

STUDY SESSION AGENDA

CITY COUNCIL CITY OF WHEAT RIDGE, COLORADO

7500 W. 29th Ave.
Wheat Ridge CO

July 17, 2017

6:30 p.m.

Individuals with disabilities are encouraged to participate in all public meetings sponsored by the City of Wheat Ridge. Call Sara Spaulding, Public Information Officer 303-235-2877 at least one week in advance of a meeting if you are interested in participating and need inclusion assistance.

Citizen Comment on Agenda Items

1. Staff Report(s)
 - a) Code Amendment to Chapter 5-41 regarding definition of construction valuation
2. Presentation from ARC – Valerie Smith, Community Outreach Manager
3. 2E Update
4. Outside Agency Recommendations
5. Elected Officials' Report(s)

ADJOURNMENT



Memorandum

TO: Mayor and City Council

THROUGH: Jerry DiTullio, Treasurer
Patrick Goff, City Manager
Heather Geyer, Administrative Services Director

FROM: Kathy Franklin, Sales Tax Supervisor

DATE: July 17, 2017

SUBJECT: Amendment to Chapter 5 of the Building Code

ISSUE:

Staff is recommending a change to Section 5-41 of the Building Code in order to provide clarification on project valuation. As a result of a protest recently filed with the City Treasurer, staff reviewed the administrative practices used in determining project valuation. Staff and the City Treasurer propose amending the current code language to provide greater clarity for the business community.

BACKGROUND:

A contractor recently submitted a construction use tax refund request to the Tax Division for a completed project. Following the long-standing practice established at the direction of a former Community Development Director, Tax Division staff audited the project and valued the completed project based on its contract (or purchase) value. As the refund request was processed, it was discovered that the Building Division uses a different method of project valuation when building plans are first filed and building permits are issued. The Building Division uses the cost-of-construction valuation established by the International Construction Code. Either method of valuation could be used, as long as the City's internal practices and information provided to the public are consistent.

The Tax Division staff conducted a survey of other Colorado cities and found that, out of the 17 respondents, only Greenwood Village and Denver use contract/purchase price to value construction projects. Most jurisdictions use the cost-of-construction valuation method.

After considering the data, staff, the City attorney and the treasurer reached a consensus that the cost-of-construction valuation is consistent with common practice among other cities in Colorado and is a business-friendly approach. It was also determined that a Code amendment that defines "valuation" and "total value" would provide clarity concerning the City's valuation method and hopefully avoid inconsistencies in the future.

Staff and the treasurer recommend amending Section 5-41 of the Code to include a definition of the terms “valuation” and “total value” as a matter of clarity, and that cost-of-construction, as set forth in the ICC, be used at the time a construction project permit is issued.



Memorandum

TO: Mayor and City Council

FROM: Patrick Goff, City Manager

DATE: July 11, 2017 (for July 17, 2017 Study Session)

SUBJECT: Presentation from The Arc – Jefferson, Clear Creek & Gilpin Counties

The Arc – Jefferson, Clear Creek & Gilpin Counties works for the benefit of people with intellectual and development disabilities (I/DD) by providing independent advocacy in a variety of channels. Through individualized direct advocacy, The Arc provides people with I/DD and their families with the necessary tools and resources to overcome obstacles and move in the direction of their own choosing. The Arc also provides a variety of trainings to increase both the knowledge and advocacy skills of participants. Finally, The Arc also performs a tremendous amount of systemic advocacy to ensure that the voice of the I/DD community is represented in policy decisions.

Valerie Smith, Community Outreach Manager and David Eaton, Outreach Coordinator will provide more information about The Arc and its mission at the July 17th study session.

Attachment:

1. The Arc Presentation



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Jefferson, Clear Creek
& Gilpin Counties

Presentation to:

Wheat Ridge City Council



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Why are we here tonight?

- **The Arc and its mission**
- **The arc Thrift Stores connection**
- **David's story**
- **Awareness/inclusion of people with intellectual/developmental disabilities (I/DD)**
- **Ideas for an even more inclusive community**

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Arc Background

- **1959 – parents wanted more for their kids with I/DD**
- **No resources in the community for people with I/DD**
- **Institutionalization was common place**

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Arc Background

- Chapter formed 1960
- Created CCBs
- More support in schools
- More transportation options
- Legislation protecting the rights of people with I/DD
- More work to do!!

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The Arc

- **National – 700 chapters**
- **13 Colorado chapters**
- **Arc of Colorado**

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The Arc's Mission

- **Promote and protect the rights of people with intellectual and developmental disabilities (I/DD)**
- **Support full inclusion and participation in the community throughout their lifetimes**
- **Approx. 1,225 people in Wheat Ridge**

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What The Arc Does

- **Provide information & guidance**
- **Direct advocacy**
- **Training & education**
- **Systemic influence**

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Arc Thrift Stores Connection

- Created as funding source
- 83% of our funding
- Donating and shopping there helps The Arc and people with I/DD

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People First Language

- People with I/DD did not want to be **DEFINED** by their disability.
- Instead of R-word, “has an intellectual disability” or “developmental disability”
- We are all people first

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David's Story – the beginning

- Childhood – 1970s
- Foster care
- Segregated education
- Only connection with the community: school & doctor visits

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David's Story – the middle

- Friend's mom who worked for The Arc made a huge difference
- By 6th grade, changed to typical school
- “Just like everyone else!”
- 8th grade computer class
- High school—Key Club

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David's Story – today

- **Dreams & aspirations**
- **Pushing myself to achieve even more**
- **Job where I am making a difference and helping others become more included**

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**Encouragement and inclusion
make huge differences in the
lives of people with I/DD**

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What is inclusion?

- Inclusion is built on the premise that all people should be valued for their unique abilities and included as essential members of a community.
- Inclusion is not a place or a practice, it is a way of thinking



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People with I/DD

- **More included and accepted than in the past**
- **Still often overlooked and underestimated, especially adults**
- **Unintentional – inaccurate perceptions**

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Video: What is Self-Advocacy?

http://www.arcjc.org/whatwedo/self_advocacy/intro.html

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The Truth About People with I/DD

- Capable
- Would like their abilities to be their defining characteristics
- Lots to give

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The Truth About People with I/DD

- **Want the same as everyone else**
 - **Meaningful life**
 - **To matter to the community**

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**We don't just have rights and
needs, we also have
responsibilities!**

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Barriers to Inclusion

- **Accessibility**
- **Lack of understanding/acceptance**
- **Reluctance to engage**
- **Hard to find meaningful work**
- **Transportation challenges**

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Barriers to Inclusion

- **Discouragement**
- **Feeling like a burden**
- **Prevents people with I/DD from continuing to try**

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Ideas for Full Inclusion of People with I/DD

- **Recognize desire to give to the community—volunteers!**
- **Advisory role?**
- **Visibility**

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Ideas for Full Inclusion for People with I/DD

- **Just say Hi!**
- **Be yourself**
- **Treat people with I/DD like you would treat anyone else**

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Why is Full Inclusion Important?

- **The whole community benefits**
 - **We learn to be accept differences and have more accurate perceptions**
 - **Fosters relationships**
 - **Better connected citizens**
 - **Happy residents who are valued!**

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How can we help you?

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Join us at Coffee House!

- **For everyone**
- **Panera Bread (Belmar)**
- **Third Thursdays 6:00 – 7:30**

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Thank you for listening!

Questions?

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Memorandum

TO: Mayor and City Council

FROM: Patrick Goff, City Manager

DATE: July 12, 2017 (for July 17, 2017 Study Session)

SUBJECT: Investing 4 the Future – Update on Projects Funded by 2E

At the regular general election held on November 8, 2016, the electorate of the City approved ballot question 2E, which increased the sales and use tax levied by the City by one-half of one percent and authorized the issuance of debt to finance City investment in public infrastructure to facilitate economic development opportunities. Sales and use tax revenue bonds were sold on May 2, 2017, netting the City \$33 million to finance these City investments. Following is an update on the four projects funded by these bond proceeds.

Anderson Park Renovation

Improvements to Anderson Park to provide upgraded, renovated amenities and facilities that enhance recreational opportunities and meet the current needs of park and facility users and to reduce maintenance and repair costs; renovations to include but not be limited to, renovation of the Anderson Building and Outdoor Pool locker rooms and improvements to surrounding park amenities – estimated project cost \$4,000,0000

Actions completed to date

- Site Assessments of park and facilities, survey, internal document collection
- User Focus Group Meetings - 5 individual focus groups – June 7-8
 - 1) Building, Pool, Park Users – 8 attendees representing swim team, soccer, futsal, youth baseball, swimming pool users, trail users, Jazzercise
 - 2) Residents and Other Stakeholders - 7 attendees representing neighbor and general park users
 - 3) City Staff- Anderson Building and Bath House – 8 staff representing recreation programmers and operations supervisors for the buildings
 - 4) City Staff - Park - 7 staff representing recreation programmers for the park and park maintenance staff
 - 5) Special Event Group – 5 participants, (community and staff) that program the park for special events
- Open House – Anderson Building Gymnasium – approximately 40-50 attendees

- Internal Design Charrette to develop concepts based on focus group and open house input
- Master Plan Advisory Group meeting that is inclusive of representatives from Community Development and Public Works, Community event organizers to gather input on the concept designs which were an outcome of the design charrette.

Future Actions

- Pop up event – Wednesday, August 2, 5:30-7:30pm at Anderson Park prior to the Performance in the Park to gather input on the concept designs
- Information posted to the project website related to concept designs
- Community Meeting early October
- Presentation to Park and Recreation Commission and City Council late October
- Adoption of Master Plan January 2018

Clear Creek Crossing

Construction of on and off hook ramps from Interstate I-70 into the Clear Creek Crossing Development to relieve traffic congestion and improve vehicular access and to facilitate redevelopment and economic development in a new mixed-use, sales tax generating redevelopment site – estimated city share of total project cost \$10,000,000

Significant progress has been made over the past several months, providing indication that construction of the hook ramps may commence on the site as early as September of this year. There are several components being coordinated as part of the project, summarized as follows:

1. Completion of a re-evaluation of the Environmental Assessment (EA) previously approved by the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). This will allow for the construction of new I-70 westbound hook ramps (on and off access).
2. Review and approval of the property owner's site development plan (Evergreen Development Company).
3. Coordination with Denver Water on the replacement of a major water transmission line through the property.

Environmental Assessment (EA) Re-Evaluation

At this time, the project team is nearing completion of the EA re-evaluation with CDOT and FHWA. The original EA, approved several years ago as part of the Cabela's proposal, is being updated to reflect the current development proposal; including revised traffic and environmental impacts based on the newly proposed size and property use. Phase 1 of the re-evaluation was approved by CDOT and FHWA less than 2 years ago."

The current development plan proposed by Evergreen Development is significantly smaller in scale than the original Cabela's plan. The primary difference between the two plans is that no

development is currently being proposed between Clear Creek and Highway 58, and the proposed development incorporates a different diversity of land uses. As such, the projected generated traffic in the revised analysis does not necessitate the construction of a new interchange on Highway 58, or a new roadway crossing over Clear Creek.

Completion and approval of the re-evaluation will allow for the construction of new infrastructure needed to serve the property, including construction of westbound I-70 hook-ramps and elimination of the westbound off-ramp at 32nd Avenue. The re-evaluation and analysis essentially focuses on the same elements addressed in the previous EA, such as traffic, noise (sound), drainage, air and dust, wetlands, and other items. However, the bulk of the analysis is devoted to traffic which includes a review of the existing traffic volumes, projected future background traffic (traffic growth unrelated to the development), and projected traffic volumes generated from the site itself. The new traffic study is also being referred to as a “threshold analysis”, meaning trigger points are identified where future improvements may need to be addressed (such as relocation of the eastbound I-70 on and off ramps). CDOT has reviewed the traffic study, final comments are being addressed, and approval of the re-evaluation is expected within the next 1-2 months.

As part of the EA re-evaluation, an additional component is approval of an Interstate Access Request (IAR) which permits construction of the hook ramps. Construction plans for the hook-ramps have also been completed, and reviewed by CDOT. Final review comments are being incorporated, and the plans are near final approval.

Site Development Plan

In parallel with the EA re-evaluation through CDOT, Evergreen is advancing through the plan approval process in accordance with the City’s requirements. An Official Development Plan (ODP) has been submitted, reviewed by the City, and review comments provided back.

Evergreen is currently addressing the comments, and approval through the City’s process is anticipated within the next 2-3 months. This process will include consideration by both the Planning Commission and the City Council.

Denver Water Coordination

In combination with the EA re-evaluation through CDOT, and plan approval through the City’s process, the replacement of a large water transmission conduit owned by Denver Water is also another major logistical consideration. In addition to the significant size and scope of the replacement project, timing of construction by Denver Water, Evergreen, and the City (hook-ramps), is likely to occur simultaneously or at least overlap. While this timing may provide some construction related advantages and/or opportunities, possible scenarios have required a greater degree of coordination amongst all parties. For example, the hook-ramps and Denver Water’s tunneling operation under I-70 are essentially at the same location. While this matter by itself is not necessarily an issue, construction of both simultaneously is not possible. Thus, a design modification to Denver Water’s operation to avoid conflicts and delays is currently being developed.

Next Steps and Anticipated Timeline

As previously described, there are many logistics and “moving pieces” involved with the successful implementation of this project. Thus, extensive communication and coordination has been paramount. At this time, the following construction starts are anticipated, pending the completion of required approval steps with the City and CDOT:

- Denver Water Conduit Tunneling Under I-70: Commence construction September 2017
- Commence Grading for Hook-Ramps: October, 2017
- Commence Site Development (Grading and Utilities): October, 2017

Wadsworth Boulevard Widening

Reconstruction of Wadsworth Boulevard to provide an improved multi-modal transportation facility and streetscape improvements, to relieve and mitigate severe traffic congestion and facilitate redevelopment and economic development opportunities – estimated city share of total project cost \$7,000,000

In October 2014, the City applied to Denver Regional Council of Governments (DRCOG) for federal transportation funds, available for fiscal years 2016 through 2021, to help fund a widening and improvement project on Wadsworth Boulevard from 35th Avenue to 48th Avenue. DRCOG awarded the Transportation Improvement Program (TIP) grant in October 2014.

The improvement of this segment of Wadsworth Boulevard has been a high priority for both Colorado Department of Transportation (CDOT) and the City of Wheat Ridge for more than 20 years. Lack of available funding has been the primary reason for postponing improvements. A Planning and Environmental Linkage Study (PEL) study was completed and adopted by Council on October 12, 2015. That study identified traffic congestion and safety issues, developed multi-modal solutions, and identified related environmental issues and mitigation measures that needed further assessment. The final recommended alternative (FRA) from the PEL study identified the improvements needed to widen Wadsworth Boulevard between 35th and 48th Avenues to six travel lanes (including the major intersections at 38th and 44th Avenues), to provide additional turn lanes at key congested intersections, and to install medians to better manage access. Bicycle and pedestrian facilities were also included to provide service for additional modes of transportation.

On March 28, 2016, Council approved a contract with HDR to complete the survey, conceptual (30%) design and plans, and prepare the environmental assessment (EA). Since that time, the consultant team, City staff and CDOT have been working to investigate and resolve the issues that were identified in the PEL, in particular, the need to improve the traffic capacity at the major intersections of 38th Avenue and 44th Avenues.

Most of the elements from the FRA are still intact and are moving forward; however, a couple of major items have changed or been added. In particular, the design of the major intersections has changed. In addition, a couple of environmental issues have arisen that have required additional time and effort to resolve.

In the FRA, the major intersections at 38th Avenue and 44th Avenue had a traditional design with double left turn lanes on all four legs of the intersection to improve capacity. After additional evaluation of those intersections, a design known as a continuous flow intersection (CFI) was determined to be the best solution to increase capacity and have the least impact to adjacent parcels. The CFI design was presented at a public meeting on August 10, 2016, with mostly positive feedback being received. This design was recently confirmed by CDOT as the preferred alternative for review in the EA. Working through this process with CDOT has delayed the project around six months.

Historical Properties Update

A determination earlier this year by CDOT's historian (related to potentially historic properties

along the corridor) has required that several properties be re-visited, which has delayed the project an additional six months. The consultant team has been working diligently with CDOT and the State Historic Preservation Office (SHPO) to finalize the historical eligibility of the various properties and prepare the re-visitation letter. The letter is being reviewed by CDOT. Once CDOT concurs with the letter then it will be sent to SHPO for review and approval

In addition to presenting the results of the re-visitation, the letter also includes a discussion of the impacts of our project on the properties that have been determined to be eligible. We have done some redesign at these properties to avoid having an adverse impact. If our project is determined to have an adverse impact, then additional redesign will need to be done to further avoid impacting those properties. The worst case scenario that we have discussed is not including the amenity zone and sidewalk on the west side of the project between 46th and 48th Avenues and possibly even not widening to the west to include the third southbound traffic lane. We hope to have final resolution of this issue by the end of August 2017.

Financial Update

City staff is administering the project, with reimbursement of 80% of the cost from the DRCOG TIP grant. Funding for the EA phase of the project is budgeted at \$1.5 million. Around half of this budget has been used for the EA portion of the work, with the remainder being used for the survey, design, and plans. Prior to 2E funding being available, just under \$1.2 million was spent with the City being reimbursed almost \$1 million. This is somewhat higher than 80% of the costs because the City was also reimbursed for its staff time. The remaining portion of the City's share of this project will be funded with the Wadsworth portion of the 2E funding.

In addition to the DRCOG TIP grant, the City also recently received a Highway Safety Improvement Program (HSIP) grant for a total of \$2.6 million in combined federal and state funding. CDOT has also committed to using some maintenance funding that was planned to be spent on the corridor in the next few years on this project for a total of \$4.1 million. The total federal funding that has been obtained for this project is \$27.62 million. CDOT share will be \$4.36 million. With what was spent prior to 2E funding becoming available and with the 2E funding, the City has committed to spend \$7.25 million. So the total identified funding to date is \$39.23 million.

The City is responsible for providing the additional funding needed to complete the project. The City will continue to work to obtain funding for the remaining costs from a combination of sources, including the City, CDOT, and other sources yet to be determined.

Schedule Update

As mentioned earlier, we hope to have the historical impacts resolved by the end of August 2017. The EA should be ready to review by mid-September 2017. The review of the EA culminates with a Public Hearing, scheduled for early February 2018. The final decision document would then be prepared and approved with signatures being obtained by the end of May 2018. While the environmental work is being wrapped up, we will start working on preliminary plans to be completed about the time the signatures are obtained on the decision document in May 2018. Construction plans would then be completed by mid-2019. Soon after the preliminary plans are completed, work on the right-of-way (ROW) acquisition will begin. This process should also be completed by mid-2019. Construction would start soon after and is expected to take two years to complete.

Wheat Ridge – Ward Station

Construction of street, bicycle/pedestrian, public amenities and other infrastructure improvements to address traffic growth and facilitate redevelopment and economic development opportunities in the area surrounding the Gold Line Station including, but not limited to, reconstruction of Ridge Road, 52nd Avenue and Tabor Street, a traffic signal at the Ward Road/Ridge Road intersection and a pedestrian bridge over railroad tracks linking the job centers to the south – estimated city share of total project cost \$12,000,000

The Wheat Ridge-Ward station area was allocated \$12 million in infrastructure funding through the voter approval of ballot measure 2E. The range of different infrastructure investments that are possible with this funding include the following:

- Local streets extensions
- Ward Road (CDOT facility) improvements
- Sidewalks and other bike/ped infrastructure
- Intersections and traffic signals
- Public parking structure
- A pedestrian bridge over the railroad tracks
- Grade separation of the Ward Road/freight rail crossing
- Expansion of regional stormwater facilities
- Parks and plaza areas

Pursuant to the ballot language, the infrastructure investments are intended to directly or indirectly leverage private sector investment, redevelopment and economic development activity. With that goal in mind, staff has been strategizing on various ways to leverage the \$12 million through other infrastructure funding sources to maximize the impact of the City's investment. In addition to the opportunity for leveraging private sector investment, the following are examples of additional public/private infrastructure financing tools and resources that have potential to increase the overall impact of the voter approved funding:

- Urban Renewal tax increment financing (TIF)
- State and federal transportation related grants
- State and County park and trail related grants
- Park fee in lieu payments
- Existing or expanded metropolitan district mill levy revenues
- Cross-jurisdictional partnerships
- Developer infrastructure investments

Because the station area is adjacent to portions of the City of Arvada and Unincorporated Jefferson County and with the involvement of both CDOT and RTD, significant regional coordination is necessary and important. There may be opportunities to collaborate with one or more of those entities on project(s) of mutual benefit.

For all of these reasons, making the best utilization of the \$12 million in 2E funds at the Wheat Ridge-Ward station area requires thoughtful consideration and coordination. Staff has coordinated numerous meetings over the past several months with developers, area property and business owners and state, local and regional partners to begin to identify the most beneficial and

appropriate use of the funds.

Vision Update

As Council is aware, the City has also been working with WSP, an international land use, transportation and real estate development consultant since July of last year to develop a more refined vision for the area surrounding the station and extending down to I-70. Council has previously been briefed on this Vision document and more recently, staff coordinated a series of block-by-block meetings with property owners in the area to provide them an update. The Planning Commission was also recently briefed on the Vision plan recommendations. The Vision document has been positively received.

The Vision includes a potential focus on attracting and retaining business associated with the outdoor recreation industry. This industry is also a priority of the State Office of Economic Development and International Trade (OEDIT) and the Jefferson County Economic Development Corporation (JeffCo EDC). Staff also has been meeting monthly since December, not only to identify how best to allocate the 2E funds, but also to implement this Vision. Several other related tasks are under way to that end.

- Branding. Staff hired a local consultant to develop a brand/logo based on the Base Camp theme identified by Councilmember Urban. Staff will present a final version of the logo to City Council at this study session.
- Pedestrian Bridge. WSP also has a division focused specifically on bridge structures. The City has contracted with that group to develop a conceptual vision for the bridge connecting the north and south sides of the station and station area. An initial staff/consultant brainstorming session occurred in June and a second is scheduled for later in July.
- Bungalow Art Wraps. Along the West Line, RTD light rail, Lakewood partnered with RTD to “wrap” all of the mechanical enclosures (“bungalows”) in the rail right of way with artistic graphics. Staff is pursuing a similar approach for the bungalows within Wheat Ridge on the G-Line.
- Co-Working Developers. The Vision also recommends attracting co-working or maker spaces to the station area. Staff has met with numerous developers who have created co-working spaces across the Denver region to learn and generate interest in replicating those types of spaces in and around our station area.
- Company Headquarters Relocation. Staff responded to a Metro Denver Chamber prospect for a potential outdoor recreation related manufacturer looking to relocate their corporate offices, manufacturing/distribution space and a retail store. That process is still pending as the Chamber requested submittals from across the state and Denver region and presumably, numerous jurisdictions responded.
- Local Outdoor Recreation Industry. Wheat Ridge already has numerous businesses associated with this industry ranging from manufacturers to retail outlets. On May 30, staff hosted a meeting of that group, which included presentations from the Director of OEDIT’s outdoor recreation industry sector, Luis Benitez and JeffCo EDC’s Executive Director, Sam Bailey. Staff also briefed the group on the Vision and the Brand and there was support for both.

- RTD. Staff has been working with RTD regarding potential joint development opportunities in and around the station. As Council is likely aware, the station design includes a significant amount of space devoted to bus circulation and a relatively large surface parking lot. The current service plan includes only a very limited amount of bus arrivals and departures (one every 30 minutes during peak hours only). Because of that, staff believes there may be an opportunity to rethink how that area is best utilized at some point down the road. Similarly, surface parking lots always represent a potential opportunity for redevelopment, provided the parking can be accommodated in another manner, such as in a joint use parking structure. Staff has met with RTD staff to discuss two different models of how joint development/redevelopment opportunities might be pursued. We are reviewing a draft Memorandum of Understanding (MOU) that would memorialize these opportunities. City Council will be presented that MOU for consideration likely later this summer.
- Development Applications. The Hance Ranch property northeast of the station platform has been rezoned to a combination of MU-TOD and MU-N. City Council recently approved the Hance Ranch subdivision and a Site Plan submittal to develop the northern portion of that property for 70+ townhomes is under administrative review. Staff is working with the same developer to construct a higher density multi-family project on the southern portion of the property. At this time, there is a financial gap in the project's feasibility and the use of 2E funds and TIF could be utilized to close this gap.
- Regional Stormwater. Stormwater detention and water quality features can consume valuable real estate that could otherwise be put to more productive use. To that end, staff has hired a stormwater consultant to evaluate whether there are any feasible options for accommodating the stormwater requirements for the properties in the area surrounding the station in an off-site location.
- TIF Capacity Analysis. Arland Consulting recently completed an analysis of the financial capacity of the 50+ acres surrounding the station. This analysis projected revenues that could be generated utilizing TIF and potentially an expanded Metro District.
- Regional Park. The Vision recommends that two ponds adjacent to I-70, as well as the surrounding land, be developed into a regional park that might have both public and private aspects and features. Staff has met with one of the two property owners who own those properties to discuss those options and they are receptive to those ideas. It has been challenging to schedule a meeting with the second property owner, but that meeting is in the works. Once that second property owner meeting occurs, staff will likely pursue an RFQ/RFP to hire a park master planning consultant to develop those recommendations further.
- Linear Park. The Vision recommends the creation of a linear park extending from property north of the station, south to the proposed Regional Park. This linear park creates an area amenity to help generate additional interest in the redevelopment of the station area. The design and feasibility of this park would likely be part of the master planning work done for the regional park, as noted previously.



Memorandum

TO: Mayor and City Council

THROUGH: Patrick Goff, City Manager
Heather Geyer, Administrative Services Director

FROM: Carolyn Lorentz, Assistant to the City Manager

DATE: July 17, 2017

SUBJECT: Outside Agency Program Citizen Review Committee Recommendations

ISSUE:

City Council created the Outside Agency Program Citizen Review Committee in June 2016 to review outside agency applicants and present recommendations to City Council on the funding amounts each organization should receive. The purpose of creating this committee was to provide an additional opportunity for citizens to participate in the budget process, and to give the committee members the opportunity to weigh community needs against available resources and provide recommendations to City Council.

BACKGROUND:

The Outside Agency Contributions Program was created as a way for the City to give back to the community. The total amount of funds distributed in 2017 was \$105,440. In June 2016, two Wheat Ridge residents were appointed from each City Council District to serve on the committee for a two-year term to expire in January 2018.

| | |
|-------------------------------|-----------------------------|
| District I: Scott Wesley | District I: Jon Genova |
| District II: Carla Mead | District II: Vivian Vos |
| District III: Ron Benson | District III: Margie Seyfer |
| District IV: Tracy Langworthy | District IV: John Clark |

RECOMMENDATIONS:

The committee reviewed applications and listened to presentations from 21 different community organizations who made a total of \$169,305 in requests. The review committee is recommending granting \$122,700 of those requests in the 2018 budget, which is a \$17,600 or a 17% increase to the program as compared to 2017. The change in amounts is spread between the 21 agencies with the highest increase for an agency at \$3,200 and the lowest decrease at \$900. The committee is also recommending four members of the current committee, as selected by the City Council, stay on for an additional year to introduce staggered terms going forward. Each year four new members would join for a two-year term so that half the group would be experienced and half would be new each year. Several members of the committee will be present at the July 17, 2017 Study Session to present the committee's recommendations and answer any questions from Council.

Outside Agency Program Citizen Review Committee Recommendations

July 17, 2017

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| 2018 Outside Agency Review Committee Recommendations | | | |
|-------------------------------------------------------------|----------------------------------------|--------------------------------------------|----------------------------------------------|
| Outside Agency Organization | 2017 City Council Award | 2018 Outside Agency Request | 2018 Committee Recommendation |
| Action Center | \$ 1,900 | \$ 2,500 | \$ 2,200 |
| Active Transportation Advisory Team | \$ 1,000 | \$ 2,000 | \$ 1,100 |
| Arapahoe House | \$ 1,800 | \$ - | \$ - |
| Arvada Food Bank | \$ 9,000 | \$ 15,000 | \$ 11,300 |
| Audio Info Network | \$ 1,400 | \$ 2,000 | \$ 1,400 |
| CASA of Jeffco | \$ 1,800 | \$ 4,800 | \$ 2,900 |
| Family Tree | \$ 1,600 | \$ 10,000 | \$ 4,400 |
| Feed the Future (WR) | \$ 7,000 | \$ 10,000 | \$ 8,000 |
| Friends of Paha | \$ - | \$ 1,200 | \$ 1,100 |
| Institute for Environmental Solutions (IES) | \$ 1,300 | \$ 2,000 | \$ 1,600 |
| Jefferson Center for Mental Health | \$ 1,800 | \$ 5,000 | \$ 3,100 |
| Jefferson County Library Foundation | \$ 1,300 | \$ 1,605 | \$ 1,600 |
| Jewish Family Services-Colorado Senior Connections | \$ 3,400 | \$ 7,500 | \$ 4,600 |
| Outdoor Lab Foundation | \$ 18,000 | \$ 25,000 | \$ 19,400 |
| Regional Air Quality Council | \$ 2,100 | \$ 4,000 | \$ 2,600 |
| Senior Resource Center Circulator Bus & Care | \$ 26,500 | \$ 35,000 | \$ 25,600 |
| Wheat Ridge Community Foundation | \$ 5,000 | \$ 8,000 | \$ 7,100 |
| Wheat Ridge High School STEM/STEAM programs | \$ 14,000 | \$ 20,000 | \$ 17,200 |
| Wheat Ridge Optimist Club | \$ 1,200 | \$ 1,200 | \$ 1,200 |
| Events | | | |
| Exempla Heroes of Hope | \$ 2,500 | \$ 10,000 | \$ 3,800 |
| Farmers 5000 | \$ 2,500 | \$ 2,500 | \$ 2,500 |
| | | | |
| Total | \$ 105,100 | \$ 169,305 | \$ 122,700 |