

STUDY SESSION AGENDA

CITY COUNCIL CITY OF WHEAT RIDGE, COLORADO

7500 W. 29th Ave.
Wheat Ridge CO

April 16, 2018

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)
2. Relocation of Baseball Field – Anderson Park
3. Wadsworth Widening Update
4. Elected Officials' Report(s)

ADJOURNMENT



Memorandum

TO: Mayor and City Council

THROUGH: Patrick Goff, City Manager

FROM: Joyce Manwaring, Parks and Recreation Director

DATE: April 16, 2018

SUBJECT: Relocation of Baseball Field – Anderson Park

ISSUE:

As part of the Anderson Park Renovation 2E bond project and the adopted Master Plan for the park, the current regulation size grass infield, lighted baseball diamond is being removed.

PRIOR ACTION:

At the March 19 study session, City Council requested that information on alternative options to retain the baseball field and the costs associated with those options, including lights, be researched and presented for discussion. Direction received from City Council consensus at the March meeting was as follows:

- 1) Revise Fruitdale Park Master Plan
 - a. Neighborhood meetings recommended
 - b. Assessment of infrastructure/parking/traffic to support additional activity
 - c. Estimated Construction Cost - \$685,000 to \$775,000
- 2) Investigate JEFFCO Schools interest in lighting the existing regulation size high school baseball field located at Everitt Middle School
 - a. Informal feedback from Facilities Department indicated that they would be interested if the Anderson Field was not available, but would need to further discuss shared use of the field and programming by the City. A Memo of Understanding or a revised IGA would need to be developed outlining usage and which entity would receive field rental fees.
 - b. City would be responsible for reaching out to the neighborhood to gain support for lighting the field.
 - c. Estimated Cost - \$275,000 - \$325,000 plus possible electrical service to field (\$50,000) total \$375,000
- 3) Pursue adding lighting for use by the Carnation Festival as the festival currently uses the baseball field lights after dark.
 - a. Lighting will be added to the renovation plans, either by use of new ballfield lights and or poles or additional light fixtures and poles.
 - b. Estimated Additional Cost - \$25,000

- 4) Feasibility of Clear Creek Crossing parcel
 - a. COORS owned property west of the development
 - Requirements would include water tap, additional infrastructure to include restrooms and parking
 - b. COORS is not interested in selling property
 - c. No further response received
 - d. Estimated Cost \$1,000,000
- 5) Review Adopted Anderson Park Master Plan
 - a. Option #1
 - Retain adopted Anderson Park Master Plan
 - Grass area with multi-purpose practice fields
 - No baseball field
 - No lighted multi-purpose field
 - Cost of multi-purpose field - included in adopted plan - \$240,770
 - b. Option #2
 - Revise to include:
 - Retention of current baseball field
 - New lights covering baseball and multi-purpose field
 - Portable outfield fence to provide field use flexibility
 - Multi-purpose/soccer field and large festival friendly grassy area
 - Upgrade to building on SE corner for portable fence storage
 - Estimated additional cost above adopted plan - \$447,708 (subtracts the cost of the multi-purpose field in Option #1)
 - c. Option #3
 - Retain current baseball field configuration
 - No addition of a multi-purpose/soccer field and large festival friendly grass area
 - No portable fence
 - Upgrades to infield
 - Addition of new baseball field lights, may require additional electrical service
 - Estimated additional cost - \$400,000

FINANCIAL IMPACT:

- 1) Fruitdale Park – \$685,000 to \$775,000 plus water tap fees
 - a. New baseball field construction
 - b. Lights including electrical service
- 2) Everitt Middle School – \$475,000
 - a. New lights including electrical service
- 3) Additional lighting – Carnation Festival \$25,000
 - a. Additional poles and fixtures added to park design

Clear Creek Crossing - \$1,000,000

- a. Land acquisition – not available
 - b. New baseball field construction including infrastructure
 - c. Lights including electrical service
- 4) Review of Adopted Master Plan
- a. Option #1 Retain adopted Master Plan – No additional cost
 - b. Option #2 Revise Master Plan to retain baseball field and add multi-purpose field \$447,708
 - c. Option #3 Retain current baseball field configuration, add new lights \$400,000

BACKGROUND:

2E Bond Initiative:

ANDERSON PARK IMPROVEMENTS

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 \$4,000,000

Additional \$1,950,000 budgeted from Open Space Fund and Conservation Trust Fund to cover project needs and estimated costs per consultants.

Design elements included in current budget:

- Anderson Pool locker room renovations
- Anderson Building - replace leaking roof, reconfigure the space to allow additional programming for fitness and wellness classes, upgrade interior and exterior
- Sports fields - replace baseball field with large grass area for festival use and as a multi-purpose sports practice field
- Pavilion area - upgrade park pavilion
- Creek access amenity
- Expanded playground
- Infrastructure - parking lot improvements/resurfacing, storm water inlets, waterline replacement, replacement of mainline irrigation system

Consultant fees are included in the budget. Add alternates included in the design if funds are available include additional park shelters and play equipment.

RECOMMENDATIONS:

Staff recommends Option #2, revising the adopted Master Plan to retain the baseball field, replace the lights and add a multi-purpose field in the amount of \$447,708. These funds are not available in the Open Space or Conservation Trust Fund budgets until 2020. Construction is projected to be completed by July 2019.

Memorandum

TO: Mayor and City Council

THROUGH: Patrick Goff, City Manager
Ken Johnstone, Community Development Director
Scott Brink, Public Works Director

FROM: Mark Westberg, Projects Supervisor

DATE: April 6, 2018 (for April 16 Study Session)

SUBJECT: Wadsworth Widening Update

ISSUE:

The last formal update on the Wadsworth Widening project was provided to Council a year ago at the Study Session on March 20, 2017. Informal updates were provided when Council approved the contract amendments with HDR on May 22, 2017, and on November 13, 2017 for the additional historical work that has been necessary.

The purpose of this memo is to update Council on what has been completed to this point, discuss the changes that have occurred, next steps to complete the Environmental Assessment (EA), and an overview of the overall project funding and schedule.

BACKGROUND:

In October 2014, the City applied to 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 a Transportation Improvement Program (TIP) grant in October 2014.

The improvement of this segment of Wadsworth Boulevard has been a high priority for both CDOT and the City of Wheat Ridge for more than 20 years. Lack of available funding has been the primary reason for postponing improvements. With an earlier grant, a Planning and Environmental Linkage Study (PEL) 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, to provide additional turning capacity at the key congested intersections at 38th and 44th Avenues, and install medians to better manage access. Bicycle and pedestrian facilities were also included to add facilities 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 EA. The consultant team, City staff, and CDOT started working to investigate and resolve issues identified in the PEL. In particular, the need to improve the traffic capacity at the major intersections of 38th Avenue and 44th Avenues was addressed further.

Most of the elements from the FRA were kept and have moved forward through the EA process; however, a couple of major items were changed or added. In response to needing additional capacity at the 38th and 44th Avenue intersections, the design of those intersections was changed from a traditional signalized design with double left turn lanes on all four legs of the intersection, to Continuous Flow Intersections (CFI). The CFI intersection designs were determined to be a better solution to increase capacity and have the least impact to adjacent parcels. Also a pedestrian connection was added to the Clear Creek Trail on the east side. These changes were included in the update to Council at the March 20, 2017 Study Session.

As was also discussed at that meeting and subsequent meetings, the team has continued to work on mitigating impacts to several potentially eligible historic properties that were identified at the beginning of the EA process.

Design Updates

Major Intersections

The CFI design was presented at a public meeting on August 10, 2016, with mostly positive feedback received. In June 2017, this design was confirmed by CDOT as the preferred alternative to move forward in the EA process. In addition to providing the necessary capacity for both current and future traffic, the CFI design also provides protected left turn access into four primary commercial locations and additional pedestrian crossings into three of those locations.

The CFI design includes crossover signals just over 600 feet before the primary signals at 38th and 44th Avenues. The crossover signals provide a location for traffic desiring to turn left on to those streets by crossing over the opposing traffic and entering a left turn lane on the other side of the street, see Attachment 1. This design also allows traffic to U-turn and turn left into the property adjacent to the left turn lane. For this corridor, the locations having a protected left turn available are as follows:

- SW corner of 38th – New Corners development with Lucky's
- NE corner of 38th – Existing Wheat Ridge Market Place with Safeway
- SW corner of 44th – Existing Graul properties with Jackson Hewitt
- NE corner of 44th – Coulehan Grange properties with Pep Boys

The first three locations also include a mid-block pedestrian crossing at the crossover signal. These crossings will be two stage with a wide median that provides a pedestrian refuge. After receiving a walk sign to cross, pedestrians will first cross one side of the street, wait in the pedestrian refuge while waiting for the signal to cross the other side. After receiving a second walk signal, the pedestrian would then finish crossing the street. Some pedestrians will find the

two stage crossing to be more comfortable as it reduces the crossing distance compared to the main intersection which must be crossed all at once.

Environmental Updates

Most of the environmental work has been on hold while impacts at the potentially eligible historic properties as identified are being resolved.

Historical Properties Re-visitation

In early 2017, CDOT's historian determined that additional analysis was required on potentially eligible historic properties along the corridor. The analysis for numerous properties was re-visited, which delayed the project by 10 months. In the PEL, only one property adjacent to the corridor was deemed to be potentially historic. On October 5, 2017, following 10 months of additional analysis, the City received concurrence from the State Historic Preservation Office (SHPO) that five additional properties were potentially eligible for historic designation. The City, HDR, and CDOT staff have been working with SHPO to mitigate the impacts from the project at the potentially eligible historic properties. The final response was received from SHPO in late February 2018. SHPO determined that the project as designed adversely impacts the following three potentially eligible historic properties:

- 4301 Wadsworth – Butters-Plumb House – Dacko & Sons
- 4643 Wadsworth – CM Dunn – JeffCo Mental Health (formerly Arapahoe House)
- 4695 Wadsworth – Davis House – mid-century modern house

The finding of adverse impact means that these three properties must be cleared through a federal process known as an Individual 4f process. This would normally add an additional 12 to 18 months to the process. However, because of all the work already completed to minimize impacts to the properties, the project is able to proceed with just doing additional documentation of that work, along with 3 months of review by the FHWA legal team.

In addition to the continuing work on the historical mitigation, two other environmental impacts remain unresolved and will be investigated in detail. These are noise and visual impacts.

Noise Walls

Up to five locations have been identified per the federal process where high noise walls may be required and/or their feasibility explored, in order to reduce the impact on nearby multi-family properties. The next step in the process would be to determine if the walls are necessary to meet the federal noise thresholds and are reasonable and constructible. As part of this process, the affected property owners will be given the option of whether they desire the walls or not. Because of the potential cost impacts, this process will be expedited during the EA process.

Visual Impacts

The impact of the additional traffic signals and signage for the CFI design and the potential noise walls will be evaluated for their impacts on the view of the corridor. This includes both near and far views.

Recent Public Outreach

Although a formal update to Council has not been provided since last March, staff has recently re-engaged the public while the historical issues are being resolved.

Block-by-Block Meetings

A round of block-by-block meetings were conducted on March 9, 2018. Four meetings were held with groups of property and business owners located along the corridor to preview the CFI design, share project updates, and address questions. Another meeting was held two weeks later on March 23, 2018 with a few property owners and tenants that could not attend the other meetings. A total of almost 100 people attended and participated in the meetings. Overall, the project continues to be well received with concerns being expressed about impacts to individual properties.

Ongoing Public Outreach

Three articles have been submitted for the Wheat Ridge Connections newsletter for publication. Two of the articles ran in last year's newsletters and the third will be included in the spring edition that was recently mailed. In addition, regular project updates have been added to the project website.

Funding Updates

The DRCOG TIP grant totals \$31,600,000 with a federal share of \$25,380,000. The City's required match for that grant is \$6,320,000. In early 2017, the City was awarded a Highway Safety Improvement Program (HSIP) grant for \$2,600,000 to construct the medians with a federal share of \$2,340,000. CDOT is covering the local match of \$260,000 because Wadsworth Boulevard is a state highway. CDOT has also committed to providing \$4,100,000 in additional funding that was previously programed for maintenance on this portion of Wadsworth Boulevard.

This brings the total available non-City funding to \$31,980,000. In 2016 and early 2017 prior to 2E funding being available, the City provided around \$250,000 for the local match. With the City's additional \$7,000,000 in 2E funding, this brings the total identified funding to \$39,230,000.

During the PEL, the total estimated budget was between \$40 and \$45 million. Updated cost estimates were finalized in early 2017 with a total estimated cost of \$50,000,000. The Right of Way (ROW) costs were approximately 50% higher and construction costs 25% higher than estimated in the PEL. In November 2017, the City applied for a \$10,000,000 TIGER grant in an attempt to close the funding gap. The recipients of the 2017 TIGER grants were announced on March 9, 2017, and the City's application was not successful. The City will continue to look for funding to close the funding gap.

In the meantime, a formal Value Engineering (VE) process is being started that will occur at the end of April. This process is required for all federally funded projects with a total budget over \$40 million. A team made up of City staff, City's design and review consultants (HDR/WSP and AECOM), and CDOT staff who are not familiar with the project will intensely review the design

over a few days. The main purpose of the VE process is to ensure that the best and most economical design is moving forward. For this project, this will include looking for ways to close the funding gap by reducing costs while still meeting the Purpose and Need of the project.

Schedule Updates

Due to the ongoing delays from working to resolve and mitigate impacts to the potentially eligible historic properties, the original schedule has been delayed by around 18 months. We expect to complete preliminary plans and the EA process by the end of this year with documents being signed in January 2019. A Public Hearing in accordance with the federal process would then be anticipated to be held in February, 2019. A decision document would then be expected in late summer 2019. The final design phase will start in early spring 2019 and should be completed by the end of 2019. The right-of-way acquisition phase will start at the beginning of 2019 and should be completed in early 2020. The construction phase would start soon after in mid-2020, with an expected completion date in mid-2022.

Next Steps

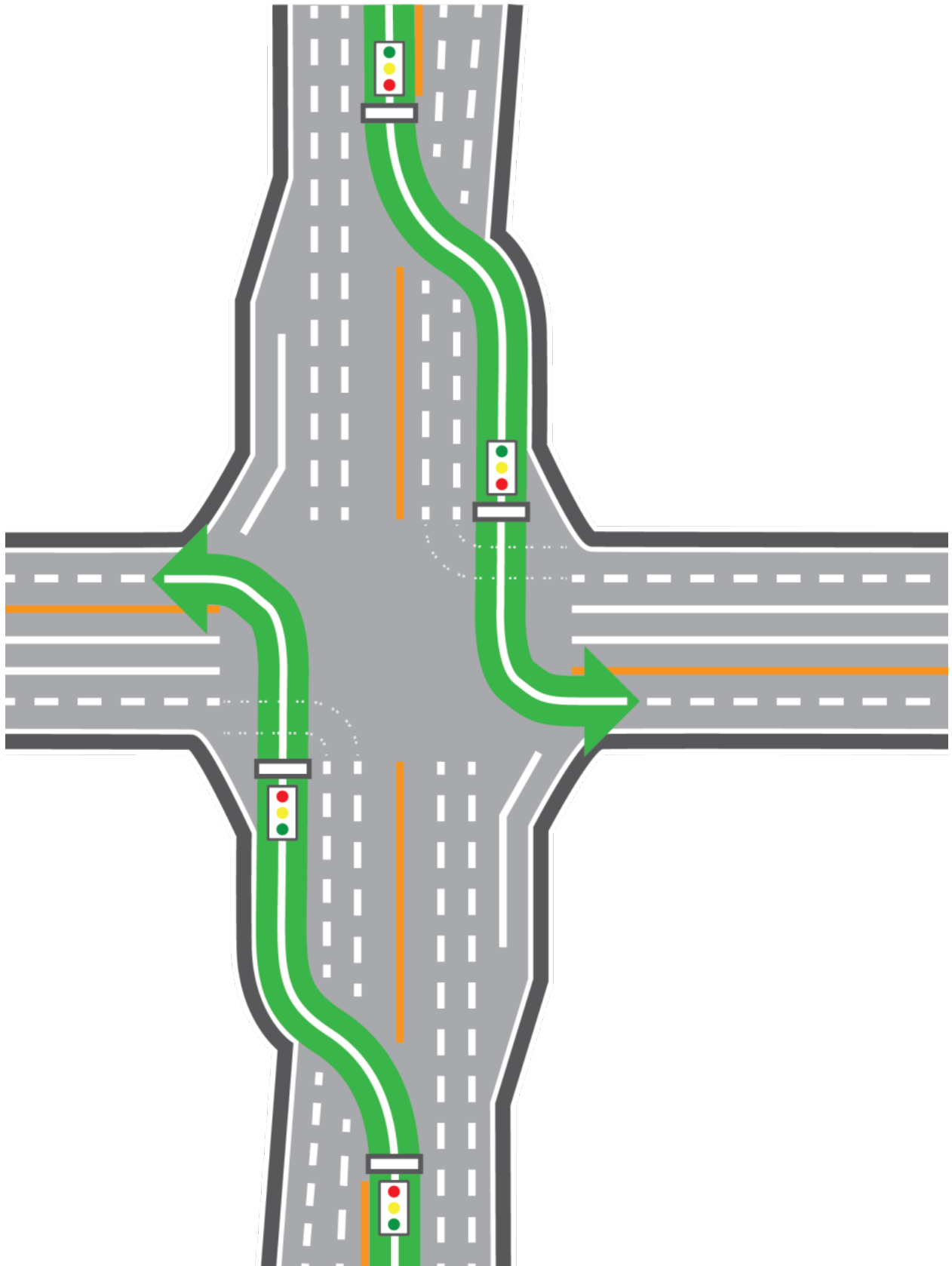
City staff will work with both HDR/WSP and AECOM to prepare for and complete the VE process by early May, 2018. This requires minor contract amendments with both consultants that will be approved administratively. After conceptual plans have been revised in early May 2018 to reflect the recommendations from the VE process, the preparation of the EA documentation will start. While the EA documentation is being prepared, the team will be working with SHPO to finalize mitigation measures for the adversely impacted properties. The additional federal process as previously described will also be completed at that time.

City staff is currently working with HDR to finalize a contract for the final design phase of the project and expects to bring that to Council for approval within the next few months. After the design contract is completed, staff will start the process of hiring a ROW acquisition consultant. That process should be completed by the end of the year.

ATTACHMENTS:

1. Typical CFI Layout

Typical CFI Layout



ATTACHMENT 1