Historic Westminster Investment

For more than 20 years, the City of Westminster has been investing in improvements of the south part of the city as a part of the South Westminster Revitalization Program. Numerous projects have been completed, which have dramatically improved the physical appearance, recreational facilities, cultural offerings and overall livability in this most historic part of the city.

Since 1999, more than \$250 million has, and is, being invested in South Westminster by the city and other public agencies, and more than \$60 million by developers.

Redevelopment Projects – These projects have helped transform the commercial heart of the area.

- Westminster Plaza Shopping Center reconstruction in 1999 (\$22,560,000)
- Orchard Court (Della Villa) Apartments renovation 2003 (\$1,250,000)
- Lowell Street and Meade Street townhomes 2004 (\$10,150,000)
- LaConte Shopping Center reconstruction 2005 (\$2,250,000)
- Gateway Building northwest corner of Lowell Boulevard/73rd Avenue 2007 (\$2,544,000)
- Northgate Shopping Center reconstruction 2009 (\$6,000,000)
- Lowell Row townhomes 2010 (\$2,180,000)
- Business Façade Improvement Program ongoing (\$240,000)

Total - **\$47,174,000**

Historic Preservation – These projects have preserved some of the neighborhood's most valuable historical structures.

- Grange Hall exterior restoration 2004 (\$144,000)
- Rodeo Market building acquisition 2004 (\$485,000)
- Merton Williams house restoration 2004 (\$110,000)
- Rodeo Market restoration 2009 (\$190,000)
- Shoenberg Farm site acquisition 2009 (\$664,182)
- Shoenberg Farm restoration 2010, 2011 and 2015 (\$966,815)
- Bowles House Museum exterior renovations 2013 and 2015 (\$140,435)

Total - **\$2,700,432**

Westminster Station and Redevelopment Around the Station – Perhaps the most dramatic train station in RTD's system is now under construction and will open in mid-2016.

- Land acquisition for parking structures and station plaza 6995 Grove St. 2011 and 2013 (\$3,863,000)
- Westminster Station parking structure and bus transfer facility 2016 (\$11,955,000)
- Construction of Westminster Station Drive, Hooker Street, North Plaza and utilities to serve the area 2016 (\$7,700,000)
- South side plaza and drainage/park improvements Construction of plaza area and train loading area enhancements along with construction of drainage basin and park improvements – 2016 (\$17,161,000)

Total - \$40,679,000

Street, Utility and Streetscape Projects – These projects have dramatically transformed the physical appearance of the key roadways in the area.

- Federal Boulevard reconstruction and streetscape 71st Avenue to 73rd Avenue, and 72nd Avenue reconstruction and streetscape Meade Street to Elliot Circle 1998 (\$13,000,000)
- Lowell Boulevard reconstruction 68th Avenue to 71st Avenue 2001 (\$1,108,000)
- U.S. 36/Federal Boulevard bridge replacement and design enhancements 2003 (\$16,860,000)
- 73rd Avenue reconstruction and streetscape Bradburn Boulevard to Lowell Boulevard 2003 (\$1,175,000)
- Meade Street streetscape 72nd Avenue to 73rd Avenue 2004 (\$300,000)
- Sheridan Boulevard/72nd Avenue street improvements 2008 (\$5,173,211)
- Sheridan Boulevard/72nd Avenue masonry wall project 2008 (\$1,815,231)
- 80th Avenue/Federal Boulevard intersection improvements 2008 (\$4,700,000)
- Lowell Boulevard reconstruction and streetscape 72nd Avenue to U.S. 36 2010 (\$2,990,000)
- U.S. 36/80th Avenue overpass replacement and design enhancements 2011 (\$8,600,000)
- U.S. 36/Lowell Boulevard bridge replacement 2013 (\$3,000,000)
- **76th Avenue streetscape by Torii Square Park** (\$32,000)
- Bradburn Boulevard Streetscape 73rd Avenue to 78th Avenue underway (\$603,785)
- 72nd Avenue/Raleigh Bridge construction 72nd Avenue and Raleigh underway (\$7,512,466)
- Federal Boulevard/BNSF railroad bridge replacement 69th Avenue and Federal Boulevard under construction (\$11,600,000)
- Numerous street overlay projects ongoing
- Numerous utility projects ongoing

Total - **\$78,469,693**

Bike/Trail Facilities – These improvements focus on enhancing the Little Dry Creek Trail and connecting the area to north and central Westminster trails via the new U.S. 36 Bikeway.

- Bradburn Boulevard bike/sidewalk connection to U.S. 36 Bikeway 2010 (\$495,395)
- Lowell Boulevard bike/sidewalk (cost part of street project)
- Little Dry Creek Trail reconstruction (\$2,500,000)

Total - **\$2,995,395**

Park Improvements – A myriad of projects have refreshed parks throughout the area. The future 40-acre Little Dry Creek Park will be a gem for all Westminster residents.

- Wolff Run Park enhancements 1996 (\$1,200,000)
- Skyline Vista Park renovation 1997 (\$1,200,000)
- Wolff Run Park enhancements 1998 (\$650,000)
- Bishop Square Park play lot and ball fields 1998 (\$175,000)
- Municipal Park playground 1999 (\$100,000)
- Swim and Fitness Center renovations 1999, 2000, and 2003, 2011 (\$4,202,109)
- **Cobblestone Park construction** 2000 (\$750,000)
- Faversham Park improvements 2001 (\$355,000)
- Terrace Park playground 2002 (\$150,000)
- Sunset Park playground 2003 (\$175,000)
- Irving Street Park construction 2004 (\$750,000)

- Park and plaza improvements to east and north of the Rodeo Market 2009, 2012 and 2013 (\$304,000)
- England Park ballfield renovations 2010 (\$1,253,408)
- Torii Square Park reconstruction and sculpture 2013 (\$221,000)
- Little Dry Creek Park Federal Boulevard to Lowell Boulevard (under construction) (included in Westminster Station cost)
- Westminster Hills Park playground (\$60,000)
- Dog Park at Lowell Boulevard/70th Avenue (\$197,000)

Total - **\$11,742,517**

Cultural Improvements – These projects have helped draw artists and cultural activities to the area.

- MAC parking lot reconstruction 1999 (\$375,000)
- Irving Street Library 2004 (\$3,920,000)
- **73rd Avenue/Lowell Boulevard Theatre** acquisition of Vehicle Service Center plus improvements- 2004 (\$586,000)
- Rodeo Market Community Arts Center and Sculpture Park 2009 (cost listed under Park and Open Space Acquisitions section)
- Cooperative ventures with South Westminster Arts Group and Historic Westminster Art District – ongoing
- Numerous public art acquisitions and installations ongoing (\$100,000)

Total - **\$4,981,000**

Park and Open Space Acquisitions – These key purchases have added "breathing room" to the neighborhood.

- 80th Avenue/U.S. 36 1992 (\$50,000)
- Della Villa Park Land acquisition 2001 (\$650,000)
- Hidden Lake Open Space 2002 and 2015 (\$850,000)
- Little Dry Creek Open Space at Sheridan Boulevard (Culbreath) 2004 (\$185,000)
- Little Dry Creek Open Space (Guildner/Heffley) 2005 (\$850,000)
- Rodeo Market Park 7319 Orchard Court Purchased land and house, subdivided and sold retaining .35 acre. Additional one acre of park acquired with building acquisition cost – 2005 (\$80,000)
- Little Dry Creek Open Space (Heitman) 2008 (\$560,000)
- Little Dry Creek Open Space (Lowell Group LLC) 2009 (\$350,000)
- Little Dry Creek Open Space at Sheridan Boulevard (Spresser) 2009 (\$345,000)
- Little Dry Creek Open Space at Sheridan Boulevard (DePalma) 2009 (\$1,283,000)
- Little Dry Creek Open Space (Barnum) 2010 (\$3,000,000)
- Turnpike Open Space (former Westminster Hills Elementary site) 2012 (\$730,000)
- Little Dry Creek Open Space at Sheridan Boulevard (75th and Sheridan LLC) 2013 (\$460,000)
- Little Dry Creek Open Space Houses on 69th/Lowell 2015 (\$907,900)
- Total **\$10,300,900**
- Senior Facilities
- Mature Adult Center (MAC) 1992 (\$1,550,000)
- East Bay senior housing 1997 (\$5,100,000)

- Panorama Pointe senior center 2001 (\$1,300,000)
- Panorama Pointe senior housing 2002 (\$8,000,000)
- Panorama Pointe senior apartments 2011 (\$12,596,000)
- Westminster Commons renovations 2013 (\$6,250,000)
- Total **\$34,796,000**
- Educational
- Career Enrichment Park parking lot reconstruction 2003 (\$360,000)
- Westminster High School reconstruction 2010 (\$92,000,000)
- Crown Pointe Charter School (now STEM) (\$396,000)
- Total **\$92,756,000**

GRAND TOTAL - \$326,594,937

These investments, particularly those at the future Westminster Station, are stimulating interest by developers. Within the next few years, several additional private developments will likely combine residential, office and retail uses close to the station. The excitement about the pending opening of the station is building. New residents are moving to the area, eager to experience the renaissance.