response Alarm Strategies.” There are several different strategies in dealing with false intrusion alarms, and the following spectrum of alternatives represents what is in use today:

False Alarm Strategy Spectrum



At the far left of the spectrum, there is the “Full Response” mode. Police departments in this mode respond to all intrusion alarms. At the far right end of the spectrum, there is the “Verified Response Mode.” Police departments in this mode require private alarm companies to provide private security responses to alarm activations, and the police are only sent in when the private responder “verifies” a crime. In between these two extreme strategies, there are a variety of modes in effect. Westminster is in the “Full Response Mode” and has been for years. At the far right, Salt Lake City, Utah, Las Vegas, Nevada and Eugene, Oregon have been pacesetters in this arena and have fully implemented the “Verified Response Mode.” Salt Lake City implemented the “Full Verified Response Mode” in 2001, and total police responses decreased by 90 percent. Nearly identical results were achieved in 2002, and similar decreases were experienced in Las Vegas and Eugene.

In between the two extreme strategies on the Alarm Strategy Spectrum, there is the “Monetary Fine Mode” that results in alarm-owner fines for false alarms, but the research nationally, and as evidenced in Westminster several years ago, indicates these systems are cumbersome, costly and do not yield positive results in terms of reducing the number of false alarm activations. That is why many law enforcement agencies are now starting to abandon the “Full Response Mode” strategies and the “Monetary Fine Mode” strategies. Many agencies are opting for what is being referred to as “Informed Response Mode” strategies. “Informed Response Mode” strategies have been implemented in Arvada, Breckenridge, Summit County, and Loveland, and are being considered in Aurora and Broomfield. “Informed Response” is similar to the verified response concept, but is not as extreme and does not require private security response paid for by the alarm companies. Many other cities in the Denver Metropolitan area are actively considering the establishment of an “Informed Response” strategy.

For example, in an “Informed Response Mode” strategy, police officers are alerted to the fact that an intrusion alarm has been reported but they generally will not respond unless one or more of the following factors are present:

1. There is some form of verification that there has been an illegal intrusion. Verification can include a witness who sees an illegal entry; a witness who hears glass break or hears some other strange noises coming from inside the premises; an alarm company is monitoring the premises with visual cameras and actually sees a burglary in progress; an alarm company is monitoring the premises with an audio system and can hear the perpetrators.
2. Two alarm zones are activated. In other words, a perimeter zone is tripped, followed by an internal zone, e.g. motion detector, sensor pad, heat sensor, etc. Or, two perimeter zones are tripped, or two internal zones are tripped.

3. The officer has some personal knowledge of specific burglary problems in his or her beat area, or based on some burglary trends, e.g. the “North Area Burglar” or the “Asian Establishment Burglaries” that were a problem in South Westminster. Generally, in this mode, the officer has discretion regarding the police response but that discretion can be taken away, as in the case of the two examples cited.

Another requirement that helps substantially with the problem of false intrusion alarms is what the alarm industry refers to as “enhanced call verification.” This strategy is supported by the Colorado Burglary and Fire Alarm Association and other National associations, and means simply that when the alarm company receives an intrusion alarm signal, they call the residence or the businesses to determine what is occurring and ask for a cancellation code. If no one is there to provide the code, they call the listed emergency contact number of the registered alarm owner and attempt to make the notification. The alarm industry maintains that this strategy alone will reduce the false intrusion alarms that the police respond to by 25 percent. Obviously, if they can verify from their telephone contact that the alarm is false, they will not call the local police department. The fact is that some alarm companies never make the call to the alarm owner prior to calling the local police. In several meetings with alarm industry representatives, Chief Montgomery and his task force have confirmed that the industry does condone “enhanced call verification.” While they are not strong supporters of “Full Verified Response” or in some cases “Informed Response” and have attempted to derail such strategies, they do recognize the problem created by false intrusion alarm responses.

Upon concurrence by City Council, Staff will proceed with implementation of the Westminster Informed Alarm Response Strategy later this year. Staff intends to work with the City’s Public Information Office and the Police Department’s Public Information Office to develop a public education campaign. The current strategy is to develop a targeted public education outreach plan which would include several announcements that the program will commence July 1, 2004. This will give alarm owners time to evaluate the systems they have in place and to work with their alarm companies. It will also give staff sufficient time to also educate the alarm companies about the Westminster approach. Currently, Westminster deals with 18 to 25 different alarm companies, and it will take some time to get this aspect of the effort accomplished.

The alarm industry is not supportive of “Verified Response” nor of “Informed Response.” The alarm industry may notify their customers urging them to contact their City Councillors to oppose verified and informed response strategies. These strategies have dramatically reduced false alarms in the cities that have changed over, and the only major problems that have developed have involved the alarm industry’s reluctance to accept these changes.

In summary, it is staff’s intent to implement the “Informed Response Mode” strategy in conjunction with the alarm industry-supported “Enhanced Call Verification” strategy. Staff plans a targeted public education outreach prior to actual implementation. The Arvada Police Department experience with the “Informed Response Mode” resulted in a 78 percent false alarm decrease after the first full year of operation, and a 79 percent reduction after the second year. Staff is hopeful that the Westminster experience will parallel that of Arvada.

Staff has also included a list of the “Top 50 Intrusion Alarm Violators” in the City for 2003, and has also included a list of the police departments in the United States that have implemented a “Verified Response” alarm strategy or an “Informed Response” strategy.

Information Only Staff Report – Informed Response Intrusion Alarm Strategy

March 22, 2004

Page 6

Staff will be in attendance at Monday night's Study Session to answer any questions.

Respectfully submitted,

J. Brent McFall
City Manager

Attachments

Top 50 Alarm Locations

Rank	Name	Location	Number of Alarms
1	Westminster High School	4276 68th Ave	65
2	CEP	7300 Lowell Blvd	50
3	City Park Recreation Center	10455 Sheridan Blvd	45
4	Victory Church	11777 Sheridan Blvd	43
5	Hyland Hills Golf Course and Range	9650 Sheridan Blvd	40
6	City Hall	4800 92nd Ave	34
7	Crown Pointe Academy	7281 Irving St	33
8	Sweet Tomatoes	8971 Yates St	32
9	Life Fellowship Church	11500 Sheridan Blvd	29
10	Peerless Tyre Co	3434 72nd Ave	27
11	District 50 Warehouse	7002 Raleigh St	25
12	KFC/Taco Bell	9140 100th Ave	25
13	Muni Court	3030 Turnpike Dr	25
14	Retreat at Church Ranch Clubhouse	9820 Westcliff Pk	25
15	Comp USA	9230 Sheridan Blvd	24
16	Estates at Tanglewood	581 123rd Ave	24
17	Goodwill Industries	6850 Federal Blvd	24
18	Boston Market	9269 Sheridan Blvd	22
19	School Dist 50 Ace Bldg	3455 72nd Ave	21
20	Skyline Vista Elementary	7395 Zuni St	21
21	Tay Do Asian Grocery	7404 Irving St	20
22	Walnut Creek Apts	10350 Dover St	20
23	Northwest Church of Christ	5255 98th Ave	19
24	Shane Company	6550 104th Ave	19
25	First Southern Baptist Church	7990 Lowell Bl	18
26	Foleys	5613 88th Ave	18
27	Macaroni Grill	9190 Wadsworth Pk	18
28	Semper Village Apts Clubhouse	8490 Sheridan Blvd	18
29	Swim and Fitness Recreation Center	3290 76th Ave	18
30	Chilis Bar and Grill	901 120th Ave	17
31	Steak and Ale	8815 Benton St	17
32	Burger King	7613 88th Ave	16
33	Muzakuc	10835 Dover St	16
34	Streetside Wood Oven	5160 120th Ave	16
35	Best Buy	9369 Sheridan Blvd	15
36	Early Childhood Center	8030 Irving St	15
37	McDonalds	7400 Federal Blvd	15
38	Westminster Hills Elementary	4105 80th Ave	15
39	Bank One	7301 Federal Blvd	14
40	Better Bodies Gym	9975 Wadsworth Pk	14
41	Countyside Recreation Center	10470 Oak St	14
42	Northgate Lanes	7110 Federal Blvd	13
43	USA Today	6020 91st Ave	13
44	Westview Recreation Center	10747 108th Ave	13
45	Payless Shoe Source	7320 Federal Blvd	12
46	Semper Village Apts Bldg E	8420 Sheridan Blvd	12

Staff Report— Informed Response Intrusion Alarm Strategy
Attachment #1

Top 50 Alarms - Continued			
Rank	Name	Location	Number of Alarms
47	Starbucks	1171 120th Ave	12
48	Starbucks	10339 Federal Blvd	12
49	District 50 Admin Bldg	4476 68th Ave	11
50	King Buffet	7165 88th Ave	11
51	Kwiki Car Wash	3275 74th Ave	11
52	La-Z-Boy Furniture	10038 Wadsworth Pk	11
53	Marvin Dansky	3843 73rd Ave	11
54	Ranch Country Club Golf Course	11887 Tejon St	11
55	Satellite Press	12365 Huron St	11
56	Summit Apts Clubhouse	9081 Federal Blvd	11
57	TrailDust Steakhouse	9101 Benton St	11

Verified Response Cities

Las Vegas Metro Police Department

Attn: Sandy McLaughlin
400 E. Stewart, Las Vegas, NV 89101
Phone: 702-229-3559
Fax: 702-474-3092
Email: s1126m@lvmpd.com

Implemented: 1991

Lane County Sheriff's Office

Attn: Matt Keetle
Phone: 541-682-4433
Email: matt.keetle@co.lane.or.us

Implemented: July 15, 1999

Arvada Police Department, Colorado

Attn: Commander Gary Creager
8101 Ralston Road
Arvada, CO 80002
Email: gary-c@arvada.org

Implemented: 2000

West Valley City, Utah

Attn: Assistant Chief Craig Gibson
Phone: 801-963-3385
Email: cgibson@ci.west-valley.ut.us
3600 Constitution Blvd.
WVC, UT 84119

Implemented: May 2000

Salt Lake City

Attn: Chief Rick Dinse
Phone: 801-799-3800
Shanna Werner, Alarm Administrator
Phone: 801-799-3113 Email: shanna.werner@ci.slc.ut.us

Implemented: December 1, 2000

Taylorsville, UT

Attn: Mayor Janice Auger
Phone: 801-963-5400

Implemented: 2001

Henderson, Nevada

Attn: Council Member Andy Hafen
Phone: 702-565-2404
Email: aah@gty.ci.henderson.nv.us

Implemented: 2001

Eugene, Oregon

Attn: Lt. Rick Siel
Phone: 541-682-8468
Email: rick.b.siel@ci.eugene.or.us

Implemented: November 15, 2002

Staff Report -- Informed Response Intrusion Alarm Strategy
Attachment #2

Victoria, British Columbia

Constable Dexter Mason
Victoria PD
Victoria, BC
Phone: 250-995-7315
Email: masond@police.victoria.bc.ca

Implemented: Beginning April, 2003

Murray, Utah

Attn: Krista Dunn, Councilmember
Phone: 801-799-3265

Council approved March, 2003

Summit County Sheriff, Colorado

Att: Joe Morales, Sheriff
Phone: 970-453-2232

Implemented: January 1, 2004

Winnipeg, Canada

Sgt. Claire Rejvik
Phone: 204-986-7077

Implemented: March 1, 2004

West Valley City Utah Police Dept.

Chief Thayne B. Nielsen
Population 100,000
Phone: 801-963-3255

Implemented: May 1, 2000

Many other cities across the Nation are presently moving toward a "Verified Response" strategy, including several more in the Denver Metropolitan area.



Staff Report

Information Only Staff Report
March 22, 2004



SUBJECT: Monthly Residential Development Report

PREPARED BY: Shannon Sweeney, Planning Coordinator

Summary Statement:

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

- The following report updates 2004 residential development activity per subdivision...
The table below shows an overall increase (2.2%) in new residential construction for 2004 year-to-date compared to 2003 year-to-date totals.
Residential development activity so far in 2004 reflects a decrease in single-family detached (-29.3%), an increase in single-family attached (171.4%), and no change in multi-family or senior housing development when compared to last year at this time.

NEW RESIDENTIAL UNITS (2003 AND 2004)

Table with 7 columns: UNIT TYPE, FEBRUARY (2003, 2004), % CHG., YEAR-TO-DATE (2003, 2004), % CHG. Rows include Single-Family Detached, Single-Family Attached, Multiple-Family, Senior Housing, and TOTAL.

Background Information

In February 2004, service commitments were issued for 40 new housing units within the subdivisions listed on the attached table. There were a total of 30 single-family detached, 10 single-family attached, and no multi-family or senior housing building permits issued in February.

The column labeled “# Rem.” on the attached table shows the number of approved units remaining to be built in each subdivision.

Total numbers in this column increase as new residential projects (awarded service commitments in the new residential competitions), Legacy Ridge projects, build-out developments, etc. receive Official Development Plan (ODP) approval and are added to the list.

Respectfully submitted,

J. Brent McFall
City Manager

Attachment: Active Residential Development Table



WESTMINSTER

Staff Report

Information Only Staff Report
March 22, 2004



SUBJECT: Parking Restrictions in the Meadowlark Subdivision

PREPARED BY: Mike Normandin, Transportation Engineer

Summary Statement:

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

- The Official Development Plan for the Meadowlark Subdivision requires no parking on one side of the local streets. The local streets are 26 feet wide and allowing parking on both sides of the street makes it extremely difficult for vehicles to maneuver, especially emergency vehicles.
- No Parking signs have been installed on most of the local streets in the Meadowlark Subdivision except for the northwest quadrant (see attached map). The northwest quadrant of the Meadowlark Subdivision was constructed as a later phase and the installation of No Parking signs was overlooked when this portion of the subdivision was initially developed. A resident that lives in the affected area contacted Staff about this situation. The affected streets include 106th Circle, 106th Place, Clay Court and Dale Court.
- Staff has notified the residents that live in the northwest quadrant of the subdivision that the No Parking restriction on one side of the street needs to be implemented as required by the ODP to provide adequate access for emergency vehicles. Some of the residents have objected. However, a majority of the residents have responded that they understand the need for the parking restrictions.
- One of the residents opposing the parking restrictions has requested that a neighborhood meeting be held. Staff has discussed the feasibility of holding a neighborhood meeting and has decided that it would not be productive because the Fire Department feels strongly that the street width is inadequate to allow for parking on both sides and for emergency vehicles to maneuver the area. Staff is planning to move forward with the installation of the No Parking signs as originally required by the ODP. Staff feels that it is important that City Council is aware of the situation, as it is likely that some of the residents that oppose the No Parking restrictions will be contacting City Council members.

Background Information

Staff was contacted by a resident who lives in the northwest quadrant of the Meadowlark Subdivision about the parking issue. The resident indicated that a neighbor was routinely conducting meetings which resulted in vehicles being parked on both sides of the street. Staff investigated the situation and discovered that the streets in this area are only 26 feet wide. The City's standard street width to accommodate parking on both sides of the street is 34 feet.

The Official Development Plan (ODP) for the Meadowlark Subdivision indicates that all streets in the subdivision that are 26 feet wide are subject to parking restrictions on one side of the street. The purpose of the parking restrictions is to provide for adequate room for vehicles to maneuver.

Staff from the Fire Department has evaluated the situation and has determined that it is critical that parking be restricted on one side of the street to provide adequate room for fire apparatus to maneuver.

Parking restrictions on one side of the street in the remaining areas of the Meadowlark Subdivision have been in place for several years. Staff believes that it is important to bring the northwest quadrant of the subdivision in compliance with the ODP so that adequate room is provided in the event that fire apparatus needs to respond to an emergency in the neighborhood. As indicated previously, Staff will move forward with the installation of No Parking signs on one side of the street within the next few weeks.

Respectfully submitted,

J. Brent McFall
City Manager

Attachment