



WESTMINSTER

Staff Report

TO: The Mayor and Members of the City Council

DATE: June 11, 2008

SUBJECT: Study Session Agenda for June 16, 2008

PREPARED BY: Steve Smithers, Acting City Manager

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

Looking ahead to next Monday night's Study Session, the following schedule has been prepared:

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

CITY COUNCIL REPORTS

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

PRESENTATIONS

6:30 P.M.

1. Lobbyist Update (*Verbal*)
2. 2008 Westminster Citizen Survey Results – REMINDER TO BRING THE SURVEY RESULTS
3. General Fund Long-Range Fiscal Model Overview
4. Proposed Amendment of City Code Concerning Spacing Requirements for Liquor Licensed Establishments (Attachment)
5. Consideration of a Resolution re US 36 Preferred Alternative (Attachment)

EXECUTIVE SESSION

None at this time

INFORMATION ONLY ITEMS – Does not require action by City Council

1. 2007/2008 Snow and Ice Control
2. Monthly Residential Development Report (Attachment)
3. Westminster Economic Development Authority 1st Quarter 2008 Financial Update (Attachment)

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,

Stephen P. Smithers
Acting City Manager



W E S T M I N S T E R

Staff Report

City Council Study Session Meeting
June 16, 2008



SUBJECT: 2008 Westminster Citizen Survey Results - REMINDER

PREPARED BY: Phil Jones, Management Intern II
Barbara Opie, Budget and Special Projects Manager

Summary Statement:

This report is for City Council information only and requires no action by Council. The results from the recently completed 2008 Westminster Citizen Survey, conducted by the National Research Center, were delivered one week early to allow City Council additional time to read through the report (the report was delivered with the June 9 packet).

This Staff Report is a reminder to please bring your copy of the Citizen Survey report to the Monday, June 16 Study Session. Senior Analyst Shannon Hayden of the National Research Center will be in attendance Monday, June 16, to discuss the results of the survey and respond to City Council's questions.

Background Information

Every two years, the City conducts a citizen survey to measure residents' satisfaction level with City services and gather opinions on specific policy questions. The 2008 Citizen Survey also allows the City to collect information that can be used in the City's performance measurement program. This year's survey was the ninth biennial survey the City has conducted with the National Research Center, Inc. (NRC).

Copies of the survey results were delivered to City Council with the June 9 packet to allow additional time to review the report. The survey results and analysis will be discussed at the June 16 Study Session. Staff requests that City Council bring their copy of the survey results to the June 16 Study Session. Senior Analyst Shannon Hayden of the National Research Center will be in attendance to discuss the results of the survey and respond to City Council's questions.

Respectfully submitted,

Stephen P. Smithers
Acting City Manager



WESTMINSTER

Staff Report

City Council Study Session Meeting
June 16, 2008



SUBJECT: General Fund Long-Range Fiscal Model Overview

PREPARED BY: Barbara Opie, Budget & Special Projects Manager

Recommended City Council Action:

Review progress made on the development and use of the General Fund's long-range fiscal model.

Summary Statement

Staff is pleased to share with City Council the General Fund Long-Range Fiscal Model, developed in-house by City Staff. At the meeting on Monday night, Staff will share graphs that are based on various assumptions built in to the model, including revenue projections and future anticipated expenditure trends. This presentation is intended to share with Council the work that has been completed on the model to date.

Expenditure Required: \$0

Source of Funds: N/A

Policy Issue

- None identified at this time

Alternative

- None identified

Background Information

Staff has been working on the development of a General Fund long-range fiscal model for several years. City Council identified the development of a long-range fiscal model for the General Fund as part of their Strategic Plan priorities for Staff over the last few years.

The first work on a long-range model for the General Fund commenced under a contract with Tischler-Bise and Associates who worked with Staff. After much work in the development of this model being developed by Tischler-Bise, the model was designed with a heavy emphasis on land use and expenditures, versus how the City of Westminster truly operates financially, which is driven by revenues. After working extensively with the Tischler-Bise model in attempts to make the model functional for the City, the decision was made to terminate the project with Tischler-Bise and instead regroup, bringing the design and maintenance of the model in-house. Staff has worked over the past year developing concepts, identifying desired data inputs, and designing the model. This has been a collaborative effort between the City Manager's Office and the Finance Department. One challenge was identifying ways to incorporate the General Capital Improvement, Debt Service and General Reserve Funds as they have significant long term funding and operational ramifications.

Staff is pleased to share with City Council the General Fund Fiscal Model at Monday night's Study Session. Staff will share various graphs that are based on various assumptions built in to the model, including revenue projections and future anticipated expenditure trends. This presentation is intended to share with Council the work that has been completed to date.

As in any case with modeling, modifying basic assumptions can result in significant differences in the results, either for revenues or expenditures. As such, Staff is not proposing that this fiscal model is the answer to the City's long term financial challenges but it will certainly assist Staff in better identifying short term and long term challenges and opportunities for City Council. Staff has begun utilizing the model in the development of the 2009/2010 Budget, projecting various scenarios of revenues and expenditures, and anticipates utilizing the model in developing future budgets as well.

Staff will be in attendance at Monday night's Study Session to provide an overview of the model and answer questions.

Respectfully submitted,

Stephen P. Smithers
Acting City Manager



WESTMINSTER

Staff Report

City Council Study Session Meeting
June 16, 2008



SUBJECT: Proposed Amendment of City Code Concerning Spacing Requirements for Liquor Licensed Establishments

PREPARED BY: John Carpenter, Director of Community Development
Lee Birk, Police Chief
Marty McCullough, City Attorney

Recommended City Council Action:

City Staff is recommending the elimination of both the 100-foot and 500-foot liquor licensing limits, given the conflicts these limits create in new urbanist developments and redevelopment projects, and because research conducted by the Police Department has identified no safety-related reasons to continue such distance requirements.

Summary Statement

- City Code currently provides that no “liquor store” is permitted within 100 feet of any residential developments. Under state law, no liquor license of any type may be considered for any establishment located within 500 feet of any public or parochial school or the principal campus of any college, university, or seminary. However, the same law that creates the 500-foot spacing requirement between liquor licensed establishments and schools provides that this 500-foot limit may be eliminated or reduced by City ordinance for any class of license, or for any type of school or campus.
- The City has previously eliminated the 500-foot spacing requirement between hotel-restaurant licenses and pre-kindergarten schools such as daycare operations, child care facilities, nursery schools, Sunday schools, and similar operations.
- Staff believes that whatever rationale may have existed in the past for these spacing limitations no longer exists and the evolution of the modern principles of new urbanism design warrant a fresh review of these limitations.
- The City of Arvada eliminated the 500-foot limit for all classes of licenses in 2006.
- Staff is seeking direction on whether to proceed with an ordinance that would eliminate or modify these existing spacing limitations.

Expenditure Required: \$0

Source of Funds: N/A

Policy Issues

1. Whether the current 100-foot spacing limitation between liquor stores and residential developments should be modified?
2. Whether the 500-foot spacing requirement between liquor licensed establishments (including liquor stores, restaurants, and taverns) and schools should be modified?

Alternatives

1. Maintain the current requirements. This alternative is not recommended because Staff believes that such spacing requirements unnecessarily impede the more modern design objectives associated with mixed-use neighborhood development, redevelopment projects, and similar other neo-urbanism projects, which include less automobile usage and the ability to “live, work, and play” within a single neighborhood or building.
2. Eliminate the 100-foot spacing requirement for liquor stores, but maintain the 500-foot limit for the location of liquor licensed establishments in the vicinity of schools. This alternative is not recommended because research conducted by the Police Department has not been able to identify a correlation between the proximity of liquor licensed establishments and criminal acts or motor vehicle accidents involving school age children. For the reasons discussed below, Staff has been unable to articulate a rationale for keeping the 500-foot limit.
3. Reduce the 100-foot limit to a lesser limit, reduce the 500-foot limit to a lesser distance, or eliminate or modify the 500-foot limit for certain classes of licenses or certain types of schools.

Background Information

W.M.C. § 11-4-6(G) provides that “No wall of any...liquor store...is permitted within 100 feet of any residential district boundary.” C.R.S. § 12-47-313 provides that no liquor license may be considered for any establishment located within 500 feet of any public or parochial school or the principal campus of any college, university or seminary, but that this 500-foot limit may be eliminated or reduced by municipal ordinance for any class of license or for any type of school or campus. The City has previously eliminated the 500-foot limit with respect to hotel restaurant licenses only, and with respect to pre-kindergarten schools only. W.M.C. § 5-14-14, provides, in pertinent part:

(A) The distance restriction imposed by Section 12-47-13(1)(d), C.R.S., for hotel-restaurant licenses is hereby eliminated for institutions or facilities which serve children preceding their entrance to the first grade in public, private or parochial schools. (*Emphasis added.*)

The Police Department has researched the issue of whether there is any empirical evidence to show a correlation between the proximity of liquor licensed establishments and incidences of criminal acts or motor vehicle accidents involving children. The Police Department researched a number of sources concerning the possible correlation between the availability of liquor, and criminal activity and motor vehicle accidents, involving children and could not identify one. To be clear, however it is not that there were studies and no correlation was shown, but, rather, no such studies could be identified regarding the issues at hand. Although an argument can be made that this does not mean that there is

Staff Report – Proposed Amendment of City Code Re: Spacing Requirements for Liquor
Licensed Establishments

June 16, 2008

Page 3

no such correlation, there is reason to believe that if there was such a correlation, it would have been identified in the research that was conducted. The Police Department researched the following websites:

- Bureau of Justice Statistics
- Colorado Bureau of Investigation
- Colorado Department of Revenue – Liquor Enforcement and State Patrol
- Colorado Municipal League
- Federal Bureau of Investigation
- Internal Association of Crime Analysis
- International City/County Management Association (ICMA)
- Justice Research and Statistic Association
- National Crime Justice Reference Service
- National Highway Traffic Safety Administration
- National League of Cities
- Office of Research and Statistics
- Police Executive Research Forum
- The International Association of Chiefs of Police (IACP)
- U.S. Center for Disease Control and Prevention

The Police Department also believes that there is no direct identifiable correlation between the location of traffic accidents and the location of liquor stores. Unless it could be established that the motor vehicle driver was the patron of a liquor store, it is much more likely that the proximity of the accident to the liquor store was coincidental. In the Police Department's experience, accident causation is much more likely to be attributable to things like speeding, traffic volume, red light/stop sign violations, driver inattention, road design, and similar factors. Moreover, in those accidents that involve a driver under the influence, experience would say that it is at least as likely or greater that the driver became intoxicated at a location other than where the accident occurred.

The 500-foot limitation assumes that the distance requirement protects children, presumably through: (1) limiting their access to alcohol; (2) limiting their exposure to criminal activity associated with liquor licensed establishments, or (3) protecting them from a presumptively higher degree of DUI drivers in the vicinity of liquor licensed establishments. Once again, Staff does not believe that these are valid assumptions.

Staff also believes that the elimination of these distance requirements would advance the growing public interest in the greater use of mixed-use neighborhood developments and the benefits that neo-urbanism can bring to a community, as well as facilitating potential redevelopment projects. One of the focuses of traditional mixed-use neighborhoods and neo-urbanism is the reduction of automobile usage by putting retail stores, employment opportunities and residences in close proximity of one another. For example, in the Belmar development in Lakewood, dwelling units are located above restaurants which sell alcoholic beverages. Having a variety of land uses close together is part of the appeal of new urbanist neighborhoods like Bradburn. The City of Arvada eliminated the 500-foot limit for all classes of licenses in 2006. To Staff's knowledge, Westminster is the only jurisdiction in the region with a limit in addition to the state limit like the one in our City Code that is peculiar to liquor stores near residential zones.

Staff Report – Proposed Amendment of City Code Re: Spacing Requirements for Liquor
Licensed Establishments

June 16, 2008

Page 4

For all of these reasons, Staff is recommending the elimination of the 100-foot and 500-foot limitations as described above. Staff has also provided City Council with a number of options should Council determine that a more modest approach to these spacing requirements would be prudent.

Respectfully submitted,

Stephen P. Smithers
Acting City Manager

Attachment

BY AUTHORITY

ORDINANCE NO.

COUNCILLOR'S BILL NO. _____

SERIES OF 2008

INTRODUCED BY COUNCILLORS

A BILL

FOR AN ORDINANCE AMENDING THE WESTMINSTER MUNICIPAL CODE CONCERNING
ELIMINATING DISTANCE LIMITS FOR LIQUOR ESTABLISHMENTS

THE CITY OF WESTMINSTER ORDAINS:

Section 1. Section 11-4-6, subsection (G), W.M.C., is hereby AMENDED to read as follows:

11-4-6: SPECIAL REGULATIONS:

(G) ADJACENT LAND USE RESTRICTIONS.

1. In the R3 and R4 Districts, no single structure containing more than two units shall be located immediately adjacent to an existing one-family dwelling.
2. No manufacturing is permitted in conjunction with sales in B1, C1, and C2 Districts.
3. No wall of any drive-in business, ~~liquor store~~, automobile wash facility, or automobile service station is permitted within 100 feet of any residential district boundary.

Section 2. Sections 5-14-13 and 5-14-14, W.M.C., are hereby AMENDED as follows:

5-14-13: ~~DISTANCE REQUIREMENT FOR HOTEL RESTAURANT LICENSES: (2229)~~

~~(A) The Special Permit and License Board is hereby authorized to eliminate or reduce the distance restriction imposed by Sec 12-47-313 (d)(I), C.R.S. for hotel restaurant licenses when requested to do so by a licensee or applicant.~~

~~(B) The Board shall conduct a public hearing after notice, which hearing shall be conducted concurrently with the hearing for license application. Additionally, the school board or the school principal of each school within 500 feet of the proposed location shall be notified and requested to give the views of the school in writing.~~

~~(C) Before eliminating the restriction or reducing the distance, the Board shall consider the following:~~

- ~~1. The distance of the school from the proposed location.~~
- ~~2. The type of school or the grade levels being taught.~~
- ~~3. The written opinions from the Board or principal of schools within 500 feet if any opinions have been submitted.~~
- ~~4. The hours of operation of the proposed establishment~~
- ~~5. The type of food and entertainment at the proposed establishment.~~
- ~~6. Customary pedestrian and vehicular traffic from the schools to or near the proposed location.~~
- ~~7. The opinions of the adult inhabitants of the neighborhood concerning the elimination or reduction of distance requirements for the particular establishment.~~

5-14-14: ~~DISTANCE RESTRICTION ELIMINATED FOR CERTAIN SCHOOLS: (2395 3325)~~

~~(A) The distance restriction imposed by Section 12-47-313(1)(d), C.R.S., for ~~hotel restaurant~~ THE CLASSES OF licenses AUTHORIZED PURSUANT TO SECTION 12-47-401, C.R.S., is hereby eliminated. ~~for institutions or facilities which serve children preceding their entrance to the first grade in public, private or parochial schools. Such institutions or facilities include, but are not limited to, those~~~~

~~described or known as day schools, preschools, child care centers, day care centers, day nurseries, nursery schools, kindergartens, play groups, day camps, summer camps, learning centers, child development centers, religious training programs such as Sunday schools or vacation bible schools and centers for developmentally disabled children.~~

~~(B) This Section 14 is separate and distinct, and shall not affect the provisions of Section 5-14-13 relating to a school which is part of a public, private or parochial school system of at least six grades and which serves children at or beyond their entrance into the first grade.~~

Section 3. This ordinance shall take effect upon its passage after second reading.

Section 4. The title and purpose of this ordinance shall be published prior to its consideration on second reading. The full text of this ordinance shall be published within ten (10) days after its enactment after second reading.

INTRODUCED, PASSED ON FIRST READING, AND TITLE AND PURPOSE ORDERED PUBLISHED this ____ day of _____, 2008.

PASSED, ENACTED ON SECOND READING, AND FULL TEXT ORDERED PUBLISHED this ____ day of _____, 2008.

Mayor

ATTEST:

APPROVED AS TO LEGAL FORM:

City Clerk

City Attorney's Office



WESTMINSTER

Staff Report

City Council Study Session Meeting
June 16, 2008



SUBJECT: Consideration of a Resolution re US 36 Preferred Alternative

PREPARED BY: Matt Lutkus, Deputy City Manager

Recommended City Council Action

Review the attached draft City Council resolution related to the proposed preferred alternative for US 36 reconstruction and provide staff with any comments.

Summary Statement

- In July 2007, the Colorado Department of Transportation (CDOT) and their consultants completed the Draft Environmental Impact Statement (DEIS) for the reconstruction of US 36. This voluminous study assessed the environmental impact of a no-build alternative and two build alternatives.
- As part of the development of a Final Environmental Impact Statement (FEIS), a Preferred Alternative Committee (PAC) was created and charged with the task of developing a combined single alternative taking into account feedback received during the public hearing process on the DEIS. The PAC is comprised of representatives from the jurisdictions located along the US 36 urban corridor, CDOT, Regional Transportation District (RTD) and the Federal agencies involved in this process.
- The PAC has been meeting monthly since January 2008 as a full committee, and has held a series of additional work group meetings that have addressed the specific subjects of managed lane access, auxiliary lanes, project phasing, bus rapid transit, a dedicated bikeway system, west-end issues and east-end issues.
- As a result of extensive discussions at these meetings, the PAC has arrived at a consensus on a number of issues related to the ultimate vision for US 36 as well as the phasing of construction. In an effort to show the level of region-wide support there is for the conclusions reached by the PAC, each of the jurisdictions represented on the PAC is being asked to formally approve the Committee's recommendations.
- The attached proposed resolution was initially drafted by CDR Associates, a consultant for CDOT, and has been closely reviewed and edited by members of the US 36 Mayors/Commissioners' Coalition (MCC). The current draft reflects a significant amount of give and take on the part of all of the entities involved in this process.
- Although the draft has yet to receive a final review by the PAC, it is likely that the resolution that Council will be asked to formally approve will be substantially the same as the attached document.

Expenditure Required: \$1.5 billion to \$1.7 billion
(a rough estimate of total project costs provided by CDOT for the entire corridor)

Source of Funds: RTD / FasTrack Funds and yet-to-be-identified Federal and State Grants

Policy Issue

Does City Council agree with the position taken by the MCC regarding the preferred alternative for reconstruction of US 36?

Alternative

Do not approve the proposed resolution. This alternative is not recommended. Although the proposed resolution does not achieve all that Westminster had initially requested in a preferred alternative for US 36, it reflects the interests of all the various entities involved in the process and represents, in City Staff's view, a satisfactory solution to current and projected congestion along this important transportation corridor.

Background Information

In July 2007, consultants working with the Colorado Department of Transportation (CDOT) completed the Draft Environmental Impact Statement (DEIS) for US 36. The development of the DEIS, which took approximately four years, identified the environmental impacts of a no-build alternative and two build alternatives, referred to Package 2 (P2) and Package 4 (P4). P2 placed a heavy emphasis on mass transit and high occupancy vehicles (HOV) with the addition of two lanes separated from general purpose lanes with concrete barriers for HOV, mass transit and toll vehicles. P4, on the other hand, provided for the expansion of the highway to address additional mass transit and HOV use with one managed lane and also provided for one additional general purpose lane. Improvements in both scenarios would have been constructed along the full length of the corridor from I-25 to Foothills Parkway in Boulder.

During the public feedback process, the City expressed several major concerns with the DEIS. These included the limited ability for residents and businesses to access the HOV and toll lanes under P2; the location of a drop ramp interchange along Westminster Boulevard and its impact on developments in the area and adjacent streets; the absence of an extension of 88th Avenue to connect the segments of 88th Avenue on either side of US 36; and the need for sensitivity to the impacts of highway expansion on those citizens and businesses whose property would be affected by the purchase of additional right-of-way.

In late 2007, CDOT initiated a process whereby jurisdictions located along the corridor, CDOT, RTD and the Federal agencies involved in this process would review the public feedback on the DEIS, examine in more detail the major issues related to the reconstruction of US 36 and develop, through a consensus building process, a recommended preferred alternative. This committee known as the Preferred Alternative Committee, or PAC, met monthly beginning in January as a group and on an as-needed basis in smaller groups to discuss specific issues related to the project. The entities involved in this process were the cities of Westminster, Superior, Louisville and Boulder, the City & County of Broomfield, and Adams, Jefferson and Boulder Counties. The PAC also included representatives from CDOT, RTD, the Federal Highway Administration, the Federal Transit Administration and the US Army Corps of Engineers. The representatives serving on the panel from Westminster were Mayor McNally, Deputy City Manager Matt Lutkus and City Engineer Dave Downing. The areas that received more in-depth discussion within smaller groups were bus rapid transit, auxiliary lanes, project phasing, managed lane access, bikeway, west-end issues and issues related to the east end of the corridor.

The attached draft resolution and the attached US 36 Preferred Alternative Committee recommendation were initially prepared by CDR Associates, a consultant working with CDOT on this project. The draft resolution has since been reviewed and edited by the Mayors/Commissioners' Coalition (MCC) jurisdictions. The draft will be reviewed by the full PAC on June 11. It is

anticipated that a ceremonial signing of the resolution by each of the jurisdictions and agencies will take place at the PAC meeting in July.

The most significant components of the proposed resolution from the City's perspective are as follows:

- **Extension of Managed Lanes** – A very important component of this proposal is the extension of the current HOV lanes from where they terminate in Westminster to the Table Mesa/Foothills interchange in Boulder. The managed lanes would be buffer separated from the general purpose lanes with a painted stripe and would be accessible to HOV, express bus and drivers of single occupant vehicles who pay a toll. The amount of the toll would vary depending on level of traffic congestion in the managed lane so as to ensure a relatively high rate of travel speed in these lanes.
- **Bus Facilities** – The recommended alternative provides for “side loading” stations for express buses versus the median stations that were identified in the FasTracks proposal and the DEIS. As previously discussed with Council, the reasons for making this change are the high cost of constructing the median stations and acquiring the right-of-way, the impact that the acquisition of right-of-way would have on established businesses and future commercial development, and the marginal increase in express bus time savings given the cost factors involved. It is important to note that while median stations are not included in this proposal, the draft resolution emphasizes the need to enhance express bus operations as part of the US 36 project.
- **General Purpose Lanes** – The draft preferred alternative calls for one additional general purpose lane to be added starting at Sheridan Boulevard eastbound to I-25. There are no other sections of the highway where through lanes would be added.
- **Auxiliary Lanes** – In this proposal, interchange to interchange auxiliary lanes would be added for most segments of the highway from McCaslin Boulevard to I-25. The addition of these auxiliary lanes addresses the need for additional road capacity for the large percentage of public traveling who uses US 36 for point to point access along the highway. It also facilitates interchange to interchange bus traffic.
- **Construction of Bikeway Parallel to US 36** – The Committee's recommendation includes a bikeway that parallels US 36 for most of the roadway between Boulder and Westminster. Where US 36 intersects with the Bradburn Boulevard alignment, the bikeway would travel south along Bradburn Boulevard to 72nd Avenue where it could connect with Little Dry Creek Trail and ultimately to the South Platte trail system.

As described in this draft, the Preferred Alternative Committee will be requesting that additional analysis be done in a number of areas including extending the bikeway to Broadway, evaluating the feasibility of continuing to have an exit to Broadway from westbound US 36, further improvements to the connection with the managed lanes from I-25 to US 36 and further improvements to enhance bus rapid transit operations throughout the corridor.

The changes that the MCC jurisdictions made that are reflected in the attached draft are the stronger emphasis on bus rapid transit improvements, and the need to identify specific project phases that take advantage of a very limited stream of funding dollars in a manner which maximizes the improvements to the corridor. For example, the MCC would like to see a specific phasing plan that could perhaps call for the construction of managed lanes prior to the major rebuilding of interchanges.

During the past few months, there have been two notable events related to this project. The first was the MCC's unsuccessful effort to obtain Federal funds through the Urban Partnership Agreement Program (UPA). The second was a meeting where RTD committed to allocate FasTrack dollars that originally were to be made available for US 36 for median stations to the construction of the managed

lanes. Combined with the amounts previously earmarked for managed lanes, this RTD contribution to the US 36 project would total \$214 million.

Once the preferred alternative is formally approved by the jurisdictions represented on the PAC, work will begin on the Final Environmental Impact Statement (FEIS). At the completion of the FEIS, the consultants have indicated that they will begin work on the phasing of the project. The timetable provided by the consultant calls for the FEIS, the public input process and the final record of decision (ROD) to be completed in December 2009. Given the fact that opportunities for grant funding might be lost with this longer-than-expected timetable, the MCC is pressing for a more streamlined timetable. One way this can be accomplished is by having the phasing analysis completed concurrently with the FEIS.

City Staff believe that the Preferred Alternative Committee consensus process has been very effective in terms of allowing the affected jurisdictions to have input into what will ultimately be a very important project for the region. Significant to Westminster is the accessibility to managed lanes for Westminster residents and those accessing Westminster businesses, improvements to the express bus service, the addition of auxiliary lanes to improve intra-corridor traffic movement and the additional general purpose lane from Sheridan Boulevard to I-25. In addition, the recommended preferred alternative requires a significantly smaller “footprint” than the P2 or P4 that will result in much less of an impact on residential and commercial property owners adjacent to the current highway right-of-way. While the FEIS will likely include significant changes to the Sheridan Boulevard interchange, it will not include a connection of 88th Avenue via an overpass or underpass. The Denver Regional Council of Governments (DRCOG) traffic modeling data used to assess the impact of an 88th Avenue connection showed a relatively small amount of congestion relief for the interchange and thus did not justify the inclusion of an overpass or underpass as part of the US 36 project.

Overall, City Staff believes that the draft resolution represents an acceptable compromise and an important step forward for the US 36 corridor. If Council concurs, Staff will schedule this resolution for formal City Council action on June 23. It is likely that there will be some further wording changes to the draft prior to June 23. However, Staff does not anticipate any substantive changes to the attached document. The attached resolution will be reformatted to be consistent with the City’s format for City Council resolutions before its presentation to Council for official adoption.

The Staff’s recommendation supports the City Council’s strategic plan goal of a balanced, sustainable local economy by further improving a multi-modal transportation system that provides access to shopping and to employment centers.

Respectfully submitted,

Stephen P. Smithers
Assistant City Manager

Attachment

May 28, 2008 MCC DRAFT RESOLUTION

A Resolution Endorsing the U.S. 36 Preferred Alternative Committee Recommendation

WHEREAS the Colorado Department of Transportation, Regional Transportation District, Federal Highway Administration, Federal Transit Administration and stakeholders are evaluating transportation improvements for the U.S. 36 Corridor through an Environmental Impact Statement (EIS); and

WHEREAS the public, after reviewing the transportation packages analyzed in the Draft EIS, requested that the agencies adopt an alternative in the final environmental document that minimized community and environmental impacts while achieving long-term transportation needs; and

WHEREAS the agencies and local municipalities established a Preferred Alternative Committee (PAC) to reach a consensus recommendation for U.S. 36 transportation improvements by selecting a combination of elements that were already studied within the draft document; and

WHEREAS <insert jurisdiction name> participated as a member of the PAC and, as the committee, reached consensus on a multi-modal recommendation that achieves the public's desire as identified above; the consensus Recommendation is attached as Exhibit "A" (the "Recommendation"); and

WHEREAS this Recommendation identifies a combination alternative that will undergo additional analysis requested by agencies and stakeholders to verify that the selected elements effectively perform and achieve the project's goals.

NOW THEREFORE BE IT RESOLVED that the <Elected Body Jurisdiction Name> supports the conclusion and policy direction adopted by the PAC as stated in the attached Recommendation, recognizing that pending further analysis, this recommendation will be refined to identify a Preferred Alternative that will be carried through the requirements of the National Environmental Policy Act; and

BE IT FURTHER RESOLVED that the <Elected Body Jurisdiction Name> supports development of a phasing and financing plan focused on accelerating congestion relief by initially constructing useable segments of managed lanes that improve transit travel time and bikeway phases consistent with community priorities and the availability, eligibility and appropriate uses of reasonably available funding sources.

BE IT FURTHER RESOLVED that <Jurisdiction Name> fully supports continuing the collaborative engagement amongst all agencies to achieve the long-term transportation vision for the U.S. 36 corridor.

RESOLVED, PASSED AND ADOPTED this <DATE> day of <MONTH>, 2008.

DRAFT U.S. 36 PREFERRED ALTERNATIVE COMMITTEE RECOMMENDATION

The U.S. 36 Preferred Alternative Committee (PAC), a XX-member group comprised of agency representatives, elected officials and technical staff from local jurisdictions, was charged with collaboratively developing a 'combination' alternative for the U.S. 36 Corridor using elements evaluated during the Draft Environmental Impact Statement that, after additional analysis to verify that the selected elements effectively perform and achieve the project's goals, would be adopted as a Preferred Alternative that will be carried through the requirements of the National Environmental Policy Act.

BACKGROUND

The Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD), in conjunction with the Federal Highway Administration and the Federal Transit Administration, have been studying multi-modal transportation improvements between Denver and Boulder in the US 36 Environmental Impact Statement (EIS) since 2003. A Draft EIS was released in August 2007 that evaluated a variety of transportation solutions within two "build" packages and a "no build" alternative for the U.S. 36 Corridor. The majority of public comments received during the Draft EIS sought a transportation solution that further reduced the community and environmental impacts, decreased project cost, and that still provided for increased mobility improvements.

Given the next step in the EIS process was to incorporate public comments, identify a preferred alternative and outline implementation phases, the agencies approached corridor municipalities in 2007 to complete this step in a collaborative manner. The U.S. 36 PAC was established to consider public comment, and identify an alternative consisting of the elements outlined in the Draft EIS that would be advanced through the National Environmental Policy Act process in the Final Environmental Impact Statement (FEIS) to a Record of Decision.

RECOMMENDATION

The U.S. 36 PAC is recommending a 'combination' alternative that is responsive to public comments and long-term transportation needs that, after additional analysis, is expected to be adopted as the Preferred Alternative. The following describes the components of this multi-modal recommendation:

Transit

- Ramp and side-loading stations supported by parking facilities and local transit services, with specific premium components to support Bus Rapid Transit (BRT) operations. This could include, but is not limited to: special vehicles, prepayment technology to facilitate efficient loading, service image and identity treatments such as bus wraps, signal pre-emption, specialized marketing and transportation demand management. Facilities should include multi-modal connections to the existing and planned transportation infrastructure.
- BRT Access to Table Mesa that consists of a transition of the Express Lane to a General Purpose Lane at a point west of Cherryvale Road. This lane would change the regulatory designation from Express to General Purpose and would result in a continuous through lane to 28th Street. This access requires only a one-lane traffic weave to the westbound 36 BRT side-platform ramp.

Multimodal

- One buffer-separated managed lane in each direction of U.S. 36 from Pecos Street to the Table Mesa/Foothills Parkway interchange. Maintain existing reversible managed lane operations on U.S. 36 from Pecos to Interstate 25. While this lane is open to HOV and SOV toll users, buses will have the highest priority, followed by HOV users. SOV toll and HOV use will be managed to ensure free flow conditions for bus travel.
- Access to the new managed lanes will have separate, at-grade buffer openings between each interchange for entering and exiting traffic.

Highway

- Ramp-to-Ramp auxiliary lanes for most segments of U.S. 36 from McCaslin Boulevard to I-25.
- One new continuous eastbound general-purpose lane from Sheridan Boulevard to I-25.
- One new climbing lane in each direction of U.S. 36 (westbound begins at McCaslin Boulevard; eastbound begins at Table Mesa) to the top of Davidson Mesa.

Bikeway

- Adopt the west-end corridor alignment identified as the 'US 36 Bikeway Option' in the Draft EIS public comments, which places the bikeway along the south side of the highway from Table Mesa to South Boulder Creek before traveling along the north side of U.S. 36 to McCaslin Boulevard.
- From McCaslin to Sheridan, the bikeway aligns along the north side of the highway from McCaslin to Coal Creek, crosses to the south side of the highway and follows an access road under U.S. 36 to cross to the north side to Flatirons West, before returning along the south side through Broomfield.
- From Sheridan Boulevard to Broadway, the bikeway remains on the south side of US 36 until Bradburn Boulevard, then travels south on Bradburn to 72nd Avenue, where it connects to the Little Dry Creek Trail.
- Grade-separated bike crossings will be incorporated as interchanges are rebuilt. Additional connections to streets, trails and new developments also would be encouraged and supported as appropriate.

Additional Analysis

Recognizing that this alternative will undergo additional analysis to verify consistency with the project's purpose and need, design and safety standards, regulatory requirements and local municipality requests, the PAC recognizes that additional refinements may be necessary prior to declaring this alternative as the Preferred for the FEIS:

- Develop traffic simulation model at select locations across the corridor.
- Evaluate and consider impacts of combined alternative on local arterials and other resources identified in DEIS.
- Examine feasibility of aligning U.S. 36 bikeway along the south side of highway from Sheridan Boulevard to Broadway Boulevard provided there are no additional right-of-way takes.
- Evaluate the benefit, cost and impacts of an 88th Street drop ramp to the managed lanes and local roads to improve access to and from the municipalities of Louisville and Superior.
- Examine design refinements at Table Mesa to improve transit operations.

- Evaluate inclusion of a Broadway slip ramp from southbound I-25 to westbound U.S. 36.
- Examine additional measures to reduce right-of-way impacts.
- Evaluate ramp volumes from Sheridan Boulevard to I-25.
- Evaluate water quality and conveyance from US 36 and opportunities to partner with jurisdictions to address problem areas.
- Evaluate extension of climbing lanes on US 36 between McCaslin Boulevard and Table Mesa to bus-only lanes as well as the use of shoulders for transit during peak travel periods. Identify 'triggers' for when this design approach would be considered.
- Examine low cost options to connect US 36 managed lanes to north I-25 bi-directional HOT lanes. Evaluate opportunities to facilitate travel time savings for buses not able to operate in managed lanes.
- Assess specific premium components to support BRT transit operations. This assessment would consider, but would not be limited to, special vehicles, service image and identity treatments such as bus wraps, signal priority strategies (such as queue jump lanes) at interchanges, prepaid boarding, boarding and alighting all doors, specialized marketing, transportation demand management, adequate parking and local transit service and connections.
- Identify logical projects with independent utility based on available funding.
- Research, analyze, and seek alternate funding mechanisms and project delivery methods to maximize the construction of identified logical projects as early as possible.

PHASING AND IMPLEMENTATION STEPS

The PAC has placed a high priority on congestion relief through the extension of the managed lanes in the initial phase of construction. Accordingly, the phasing and financing plan will be focused on accelerating congestion relief by initially constructing useable segments of managed lanes that improve transit travel time and bikeway phases consistent with community priorities and the availability, eligibility and appropriate uses of reasonably available funding sources.

Financing options will be aggressively pursued in partnership with CDOT and RTD. Alternative financing options and project delivery methods such as design-build will be considered to accelerate implementation. The phasing plan should be sufficiently flexible to accommodate the requirements of specific funding sources as they become available.

FUTURE STAKEHOLDER ENGAGEMENT

Future stakeholder engagement is necessary to complete the FEIS and reach a Record of Decision for the U.S. 36 Corridor. As the PAC's combined alternative advances through the FEIS analysis, the agencies will meet with stakeholders at established project milestones to share findings, gather input, and address concerns. The PAC will be an important forum for evaluation, communication and public involvement in development and analysis of the phased ROD. Regular project updates will also be provided through established stakeholder meetings, project newsletters, project Web site and public meetings.



WESTMINSTER

Staff Report

Information Only Staff Report
June 16, 2008



SUBJECT: 2007/2008 Snow and Ice Control Report

PREPARED BY: Pat Sexton, Street Operations Supervisor
Ray Porter, Street Operations Manager

Summary Statement:

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

- Westminster snowfighters and fleet personnel responded to 18 storms during the 2007/2008 Winter Season (November 21, 2007 through April 10, 2008).
- Snow accumulations in Westminster totaled 57.3 inches during this period.
- Colder than normal temperatures were experienced during the months of December, January and February and snow and ice never melted in many areas of the City.
- December 2007 was the sixth snowiest December on record (7 storms for a total of 22 inches).
- March and April 2008 were relatively mild with only one storm requiring response each month and only three inches of snow in March and five inches in April.
- Snowfighters each worked an average of 220 hours handling the 18 storm events and 68% of these hours were overtime (149.6 hours overtime).
- Snowplow drivers travelled almost 60,000 miles fighting the 18 storm events and applied over 4,400 tons of deicing salt to Westminster roadways.

Expenditure Required: \$0

Source of Funds: N/A

Policy Issue

None

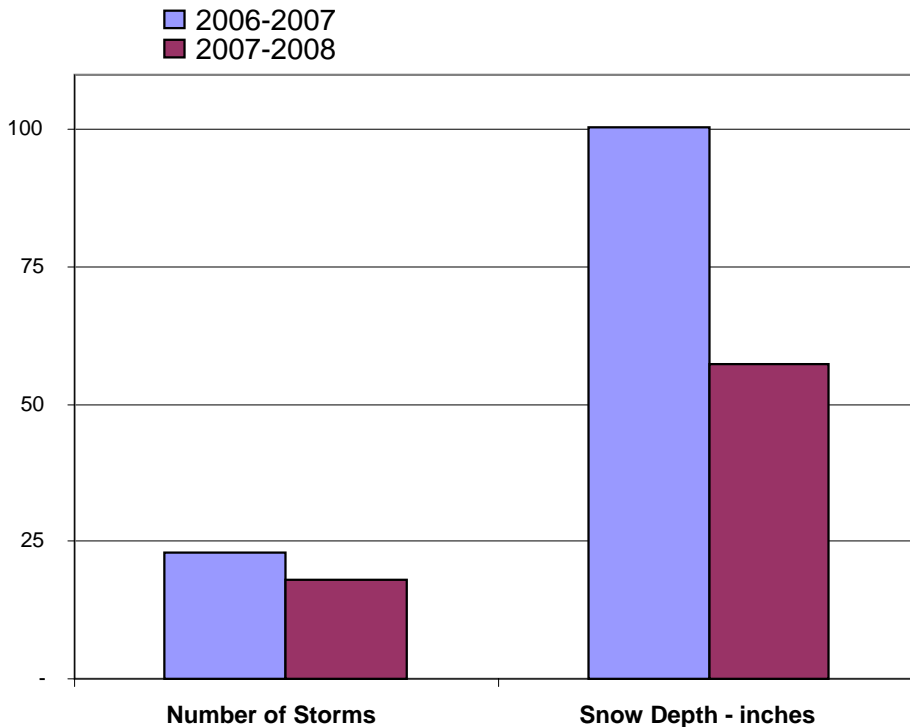
Alternatives

None

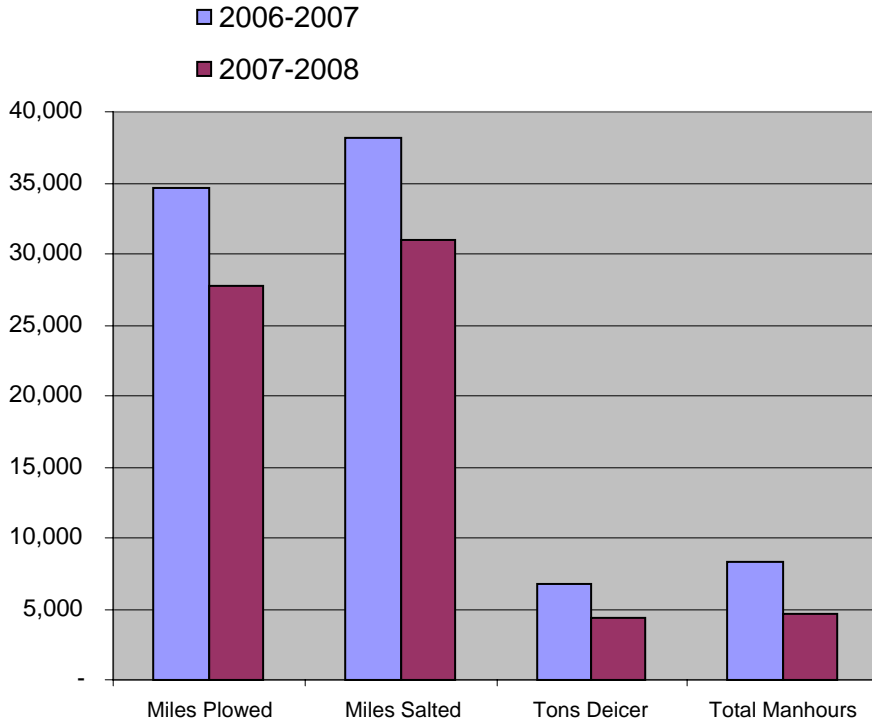
Background Information

During January (4 storms = 9.4 in.), February (3 storms = 13 in.) and March (1 storm = 3.0 in.), colder than normal temperatures were experienced and the snow never completely melted in shaded areas. During this snow season and the 18 storms, the average high was 25.3 degrees and the average low was 12.8 degrees. Below is a graph comparing December 2006 and December 2007, which depicts 2006 as the third snowiest December on record and 2007 as the sixth snowiest December on record. Also below are some charts comparing the 2006/2007 and the 2007/2008 snow seasons.

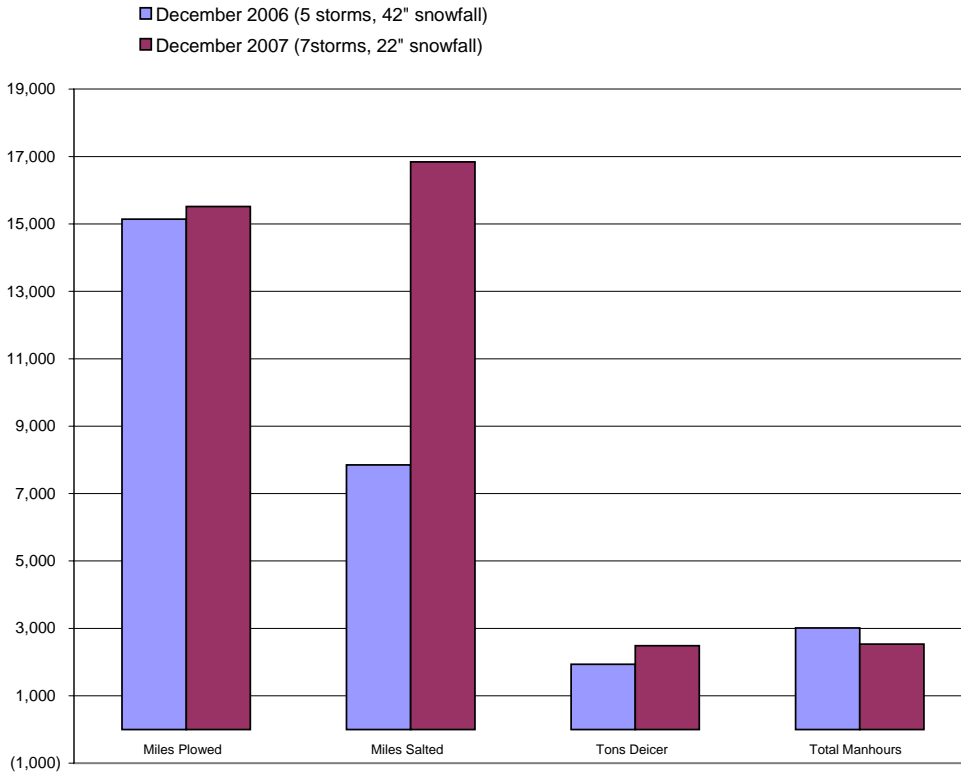
Snow Years Comparison Chart



Snow Years Comparison Chart



Snow Years Comparison Chart



Subject: 2007/2008 Snow and Ice Control

June 16, 2008

Page 4

Miles salted were greater in December 2007 than December 2006 due to the nature of the storms (see Snow Years Comparison Chart above). During heavier snowfall, less material is generally required due to the heavier snow just requiring plowing and very little deicing. Storms with less snowfall usually have prolonged colder temperatures dictating more deicer and multiple applications.

During the 2007/2008 winter season, Fleet maintenance mechanics installed Global Positioning Satellite (GPS) and Automated Vehicle Locators (AVL) on 14 of the 18 city snowplows. This allows supervisors to track all of the snow plows on personal computers and identifies precise location, the direction of travel, the date and time, truck speed, plow positioning (up or down), if deicing material is being applied and how much is being applied per lane mile. The GPS/AVL is also very helpful providing the history of each vehicle, allowing staff to go back and look at each storm and each truck when liability issues are encountered. Force America Company is constantly upgrading and improving on this GPS/AVL program and staff will be using it to more efficiently route the snow plows and make coverage more consistent in terms of response time to primary roadways. The Force America GPS/AVL system generates reports for each snowplow at the end of each shift and eliminates any hand written reporting. In 2008, the Utilities Division is acquiring a dump truck with a snowplow package, which will bring up the City's total number of snowplows to 19 for the 2008/2009 winter season. All 19 snowplows in the fleet will be GPS/AVL equipped prior to the 2008/2009 winter season.

The Snow and Ice Control Program supports Council's goal and objective of a Safe and Secure Community by providing navigable roadways during the winter months for the motoring public.

Respectfully submitted,

Stephen P. Smithers
Acting City Manager



Staff Report

Information Only Staff Report
June 16, 2008



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 2008 residential development activity per subdivision (please see attachment) and compares 2008 year-to-date totals with 2007 year-to-date figures through the month of May.
• The table below shows an overall increase (1.6%) in new residential construction for 2008 year-to-date compared to 2007 year-to-date totals.
• Residential development activity so far in 2008 reflects an increase in single-family attached (3.7%), and no changes in single-family detached, multi-family, or senior housing development when compared to last year at this time.

NEW RESIDENTIAL UNITS (2007 AND 2008)

Table with 7 columns: UNIT TYPE, MAY (2007, 2008), % CHG., YEAR-TO-DATE (2007, 2008), % CHG. Rows include Single-Family Detached, Single-Family Attached, Multiple-Family, Senior Housing, and TOTAL.

Background Information

In May 2008, service commitments were issued for 12 new housing units within the subdivisions listed on the attached table. There were a total of 10 single-family detached, two single-family attached, and no multi-family or senior housing utility permits issued in May.

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,

Stephen P. Smithers
Acting City Manager

Attachment

ACTIVE RESIDENTIAL DEVELOPMENT

<u>Single-Family Detached Projects:</u>	Apr-08	May-08	2007 YTD	2008 YTD	# Rem.*	2007 Total
Bradburn (120th & Tennyson)	0	6	5	8	70	24
CedarBridge (111th & Bryant)	0	0	0	0	5	1
Country Club Highlands (120th & Zuni)	0	0	3	2	99	17
Countryside Vista (105th & Simms)	0	0	0	0	9	0
Huntington Trails (144th & Huron)	0	2	13	13	133	38
Hyland Village (96th & Sheridan)	0	0	0	2	109	0
Legacy Ridge West (104th & Leg. Ridge Pky.)	0	1	0	1	6	0
Lexington (140th & Huron)	0	0	0	0	4	0
Meadow View (107th & Simms)	0	0	0	1	3	1
Park Place (95th & Westminster Blvd.)	2	0	9	3	44	31
Ranch Reserve (114th & Federal)	0	0	0	1	0	3
Savory Farm Estates (109th & Federal Blvd.)	0	0	0	0	24	0
South Westminster (Shoenberg Farms)	0	0	4	3	50	12
Various Infill	1	1	1	1	7	2
Winters Property (111th & Wads. Blvd.)	0	0	0	0	8	0
Winters Property South (110th & Wads. Blvd.)	0	0	0	0	10	0
<i>SUBTOTAL</i>	3	10	35	35	581	129
<u>Single-Family Attached Projects:</u>						
Alpine Vista (88th & Lowell)	0	0	0	0	84	0
Bradburn (120th & Tennyson)	0	2	2	4	0	4
CedarBridge (111th & Bryant)	0	0	0	0	0	0
Cottonwood Village (88th & Federal)	0	0	0	0	62	10
East Bradburn (120th & Lowell)	0	0	0	0	117	0
Eliot Street Duplexes (104th & Eliot)	0	0	0	0	10	0
Highlands at Westbury (112th & Pecos)	0	0	11	6	24	17
Hollypark (96th & Federal)	0	0	0	0	20	0
Hyland Village (96th & Sheridan)	0	0	0	12	153	0
Legacy Village (113th & Sheridan)	0	0	8	0	62	8
South Westminster (East Bay)	6	0	0	6	58	0
South Westminster (Shoenberg Farms)	0	0	6	0	54	6
Summit Pointe (W. of Zuni at 82nd Pl.)	0	0	0	0	58	0
Sunstream (93rd & Lark Bunting)	0	0	0	0	18	0
<i>SUBTOTAL</i>	6	2	27	28	720	45
<u>Multiple-Family Projects:</u>						
Axis (108th & Westminster Blvd.)	0	0	0	0	233	0
Bradburn (120th & Tennyson)	0	0	0	0	54	0
Hyland Village (96th & Sheridan)	0	0	0	0	144	0
Mountain Vista Village (87th & Yukon)	0	0	0	0	24	0
Prospector's Point (87th & Decatur)	0	0	0	0	29	0
South Westminster (Harris Park Sites I-IV)	0	0	0	0	12	0
<i>SUBTOTAL</i>	0	0	0	0	496	0
<u>Senior Housing Projects:</u>						
Covenant Retirement Village	0	0	0	0	0	26
Crystal Lakes (San Marino)	0	0	0	0	7	0
Legacy Ridge (112th & Federal)	0	0	0	0	168	0
<i>SUBTOTAL</i>	0	0	0	0	175	26
TOTAL (all housing types)	9	12	62	63	1972	200

* This column refers to the number of approved units remaining to be built in each subdivision.



WESTMINSTER

Staff Report

Information Only Staff Report
June 16, 2008



SUBJECT: Westminster Economic Development Authority 1st Qtr 2008 Financial Update

PREPARED BY: Karen Creager, Special Districts Accountant

Summary Statement:

This report is for Board information only and requires no action by the Board. The report represents the unaudited financial position for each of the Westminster Economic Development Authority's (WEDA) Urban Renewal Areas (URA's) as of March 31, 2008.

Background Information:

WEDA currently includes 6 separate URA's. Below are highlights for each URA as of March 31, 2008. The attached chart summarizes the financial position as March 31, 2008 for each of the URA's.

Property tax payments are received by the appropriate county in accordance with this schedule: Option to pay ½ in February and additional ½ in June or Option to pay the full amount in April.

Holly Park URA

- WEDA Board approved contract with Coldwell Banker for marketing and listing services for the property on February 25, 2008. Attempts to sell the property are ongoing in this challenging time for residential markets.
- Borne Engineering completed legal description of the URA.

Mandalay Gardens URA (Shops at Walnut Creek)

- 2008 is the first full year of the sales tax pledge reduction. Due to timing of the budget process, the 2008 budget had already been approved inclusive of the 3% pledge by the time the pledge reduction was approved by the WEDA Board. Staff plans to recommend amending the 2008 budget later this year to reflect the pledge reduction.
- Current site plan includes opening of Building A containing 15,000 square feet of retail space in 2010.
- The balance of Mandalay URA's interfund loans was paid in 2007.
- Sale of asset revenue represents open space land sold to the City that is being repaid over 3 years beginning in 2008.

North Huron URA

- Project expense on the income statement shows a negative amount of \$30,018. This negative amount is due to a timing difference between reversing the expense accrual to 2007 and the actual payment made by the Trust. In April, the negative clears out.
- Interchange project is complete except for some landscape maintenance.
- Huron Street improvements project is complete except for some outstanding warranty issues.
- 128th Avenue improvements project is anticipated to be completed by mid-July.

- 144th Avenue widening between Huron and Zuni is in the preliminary stages.
- The Orchard Town Center grand opening was held on April 3.
- On March 31, 2008 the Board approved an Economic Development Agreement (EDA) with the developers of the Orchard View project and Centura Health Corporation. The primary purpose of the EDA is to secure the Centura Health Corporation's planned 40 acre medical complex at the southwest corner of I-25 and 144th Avenue.
- Borne Engineering completed legal description of the URA.

South Sheridan URA

- Sound wall project is basically complete with a few minor features to be finalized by end of May.
- 72nd Ave and Sheridan street improvements project should be completed by the end of May.
- Wal-Mart opened on May 7, 2008.
- Work has begun on the retail center on the North side of 72nd Avenue.
- Village Homes continues to market their residential project.
- Property tax revenues will not be realized until 2009. When the property was assessed for 2008 collections, demolition was still occurring on the property.
- Interest and fees expense of \$24,054 was paid from capitalized interest.
- Borne Engineering completed legal description of the URA.

South Westminster URA

- Work on the Liborio project continues with tentative opening date of August 2008. However, the sales tax increment budget for 2008 reflects the originally planned August 2007 opening.
- Typically the sales tax increment in Phase I is realized beginning in April or May.
- A \$250,000 payment against the Utility Fund interfund loan was made with available cash in 2007.
- Due to the interfund loan payment and the decreased increment, available cash in the fund has decreased causing a decrease in interest earnings.
- Economic Development staff continues to market the area to potential businesses.

Westminster Center URA

- Pappadeaux's EDA will be completed in August 2011.
- Lowe's EDA will be completed in December 2008.
- Borne Engineering completed legal description of the URA.

Respectfully submitted,

Stephen P. Smithers
Acting Executive Director of Authority

Attachment

Westminster Economic Development Authority
Unaudited Financial Statements
For the period ending March 31, 2008

	Holly Park	Mandalay Gardens	North Huron	South Sheridan	South Westminster	Westminster Center East	Total
Revenues							
<i>Sales Tax</i>	\$ -	\$ 398,006	\$ 833,731	\$ -	\$ -	\$ -	\$ 1,231,737
<i>Property Tax</i>	-	469,838	557,846	-	77,502	131,466	1,236,652
<i>Interest</i>	1,058	39,746	178,643	31,217	28,375	414	279,453
<i>Sale of Asset</i>	-	184,466	-	-	-	-	184,466
Total Revenues	1,058	1,092,056	1,570,220	31,217	105,877	131,880	2,932,308
Expenses							
<i>Operating</i>	-	7,048	14,609	-	1,163	65,726	88,546
<i>Capital Project -proj exp</i>	60	-	(30,018)	414,295	-	-	384,337
<i>Principal</i>	-	-	-	-	-	-	-
<i>Interest & Fees</i>	-	113,059	196,861	24,054	2,578	-	336,552
Total Expenses	60	120,107	181,452	438,349	3,741	65,726	809,435
<i>Revenues Over(under) Exp</i>	998	971,949	1,388,768	(407,132)	102,136	66,154	2,122,873
Beginning Fund Balance	(1,149,162)	4,720,888	23,809,736	3,787,535	408,080	11,137	31,588,214
Ending Fund Balance*	\$ (1,148,164)	\$ 5,692,837	\$ 25,198,504	\$ 3,380,403	\$ 510,216	\$ 77,291	\$ 33,711,087

* Ending fund balance includes the following reserved amounts that can be spent only as indicated in the line description:

Bond Reserve	\$ -	\$ 3,160,000	\$ 5,101,200	\$ 634,412	\$ 646,000	\$ -	\$ 9,541,612
Debt Service Reserve	-	2,136,179	4,008,126	441,999	913,105	-	7,499,409
Capital Project Reserve	66,129	-	15,848,259	2,015,320	-	-	17,929,708
Total Reserved Fund Balance	\$ 66,129	\$ 5,296,179	\$ 24,957,585	\$ 3,091,731	\$ 1,559,105	\$ -	\$ 34,970,729

**Westminster Economic Development Authority
Obligations at 3/31/08**

	2008	
	Outstanding Balance	Estimated Expense
	URA	
<i>Bonds-Principal only</i>		
2005 WEDA Bonds	\$ 68,300,000	\$ 1,500,000
2006 WEDA Bonds	38,205,000	1,335,000
2007 WEDA Bonds	8,320,000	-
1997 WEDA Bonds	5,660,000	330,000
Total Bonds	<u>\$ 120,485,000</u>	<u>\$ 3,165,000</u>
<i>EDA</i>		
Lowe's HIW, Inc. - 136th Avenue location	\$ 685,000	\$ 187,853
Shoenberg Ventures	5,000,000	333,749
LaConte Real Estate Trust	75,000	25,000
Parkwood East, LLC (formerly Carlson Associates, Inc.)	2,600,000	40,993
Lowe's HIW, Inc. - 88th Avenue location	460,685	211,376
Pappa's Restaurants, Inc.	238,598	88,153
Total EDA	<u>\$ 9,059,283</u>	<u>\$ 887,124</u>
<i>Interfund loans</i>		
Gen Capital Improv Fund	\$ 1,125,000	\$ -
General Fund	120,000	-
Utility Fund	2,600,000	250,000
Total Interfund loans	<u>\$ 3,845,000</u>	<u>\$ 250,000</u>

**City of Westminster City Council Study Session
June 16, 2008**

Mayor Nancy McNally called the Study Session to order at 6:30 PM. All Council was in attendance.

City Staff in attendance included: City Manager Brent McFall; Assistant City Manager Steve Smithers; City Attorney Marty McCullough; Deputy City Manager Matt Lutkus; Senior Public Information Specialist Joe Reid; Police Chief Lee Birk; Budget & Special Projects Manager Barbara Opie; and Management Intern II Phil Jones.

The guests in attendance were Nissa LaPoint with the Westminster Window; Danny Tomlinson and Bob Ferm with Tomlinson & Associates; Shannon Hayden and Laurie Urban with National Research Center; and Larry Dean Valente.

Lobbyist Update

Danny Tomlinson and Bob Ferm, the City's contract lobbyists gave an update on the 2007-2008 Colorado legislative session. Overall, the city fared well, with only two bills that were supported dying, one of which was the anti-graffiti bill. One week from today the Office of State Planning and Budgeting and Office of Economic Council will give their quarterly update. In March of this year, the 2008 quarterly estimate was down considerably, \$500 million for the 5 year forecast. This is really significant for the 6% allowable spending limit, and Senate Bill 1 transfer, and HB 1310 funding. Based on the March 2008 revenue forecasts, the SB 1 transfer will not be fully funded in 2008-2009, and there will be no HB 1310 money until the 2011-2012 fiscal year.

Other critical items include 3 ballot initiatives that deal with right to work, definition of person, and anti-affirmative action. House Speaker Andrew Romanoff has an initiative that will allow the state to keep revenues in excess of the Tabor limits, with funds going into the education fund can be spent with 2/3 vote of each house and can spend money on education and on SB 1 for transportation.

Council was appreciative of all the time and effort put forth by Mr. Tomlinson and his staff this legislative session and looks forward to working with him next year.

Citizen Survey Update

Ms. Shanon Hayden and Ms. Laurie Urban were on hand to discuss the results of the City's 2008 Citizen Survey. This year, there is a change to the way the survey is reported. Rather than a 100 point scale, the percent "good" or "very good" is shown as a percent positive. Average ratings on a 100 point scale will still be used when comparing to benchmarks.

The ratings continue to be stable over time with moderate increases from 2006 in overall quality of services. When looking at the direction of the City, of those who had an opinion, 9 in 10 stated the City is headed in the right direction.

The number of citizens who have had contact with City employees dropped slightly. Still, the City continues to see overall positive ratings.

After the presentation, Council requested a follow-up discussion regarding the results and policy issues. Staff is preparing a staff report that will outline methodology and selected questions and will be prepared to discuss policy issues at the July 14th Study Session.

General Fund Long Range Fiscal Model Overview

Budget and Special Projects Manager Barbara Opie presented selected graphs from the General Fund Fiscal Model that has been under development for the past year. CMO and Finance are working together to develop three different scenarios for revenue and expenditure growth. The conservative, moderate, and aggressive models show different scenarios and allow City staff greater precision and knowledge in budgeting and long-range planning.

When examining the graphs of expenditures, it was noted that regular salaries are by far the bulk of government costs, especially in the general fund.

It was noted that the most important aspect of the model is the assistance it provides when looking at long term impacts, especially in the general capital improvement fund.

Council was appreciative of the staff time and effort put in to the development of the model.

Proposed Amendment of City Code Concerning Spacing Requirements for Liquor Licensed Establishments

After a request from citizens, Staff presented a recommendation to Council to eliminate existing setback requirements for liquor permits. Based on research and past history, it appears logical to eliminate this part of land use requirements, all other land use requirements will still apply.

Council directed staff to move forward and bring this item to a future council meeting.

Consideration of a Resolution Regarding the US 36 Preferred Alternative

Staff presented a preferred alternative to the US 36 project similar to what was brought forward in March of this year. After 5 years on the DEIS and 9 years all together, the US 36 communities have come to consensus for a preferred alternative, this alternative will help address congestion and will consist of multimodal transit elements.

Council directed Staff to bring the resolution forward for official action, and is looking forward to the commencement of the project.

Mayor McNally adjourned the Study Session at 8:40 PM.

**City of Westminster City Council Study Session
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Council was appreciative of the staff time and effort put in to the development of the model.

Proposed Amendment of City Code Concerning Spacing Requirements for Liquor Licensed Establishments

After a request from citizens, Staff presented a recommendation to Council to eliminate existing setback requirements for liquor permits. Based on research and past history, it appears logical to eliminate this part of land use requirements, all other land use requirements will still apply.

Council directed staff to move forward and bring this item to a future council meeting.

Consideration of a Resolution Regarding the US 36 Preferred Alternative

Staff presented a preferred alternative to the US 36 project similar to what was brought forward in March of this year. After 5 years on the DEIS and 9 years all together, the US 36 communities have come to consensus for a preferred alternative, this alternative will help address congestion and will consist of multimodal transit elements.

Council directed Staff to bring the resolution forward for official action, and is looking forward to the commencement of the project.

Mayor McNally adjourned the Study Session at 8:40 PM.