

1. Call to Order.
2. Invocation.
3. Pledge of Allegiance.
4. Roll Call.
5. Consideration of Minutes of Previous Session.
  - a. Minutes from the Regular City Council Meeting of Sept. 8, 2015.
6. Recognition of Scheduled Public Comment. The deadline to sign up to speak for Scheduled Public Comment is Wednesday, prior to the meeting, through the City Manager's Office. Only those who meet the deadline can speak in this section. (This is an opportunity for the public to address City Council. There is an expectation that the presentation will be conducted in a respectful manner. Council may ask questions for clarification, but there will not be any dialogue. Please limit your presentation to five minutes.)
  - a. Fred McHenry, of Hope Resource Center, will address Council to spread the word about the Center's offerings to the community.
  - b. Garnett Stewart, Englewood resident, will address Council regarding going green.
  - c. Doug Cohn, Englewood resident, will address Council regarding historic preservation.
  - d. Elaine Hults, Englewood resident, will address Council regarding responses she's received around the community.
7. Recognition of Unscheduled Public Comment. Speakers must sign up for Unscheduled Public Comment at the beginning of the meeting. (This is an opportunity for the public to address City Council. There is an expectation that the presentation will be conducted in a respectful manner. Council may ask questions for clarification, but there will not be any dialogue. Please limit your presentation to three minutes. Time for unscheduled public comment may be limited to 45 minutes, and if limited, shall be continued to General Discussion.)

Council Response to Public Comment.
8. Communications, Proclamations, and Appointments.
  - a. The Colorado Lottery will formally present Englewood Parks and Recreation with a 2015 Starburst Award for the Duncan Park Renovation Project. **Staff: Jerrell Black, Director of Parks & Rec**
9. Consent Agenda Items

- a. Approval of Ordinances on First Reading.
  - b. Approval of Ordinances on Second Reading.
    - i. Council Bill No. 46 – Intergovernmental agreement for 2015 Community Development Block Grant funds from Arapahoe County. **Staff: Harold Stitt, Senior Planner**
    - ii. Council Bill No. 45 – “Marmot Library Network Service Agreement with Englewood Public Library”. **Staff: Dorothy Hargrove, Director of Library Services**
    - iii. Council Bill No. 33 - Exchange of City Ditch Right-of-Way, Grant of New Right-of-Way, and Grant of Temporary Construction License for Swedish Medical Center. **Staff: Tom Brennan, Utilities Director.**
  - c. Resolutions and Motions.
10. Public Hearing Items.
- a. A Public Hearing to gather input on the proposed 2016 City of Englewood Budget. (Please note: A copy of the proposed 2016 City of Englewood Budget is available for review on the City’s website <http://www.Englewoodgov.org/budget> and at the Englewood Public Library during regular business hours).
11. Ordinances, Resolutions and Motions.
- a. Approval of Ordinances on First Reading.
    - i. Council Bill No. 47 The Police Department is recommending that City Council adopt a bill for an ordinance which will authorize the Chief of Police to sign an Intergovernmental Agreement (IGA) with the Arapahoe County Department of Human Services. **Staff: Police Cmdr. Sam Watson.**
    - ii. Council Bill No. 48 The Parks & Recreation Department recommends City Council adopt a bill for an ordinance to approve an Intergovernmental Agreement amending the previous agreement (Council Bill No. 56, Ordinance No. 50, series of 2014) which established funding for the RiverRun Project. **Staff: Recreation Services Manager, Joe Sack**
  - b. Approval of Ordinances on Second Reading.
  - c. Resolutions and Motions.
    - i. The Community Development Department recommends City Council adopt by resolution the Englewood Light Rail Corridor Next Steps Study as a supplementary City plan document in support of the original Englewood Light Rail Corridor Plan, as well as

Roadmap Englewood: The 2003 Englewood Comprehensive Plan, and Englewood  
Forward: The 2016 Englewood Comprehensive Plan. **Staff: Planner II, John Voboril**

12. General Discussion.
  - a. Mayor's Choice.
  - b. Council Members' Choice.
13. City Manager's Report.
14. City Attorney's Report.
15. Adjournment.

**ENGLEWOOD CITY COUNCIL  
ENGLEWOOD, ARAPAHOE COUNTY, COLORADO**

**Regular Session**

**September 8, 2015**

**DRAFT**

A permanent set of these minutes and the audio are maintained in the City Clerk's Office.

Minutes and streaming audios are also available on the web at:

<http://www.englewoodgov.org/inside-city-hall/city-council/agendas-and-minutes>

**1. Call to Order**

The regular meeting of the Englewood City Council was called to order by Mayor Penn at 7:45 p.m.

**2. Invocation**

The invocation was given by Council Member McCaslin.

**3. Pledge of Allegiance**

The Pledge of Allegiance was led by Council Member McCaslin.

**4. Roll Call**

Present: Council Members Jefferson, Olson, Gillit, McCaslin, Wilson, Yates, Penn

Absent: None

A quorum was present.

Also present: City Manager Keck  
City Attorney Brotzman  
Deputy City Manager Flaherty  
City Clerk Ellis  
Deputy City Clerk Carlile  
Deputy City Clerk Washington  
Director Hargrove, Library Services  
Director Brennan, Utilities  
Planner II Voboril, Community Development  
Senior Planner Stitt, Community Development  
Economic Development Manager Hollingsworth, Community Development  
Police Chief Collins  
Police Commander Condrey

**5. Consideration of Minutes of Previous Session**

(a) **COUNCIL MEMBER GILLIT MOVED, AND COUNCIL MEMBER OLSON SECONDED, TO APPROVE THE MINUTES OF THE REGULAR CITY COUNCIL MEETING OF AUGUST 17, 2015.**

**Vote results:**

Ayes: Council Members Yates, McCaslin, Wilson, Penn, Jefferson, Olson, Gillit

Nays: None

Motion carried.

**6. Recognition of Scheduled Public Comment**

**COUNCIL MEMBER GILLIT MOVED, AND COUNCIL MEMBER OLSON SECONDED, TO HAVE PUBLIC COMMENT SET AT FIVE MINUTES AND THREE MINUTES SCHEDULED TIME FOR THOSE WHO SIGNED UP.**

**Vote results:**

Ayes: Council Members McCaslin, Wilson, Penn, Olson, Gillit

Nays: Council Members Yates, Jefferson

Motion carried.

(a) Nate Shultz, from Colorado Housing and Financing Authority (CHFA), discussed CHFA's home-ownership programs.

(b) Jeremy Letkomiller, Englewood resident, addressed Council regarding density in Englewood.

(c) Cassandra Letkomiller, Englewood resident, addressed Council regarding the benefits of green space in residential areas.

(d) Gavin Letkomiller, Englewood resident, addressed Council regarding scale, height and light in the R2B area.

**7. Recognition of Unscheduled Public Comment**

(a) Elaine Hults, an Englewood resident, addressed Council regarding the Broken T Golf Course property and green space. She encouraged Council to treat citizens, fellow council members, and candidates with respect.

(b) Doug Cohn, an Englewood resident, thanked Council for resolving discrepancies to the Intergovernmental Agreement, with the City and County of Denver, to provide fire and ambulance protection to the City of Englewood. He also addressed Council about historical preservation.

(c) Laurett Barrentine, an Englewood resident, opposed Council's wanting to limit the time for the public to address Council.

(d) Ida May Nicholl, an Englewood resident, addressed Council to promote the Englewood Historical Society and invited Council to attend the Mid-Century Modern Home Tour on Sunday, September 20, 2015.

(e) Dennis Witte, an Englewood resident, addressed Council about snow removal on 285. He asked Council to give the businesses on 285 a couple of extra days to remove snow.

Council responded to Public Comment.

**8. Communications, Proclamations and Appointments**

(a) A request from the Water & Sewer Board to appoint alternate member John Moore to fill the vacancy left by Kells Waggoner's resignation was considered.

**COUNCIL MEMBER OLSON MOVED, AND COUNCIL MEMBER GILLIT SECONDED, TO APPOINT ALTERNATE MEMBER JOHN MOORE TO THE WATER & SEWER BOARD.**

**Vote results:**

Ayes: Council Members McCaslin, Wilson, Penn, Jefferson, Olson, Gillit

Nays: Council Member Yates

Motion carried.

**9. Consent Agenda**

**COUNCIL MEMBER OLSON MOVED, AND COUNCIL MEMBER GILLIT SECONDED, TO APPROVE CONSENT AGENDA ITEMS 9 (a) (i), 9 (b) (i) and (ii).**

(a) Approval of Ordinances on First Reading

(i) COUNCIL BILL NO. 45, INTRODUCED BY COUNCIL MEMBER OLSON

A BILL FOR AN ORDINANCE APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF ENGLEWOOD AND THE MARMOT LIBRARY NETWORK.

(b) Approval of Ordinances on Second Reading

(i) ORDINANCE NO. 37, SERIES OF 2015 (COUNCIL BILL NO. 34, INTRODUCED BY COUNCIL MEMBER OLSON)

AN ORDINANCE RESOLVING A DISCREPANCY IN EXHIBITS TO THE INTERGOVERNMENTAL AGREEMENT WITH THE CITY AND COUNTY OF DENVER TO PROVIDE FIRE AND AMBULANCE PROTECTION.

(ii) ORDINANCE NO. 38, SERIES OF 2015 (COUNCIL BILL NO. 43, INTRODUCED BY COUNCIL MEMBER OLSON)

AN ORDINANCE AUTHORIZING THE SALE OF RESIDENTIAL PROPERTIES LOCATED AT 2380 AND 2390 WEST WESLEY AVENUE IN THE CITY OF ENGLEWOOD, COLORADO.

**Vote results:**

Ayes: Council Members Yates, McCaslin, Wilson, Penn, Jefferson, Olson, Gillit  
Nays: None

Motion carried.

(c) Resolutions and Motions

There were no additional resolutions or motions submitted for approval.

**10. Public Hearing Items**

(a) **COUNCIL MEMBER GILLIT MOVED, AND COUNCIL MEMBER McCASLIN SECONDED, TO OPEN THE PUBLIC HEARING TO GATHER INPUT ON THE ADOPTION OF THE ENGLEWOOD LIGHT RAIL CORRIDOR NEXT STEPS STUDY.**

**Vote results:**

Ayes: Council Members Yates, McCaslin, Wilson, Penn, Jefferson, Olson, Gillit  
Nays: None

Motion carried and the Public Hearing opened.

All testimony was given under oath.

Planner II Voboril presented background information regarding the Englewood Light Rail Corridor Next Steps Study.

Those providing public comment were:

Joel Phillips, a Lakewood resident.  
Laurett Barrentine, an Englewood resident.  
Lewis Fowler, an Englewood resident.

**COUNCIL MEMBER GILLIT MOVED, AND COUNCIL MEMBER JEFFERSON SECONDED, TO CLOSE THE PUBLIC HEARING TO GATHER INPUT ON THE ADOPTION OF THE ENGLEWOOD LIGHT RAIL CORRIDOR NEXT STEPS STUDY.**

**Vote results:**

Ayes: Council Members Yates, McCaslin, Wilson, Penn, Jefferson, Olson, Gillit

Nays: None

Motion carried and the Public Hearing closed.

**11. Ordinances, Resolutions and Motions**

(a) Approval of Ordinances on First Reading

(i) Director Brennan presented a recommendation from the Utilities Department to adopt a bill for an ordinance approving an exchange of City Ditch Right-of-Way, Grant of New Right-of-Way, and Grant of Temporary Construction License for Swedish Medical Center.

**COUNCIL MEMBER WILSON MOVED, AND COUNCIL MEMBER OLSON SECONDED, TO APPROVE AGENDA ITEM 11 (a) (i) - COUNCIL BILL NO. 33.**

COUNCIL BILL NO. 33, INTRODUCED BY COUNCIL MEMBER WILSON

A BILL FOR AN ORDINANCE AUTHORIZING AN GRANT OF TEMPORARY CONSTRUCTION LICENSE, A GRANT OF RIGHT-OF-WAY AND AN EXCHANGE OF RIGHT-OF-WAY AGREEMENT FOR RELOCATING THE CITY DITCH AT 501 EAST HAMPDEN AVENUE, ENGLEWOOD, COLORADO IN ORDER TO ALLOW FOR THE CONSTRUCTION OF A CRITICAL CARE UNIT TOWER EXPANSION FOR THE SWEDISH HOSPITAL NEUROLOGY DEPARTMENT.

**Vote results:**

Ayes: Council Members Yates, McCaslin, Wilson, Penn, Jefferson, Olson, Gillit

Nays: None

Motion carried.

(ii) Senior Planner Stitt presented a recommendation from Community Development to approve a bill for an ordinance authorizing an intergovernmental agreement for 2015 Community Development Block Grant funds from Arapahoe County.

**COUNCIL MEMBER OLSON MOVED, AND COUNCIL MEMBER McCASLIN SECONDED, TO APPROVE AGENDA ITEM 11 (a) (ii) - COUNCIL BILL NO. 46.**

COUNCIL BILL NO. 46, INTRODUCED BY COUNCIL MEMBER OLSON

A BILL FOR AN ORDINANCE APPROVING AND AUTHORIZING THE EXECUTION OF AN INTERGOVERNMENTAL SUBGRANTEE AGREEMENT FOR A 2015 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) BETWEEN THE ARAPAHOE BOARD OF COUNTY COMMISSIONERS AND THE CITY OF ENGLEWOOD, COLORADO.

**Vote results:**

Ayes: Council Members Yates, McCaslin, Wilson, Penn, Jefferson, Olson, Gillit

Nays: None

Motion carried.

(b) Approval of Ordinances on Second Reading

There were no additional items submitted for approval on second reading. (See Agenda Item 9 (b) - Consent Agenda.)

(c) Resolutions and Motions

(i) Manager Hollingsworth presented a recommendation from Community Development to approve a resolution authorizing Englewood's 2015 Private Activity Bond Assignment to Colorado Housing and Finance Authority.

**COUNCIL MEMBER JEFFERSON MOVED, AND COUNCIL MEMBER GILLIT SECONDED, TO APPROVE AGENDA ITEM 11 (c) (i) - RESOLUTION NO. 89, SERIES OF 2015.**

RESOLUTION NO. 89, SERIES OF 2015

A RESOLUTION AUTHORIZING ASSIGNMENT TO THE COLORADO HOUSING AND FINANCE AUTHORITY OF A PRIVATE ACTIVITY BOND ALLOCATION OF THE CITY OF ENGLEWOOD, ARAPAHOE COUNTY, COLORADO PURSUANT TO THE COLORADO PRIVATE ACTIVITY BOND CEILING ALLOCATION ACT.

**Vote results:**

Ayes: Council Members Yates, McCaslin, Wilson, Penn, Jefferson, Olson, Gillit

Nays: None

Motion carried.

12. **General Discussion**

(a) Mayor's Choice

(b) Council Members' Choice

13. **City Manager's Report**

City Manager Keck did not have any matters to bring before Council.

14. **City Attorney's Report**

City Attorney Brotzman did not have any matters to bring before Council.

15. **Adjournment**

**MAYOR PENN MOVED TO ADJOURN.** The meeting adjourned at 9:14 p.m.

/s/ Loucrishia A. Ellis

City Clerk

## COUNCIL COMMUNICATION

<b>Date</b> September 21, 2015	<b>Agenda Item</b> 9bi	<b>Subject:</b> Intergovernmental Agreements between the City and Arapahoe County- 2 <sup>nd</sup> reading
<b>INITIATED BY:</b> Community Development Department		<b>STAFF SOURCE:</b> Harold J. Stitt, Senior Planner

### PREVIOUS COUNCIL ACTION

Council passed Ordinance No. 25, Series of 2012 relating to the participation in the Urban County Entitlement Program for CDBG and HOME funds for fiscal years 2013 through 2015; Resolution No. 71, Series of 2013 supporting the submission of applications for 2014 CDBG funding; Ordinance 37, Series of 2014 approving an IGA with Arapahoe County for 2014 CDBG funding; and Resolution No. 79, Series of 2014 supporting the submission of applications for 2015 CDBG funding.

This proposed Ordinance was approved on first reading on September 8, 2015.

### RECOMMENDED ACTION

Approve a Bill for an Ordinance, on second reading, authorizing the execution of an Intergovernmental Subgrantee Agreement for the 2015 Arapahoe County Community Development Block Grant Program between the Arapahoe Board of County Commissioners and the City of Englewood.

### BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

The Federal Community Development Block Grant (CDBG) Program provides grants to units of local government and urban counties to meet housing and community development needs. The objective of the Program is achieved through projects developed by the local government that are designed to give priority to those activities that benefit low and moderate-income families. Funds are allocated by statutory formula to each entitlement area. Arapahoe County is an approved entitlement area. The grant funds are distributed by Arapahoe County to each participating city within the county.

For FY2015, funds were approved to support the following project:

\$127,500 for the Energy Efficient Englewood (E<sup>3</sup>) project to provide matching grants to fifteen low to moderate income homeowners for energy efficiency interior and exterior home improvements; and,

An additional \$22,500 of the City's \$150,000 allocation of CDBG funds was approved by Arapahoe County to support the House of Hope Staffing project. It was requested that Arapahoe County contract directly with Family Tree for the administration of this project.

## **FINANCIAL IMPACT**

The existing employees in Community Development are available to administer the projects and their salaries and benefits are part of the City's contribution. The City will utilize a portion of the CDBG funding from both projects (est. \$4,000) to partially offset the costs of those salaries and benefits.

## **LIST OF ATTACHMENTS**

Bill for an Ordinance  
Subgrantee Agreement

BY AUTHORITY

ORDINANCE NO. \_\_\_\_\_  
SERIES OF 2015

COUNCIL BILL NO. 46  
INTRODUCED BY COUNCIL  
MEMBER OLSON

AN ORDINANCE APPROVING AND AUTHORIZING THE EXECUTION OF AN INTERGOVERNMENTAL SUBGRANTEE AGREEMENT FOR A 2015 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) BETWEEN THE ARAPAHOE BOARD OF COUNTY COMMISSIONERS AND THE CITY OF ENGLEWOOD, COLORADO.

WHEREAS, the City Council of the City of Englewood approved the execution of an Intergovernmental Agreement between the City of Englewood and Arapahoe County by passage of Ordinance No. 25, Series of 2012, covering the City's participation in the Arapahoe County CDBG Entitlement Program for funding years 2013 through 2015; and

WHEREAS, the Englewood City Council passed Resolution 79, Series of 2014, that authorized Housing and Community Development to submit an application for 2015 CDBG funding; and

WHEREAS, the Energy Efficient Englewood Project has been categorized as a housing rehabilitation activity.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ENGLEWOOD, COLORADO, THAT:

Section 1. The Subgrantee Agreement for Arapahoe County Community Development Block Grant Funds – Subgrantee: City of Englewood, Project Name: Energy Efficient Englewood (E3) Project Number: ENHS 1503, attached hereto as Attachment 1, is hereby accepted and approved by the Englewood City Council.

Section 2. Community Development Block Grant (CDBG) funds are Federal Housing and Urban Development funds which are administered through Arapahoe County, Colorado.

Section 3. The Mayor is hereby authorized to sign said Agreements for and on behalf of the City of Englewood, Colorado.

Introduced, read in full, and passed on first reading on the 8th day of September, 2015.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 10th day of September, 2015.

Published as a Bill for an Ordinance on the City's official website beginning on the 9th day of September, 2015 for thirty (30) days.

Read by title and passed on final reading on the 21st day of September, 2015.

Published by title in the City's official newspaper as Ordinance No. \_\_\_\_, Series of 2015, on the 24th day of September, 2015.

Published by title on the City's official website beginning on the 23rd day of September, 2015 for thirty (30) days.

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Randy P. Penn, Mayor

ATTEST:

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Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. \_\_\_\_, Series of 2015.

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Loucrishia A. Ellis

**SUBGRANTEE AGREEMENT FOR  
ARAPAHOE COUNTY  
COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS**

**SUBGRANTEE: City of Englewood  
PROJECT NAME: Energy Efficient Englewood (E3)  
PROJECT NUMBER: ENHS1503**

This Agreement is made by and between the Board of County Commissioners of the County of Arapahoe, State of Colorado, for the Community Development Block Grant Program in the Community Resources Department (hereinafter referred to as the County) and City of Englewood (hereinafter referred to as the SubGrantee) for the conduct of a Community Development Block Grant (CDBG) Project.

**I. PURPOSE**

The primary objective of Title I of the Housing and Community Development Act of 1974, as amended, and of the Community Development Block Grant (CDBG) Program under this Title is the development of viable urban communities, by providing decent housing, a suitable living environment and expanding economic opportunities, principally for low and moderate income persons.

The project by the SubGrantee known as Energy Efficient Englewood (E3) (Project) will be carried out in accordance with the Scope of Services, attached to, and incorporated herein as Exhibit A.

The SubGrantee may proceed to incur costs for the Project upon receipt of an official "Notice to Proceed" from the County.

**II. WORK TO BE COMPLETED BY THE SUBGRANTEE**

The grant funds are to be used only to provide services to Arapahoe County residents, excluding residents of the city of Aurora, per County CDBG guidelines.

**A. Payment**

It is expressly agreed and understood that the total amount to be paid by the County under this contract shall not exceed \$127,500. Drawdowns for the payment of eligible expenses shall be made against the line item budgets specified in the Project Budget and in accordance with performance criteria established in Exhibit A Scope of Services. The parties expressly recognize that the SubGrantee is to be paid with CDBG funds received from the federal government, and that the obligation of the County to make payment to SubGrantee is contingent upon receipt of such funds. In the event that said funds, or any part thereof, are, or become, unavailable, then the County may immediately terminate or, amend this agreement. To the extent C.R.S. § 29-1-110 is applicable, any financial

obligation of the County to the SubGrantee beyond the current fiscal year is also contingent upon adequate funds being appropriated, budgeted and otherwise available.

Upon expiration of this Agreement, as identified by the Agreement Date and Project Deadline (Deadline) in Exhibit A, the SubGrantee shall transfer to the County any CDBG funds on hand at the time of expiration and any accounts receivable attributable to the use of CDBG funds. These transferred funds shall revert to the County and be utilized for other purposes.

#### **B. Timeline**

All Project activities shall be completed and draw requests submitted by the Deadline unless the Subgrantee notifies the County in writing thirty (30) days prior to the Deadline that the funds cannot be disbursed. An extension may be granted, in writing, in which all draw requests be submitted and Project activities shall be completed by thirty (30) days following the Deadline. In the event that the completion deadline falls on a weekend or holiday, the Deadline will be considered the work day prior to the scheduled completion date. If the project requires additional time past the extended Deadline, the Agreement must be modified by mutual agreement of the County and the SubGrantee.

#### **C. Performance Criteria**

In accordance with the funding application submitted by the SubGrantee for the Project, the criteria listed below are to be met during the execution of the Project as identified in Exhibit A Scope of Services.

1. Quantifiable Goals
2. Community Impact
3. Monthly Performance Standards

#### **D. Reporting Requirements**

1. Project reports will be due within twenty (20) days following the end of each reporting period as specified in Exhibit A Scope of Services until the Project is completed.
2. The official annual audit and/or Financial Statements for the SubGrantee in which both revenues and expenditures for the CDBG Projects described herein are detailed are due annually. The last completed official annual audit report and/or Financial Statements shall be due on May 31, and for four (4) years thereafter on May 31.
3. Non-profit organizations that expend \$500,000 or more annually in federal funds shall comply with the Single Audit Act of 1984, as amended, as implemented in OMB Uniform Guidance §200.501, and other applicable federal regulations.

### III. RESPONSIBILITIES OF THE SUBGRANTEE

#### A. Federal Compliance

The SubGrantee shall comply with all applicable federal laws, regulations and requirements, and all provisions of the grant agreements received from the U.S. Department of Housing and Urban Development (HUD) by the County. These include but are not limited to compliance with the provisions of the Housing and Community Development Act of 1974 and all rules, regulations, guidelines and circulars promulgated by the various federal departments, agencies, administrations and commissions relating to the CDBG Program. A listing of some of the applicable laws and regulations are as follows:

1. 24 CFR Part 570;
2. 24 CFR Parts 84 and 85 as applicable per 24 CFR 570.502;
3. Title VI of the Civil Rights Act of 1964;
4. Title VIII of the Civil Rights Act of 1968;
5. Sections 104(b) and 109 of the Housing and Community Development Act of 1974;
6. Fair housing regulations established in the Fair Housing Act, Public Law 90-284, and Executive Order 11063;
7. Section 504 of the Rehabilitation Act of 1973;
8. Asbestos guidelines established in CPD Notice 90-44;
9. The Energy Policy and Conservation Act (Public Law 94-163) and 24 CFR Part 39;
10. Non-discrimination in employment, established by Executive Order 11246;
11. Equal employment opportunity and minority business enterprise regulations established in 24 CFR part 570.904;
12. Section 3 of the Housing and Urban Development Act of 1968;  
The purpose of section 3 is to ensure that employment and other economic opportunities generated by certain HUD financial assistance shall, to the greatest extent feasible, and consistent with existing Federal, State and local laws and regulations, be directed to low- and very low income persons, particularly those who are recipients of government assistance for housing, and to business concerns which provide economic opportunities to low- and very low-income persons.
13. Federal procurement rules when purchasing services, supplies, materials, or equipment. The applicable federal regulations are contained in: 24 CFR Part 85 or through 24 CFR Part 84, as applicable;
14. Lead Based Paint regulations established in 24 CFR Parts 35 and 570.608;
15. Audit Requirements established in OMB Uniform Guidance §200.501; and
16. Cost principles established in OMB Uniform Guidance §200.430 and §200.431 as applicable per 24 CFR 570.502;
17. Conflict of Interest:
  - a) *Applicability.*

(1) In the procurement of supplies, equipment, construction, and services by the County and by the SubGrantee, the conflict of interest provisions in 24 CFR 85.36 and 24 CFR 84.42, respectively shall apply.

(2) In all cases not governed by 24 CFR 85.36 and 84.42, the provisions of 24 CFR 570.611 (2) shall apply. Such cases include the acquisition and disposition of real property and the provision of assistance by the County or by its SubGrantees to individuals, businesses, and other private entities under eligible activities that authorize such assistance (e.g., rehabilitation, preservation, and other improvements of private properties or facilities pursuant to 24 CFR 570.202; or grants, loans, and other assistance to businesses, individuals, and other private entities pursuant to 24 CFR 570.203, 570.204, 570.455, or 570.703 (i)).

*b) Conflicts prohibited.* The general rule is that persons described in paragraph (c) of this section who exercise or have exercised any functions or responsibilities with respect to CDBG activities assisted under this part, or who are in a position to participate in a decision-making process or gain inside information with regard to such activities, may not obtain a financial interest or benefit from a CDBG-assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for one year thereafter.

*c) Persons covered.* The conflict of interest provisions of paragraph (b) of this section apply to any person who is an employee, agent, consultant, officer, or elected official or appointed official of the County, or any designated public agencies, or of the SubGrantee that are receiving funds under this part.

*d) Exceptions.* Upon the written request of the County, HUD may grant an exception to the provisions of paragraph (b) of this section on a case-by-case basis when it has satisfactorily met the threshold requirements of (d)(1) of this section, taking into account the cumulative effects of paragraph (d)(2) of this section.

(1) *Threshold requirements.* HUD will consider an exception only after the County has provided the following documentation:

- i. A disclosure of the nature of the conflict, accompanied by an assurance that there has been public disclosure of the conflict and a description of how the public disclosure was made; and
- ii. An opinion of the County's attorney that the interest for which the exemption is sought would not violate State or local law.

(2) *Factors to be considered for exceptions.* In determining whether to grant a requested exception after the County has satisfactorily met the requirements of paragraph (d)(1) of this section, HUD shall conclude that such an exception will serve to further the

purposes of the Act and the effective and efficient administration of the County's program or project, taking into account the following factors, as applicable:

- i. Whether the exception would provide a significant cost benefit or an essential degree of expertise to the program or project that would otherwise not be available;
- ii. Whether an opportunity was provided for open competitive bidding or negotiation;
- iii. Whether the person affected is a member of a group or class of low- or moderate-income persons intended to be the beneficiaries of the assisted activity, and the exception will permit such person to receive generally the same interests or benefits as are being made available or provided to the group or class;
- iv. Whether the affected person has withdrawn from his or her functions or responsibilities, or the decision making process with respect to the specific assisted activity in question;
- v. Whether the interest or benefit was present before the affected person was in a position as described in paragraph (b) of this section;
- vi. Whether undue hardship will result either to the County or the person affected when weighed against the public interest served by avoiding the prohibited conflict; and
- vii. Any other relevant considerations.

18. The SubGrantee cannot engage in a federally funded contract with any entity registered in the Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs.

19. Labor Standards (Davis-Bacon)

Except for the rehabilitation of residential property that contains less than eight (8) units, the SubGrantee, and its contractor and all subcontractors shall comply with the Davis-Bacon Act, 40 U.S.C. 276a to 276a-7, and applicable regulations of the Department of Labor under 29 C.F.R. Part 5, requiring the payment of wages at rates of not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor, when the project costs total \$2,000 or more and the work is financed in whole or in part with assistance provided under this Agreement. The applicable Davis-Bacon wage rate schedule must be included in all bid and contract documents, as well as the "Federal Labor Standards Provisions", Form HUD-4010.

## 20. Lead Based Paint Regulations

If the Project involves acquisition, construction, demolition, rehabilitation, or any other activity related to residential housing, and the building was built prior to 1978, Lead Based Paint Laws and Regulations apply, as established in 24 CFR Parts 35 and 24 CFR 570.608. Further, all applicable federal and state laws relating to lead-based paint must be followed, including such regulations promulgated by the U.S. Environmental Protection Agency and the State Department of Public Health and Environment, including regulations for non-housing buildings. If the SubGrantee does not follow and document lead based paint laws and regulation compliance, the SubGrantee will not be eligible for reimbursement.

## 21. Environmental Review

Notwithstanding any provision of this Agreement, the parties hereto agree and acknowledge that this Agreement does not constitute a commitment of funds or site approval, and that such commitment of funds or approval may occur only upon satisfactory completion of environmental review and, if required, receipt by Arapahoe County of a release of funds from the U.S. Department of Housing and Urban Development under 24 CFR Part 58. The parties further agree that the provision of any funds to the project is conditioned on Arapahoe County's determination to proceed with, modify, or cancel the project based on the results of a subsequent environmental review.

## 22. Uniform Relocation Act (URA)

The Project is subject to the relocation and acquisition requirements of the Uniform Relocation Act of 1970, as amended, and implemented at 49 CFR Part 24; Section 104(d) of the Housing & Community Development Act, as amended, and implemented at 24 CFR Part 42; and Displacement, Relocation, Acquisition, and Replacement of Housing implemented at 24 CFR 570.606. The SubGrantee must comply with the County's Anti Displacement and Relocation Assistance Plan on file and must pay all relocation expenses as applicable under the Act. Relocation payment calculations, records of Relocation payments and all other Relocation records are subject to County or federal review and monitoring. The SubGrantee agrees that it will pay any relocation expenses required by the Act and will reimburse the County for any relocation payments the County paid as a result of monitoring

review by the County or any federal agency, as required by the Act.

**B. Non-Appropriations Clause**

The SubGrantee agrees that it will include in every contract it enters, which relies upon CDBG monies for funding, a non-appropriation clause that will protect itself, and the County from any liability or responsibility or any suit which might result from the discontinuance of CDBG funding for any reason. Because this SubGrantee Agreement involves funds from a federal grant, to the extent there is a conflict the funding provisions of this SubGrantee Agreement, the federal grant and the federal statutes control rather than the provisions of Section 24-91-103.6, C.R.S. with regard to any public work projects.

**C. Expenditure Restrictions**

All CDBG funds that are approved by HUD for expenditure under the County's grant agreement, including those that are identified for the SubGrantee's Projects and activities, shall be allocated to the specific projects and activities described and listed in the grant agreements. The allocated funds shall be used and expended only for the projects and activities for which the funds are identified.

**D. Agreement Changes**

No projects or activities, nor the amount allocated therefore, may be changed without approval by the County and acceptance of the revised Final Statement and/or Consolidated Plan by HUD, if required. Changes must be requested in writing and may not begin until a modification to this Agreement is fully executed.

**E. Direct Project Supervision and Administration**

The SubGrantee shall be responsible for the direct supervision and administration of its respective projects or activities. This task shall be accomplished through the use of the SubGrantee's staff, agency and employees. The SubGrantee shall be responsible for any injury to persons or damage to property resulting from the negligent acts or errors and omissions of its staff, agents and employees. Because the SubGrantee is responsible for the direct supervision and administration of its projects or activities, the County shall not be liable or responsible for cost overruns by the SubGrantee on any projects or activities. The County shall have no duty or obligation to provide any additional funding to the SubGrantee if its projects or activities cannot be completed with the funds allocated by the County to the SubGrantee. Any cost overruns shall be the sole responsibility of the SubGrantee.

1. The SubGrantee agrees that all funds allocated to it for approved projects or activities shall be used solely for the purposes approved by the County. Said funds shall not be used for any non-approved purposes.

2. The SubGrantee agrees that the funds allocated for any approved projects or activities shall be sufficient to complete said projects or activities without any additional CDBG funding.

**F. Indemnity**

To the extent allowed by law, the SubGrantee shall indemnify and hold harmless the County and its elected and appointed officials, officers, employees and agents from and against any and all losses, damages, liabilities, claims, suits, actions or costs, including attorneys fees, made, asserted or incurred as a result of any damage or alleged damage to person or property occasioned by the acts or omissions of SubGrantee, its officers, employees, agents, contractors or subcontractors, arising out of or in any way connected with the Project or the performance of this contract.

**G. Bonding and Insurance**

If the SubGrantee's projects involve construction activities, any Contractor it uses for said activities shall be required to provide and maintain, until final acceptance by the SubGrantee of all work by such Contractor, the kinds and minimum amounts of insurance as follows:

1. **Comprehensive General Liability:** In the amount of not less than \$1,000,000 combined single limit. Coverage to include:
  - a. Premises Operations
  - b. Products/Completed Operations
  - c. Broad Form Contractual Liability
  - d. Independent Contractors
  - e. Broad Form Property Damage
  - f. Employees as Additional Insured
  - g. Personal Injury
  - h. Arapahoe County and the SubGrantee as Additional Named Insured
  - i. Waiver of Subrogation
2. **Comprehensive Automobile Liability:** In the amount of not less than \$1,000,000 combined single limit for bodily injury and property damage. Coverage to include:
  - a. Arapahoe County and the SubGrantee as additional Named Insured
  - b. Waiver of Subrogation
3. **Employers Liability and Workers Compensation:** The Contractor shall secure and maintain employer's liability and Worker's Compensation Insurance that will protect it against any and all claims resulting from injuries to and death of workers engaged in work under any contract funded pursuant to this agreement. Coverage to include Waiver of Subrogation.

4. All referenced insurance policies and/or certificates of insurance shall be subject to the following stipulations:
  - a. Underwriters shall have no rights of recovery subrogation against Arapahoe County or the SubGrantee; it being the intent of the parties that the insurance policies so effected shall protect the parties and be primary coverage for any and all losses covered by the described insurance.
  - b. The clause entitled "Other Insurance Provisions" contained in any policy including Arapahoe County as an additional named insured shall not apply to Arapahoe County, or the SubGrantee.
  - c. The insurance companies issuing the policy or policies shall have no recourse against Arapahoe County, or the SubGrantee for payment of any premiums due or for any assessments under any form of any policy.
  - d. Any and all deductibles contained in any insurance policy shall be assumed by and at the sole risk of the Contractor.
5. Certificate of Insurance: The Contractor shall not commence work under any contract funded pursuant to this Agreement until he has submitted to the SubGrantee, received approval thereof, certificates of insurance showing that he has complied with the foregoing insurance requirements. The SubGrantee shall also submit a copy of the Contractor's certificates of insurance to the County.
6. Notwithstanding the provisions contained in this paragraph (H) set forth hereinabove, the County reserves the right to modify or waive said provisions for projects or activities for which these provisions would prove prohibitive. The SubGrantee understands, however, that the decision to waive or modify those provisions is fully within the discretion of the County.

In accordance with 24 CFR parts 84 and 85, the following bonding requirements shall apply to all projects exceeding the simplified acquisition threshold (currently \$100,000):

1. A bid guarantee from each bidder equivalent to 5% of the bid price;
2. A performance bond on the part of the contractor for 100% of the contract price; and
3. A payment bond on the part of the contractor for 100% of the contract price.

#### **H. Records**

The SubGrantee shall maintain a complete set of books and records documenting its use of CDBG funds and its supervision and administration of the Project. Records are to include documentation verifying Project eligibility and national objective compliance, as well as financial and other administrative aspects involved in performing the Project. The SubGrantee shall provide full access to these books and records to the County, the Secretary of HUD or his designee, the Office of the Inspector General, and the General Accounting

Office so that compliance with Federal laws and regulations may be confirmed. The SubGrantee further agrees to provide to the County upon request, a copy of any audit reports pertaining to the SubGrantee's financial operations during the term of this Agreement. All records pertaining to the Project are to be maintained for a minimum of five years following close-out of the Project.

**I. Reporting**

The SubGrantee shall file all reports and other information necessary to comply with applicable Federal laws and regulations as required by the County and HUD. This shall include providing to the County the information necessary to complete annual Performance Reports in a timely fashion.

**J. Timeliness**

The SubGrantee shall comply with the performance standards established in Exhibit A of this Agreement. The SubGrantee understands that failure to comply with the established standards may lead to a cancellation of the Project and a loss of all unexpended funds.

**K. Reimbursement for Expenses**

The SubGrantee agrees that before the County can distribute any CDBG funds to it, the SubGrantee must submit to the County's Housing and Community Development Services Division documentation in the form required by that Division which properly and fully identifies the amount which the SubGrantee is requesting at that time. The County shall have ten (10) working days to review the request. Upon approval of the request, the County will distribute the requested funds to the SubGrantee as soon as possible.

**L. Program Income**

All program income directly derived from the Arapahoe County Community Development Block Grant Program received by the SubGrantee will be returned to the County unless authorized in Exhibit A Scope of Services to be retained by the SubGrantee and dispersed for its approved CDBG Project activities. If the retention and re-use of Program Income is Authorized, it must be dispersed for its approved CDBG Project activities before additional CDBG funds are requested from the County. Following completion of the SubGrantee's Arapahoe County CDBG Projects, all program income directly generated from the use of CDBG funds will be remitted to the County.

**M. Real Property**

Real property acquired in whole or in part with CDBG funds shall be utilized in accordance with the scope and goals identified in Exhibit A Scope of Services attached to and made a part of this Agreement. Should the property in question be sold or otherwise disposed of, or the approved property usage discontinued, the SubGrantee shall adhere to the requirements of 24 CFR Parts 84 or 85 (as applicable) regarding the use and disposition of real property.

**N. State and County Law Compliance**

All responsibilities of the SubGrantee enumerated herein shall be subject to applicable State of Colorado statutes and County ordinances, resolutions, rules, and regulations.

**O. Subcontracts**

If subcontracts are used on the Project, the SubGrantee agrees that the provisions of this Agreement shall apply to any subcontract.

**P. Suspension or Termination**

This Agreement may be immediately suspended or terminated upon written notification from the County if the SubGrantee materially fails to comply with any term of this Agreement. This Agreement may also be terminated for convenience by mutual agreement of the County and the SubGrantee.

**Q. Urban County Designation**

In the event that the Unit of General Local Government should withdraw from the County's "Urban County" designation, this Agreement shall terminate as of the termination date of the County's CDBG grant Agreement with HUD.

**R. Certification**

The SubGrantee certifies that to the best of its knowledge and belief:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement; and,
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

**S. Disallowance**

If it is determined by HUD or other federal agency that the expenditure, in whole or in part, for the SubGrantee's Project or activity was improper, inappropriate or ineligible for reimbursement, then the SubGrantee shall reimburse the County to the full extent of the disallowance.

**T. Reversion of Assets**

Upon expiration of this Agreement, the SubGrantee shall transfer to the County any CDBG funds on hand at the time of expiration and any accounts receivable attributable to the use of CDBG funds. Any real property under the SubGrantee's control that was acquired or improved in whole or in part with CDBG funds (including CDBG funds provided to the SubGrantee in the form of a loan) in excess of \$25,000 is either:

(i) Used to meet one of the national objectives in §570.208 (formerly §570.901) until five years after expiration of the agreement, or for such longer period of time as determined to be appropriate by the County and specified in Exhibit A Scope of Services; or

(ii) Not used in accordance with national objectives in §570.208 (formerly §570.901), in which event the SubGrantee shall pay to the County an amount equal to the current market value of the property less any portion of the value attributable to expenditures of non-CDBG funds for the acquisition of, or improvement to, the property.

**IV. RESPONSIBILITIES OF THE COUNTY**

**A. Administrative Control**

The Parties recognize and understand that the County will be the governmental entity required to execute all grant agreements received from HUD pursuant to the County's requests for CDBG funds. Accordingly, the SubGrantee agrees that as to its projects or activities performed or conducted under any CDBG agreement, the County shall have the necessary administrative control required to meet HUD requirements.

**B. Performance and Compliance Monitoring**

The County's administrative obligations to the SubGrantee pursuant to paragraph A above shall be limited to the performance of the administrative tasks necessary to make CDBG funds available to the SubGrantee and to provide Housing and Community Development Services staff whose job it will be to monitor the various projects funded with CDBG monies to monitor compliance with applicable Federal laws and regulations.

**C. Reporting to HUD**

The County will be responsible for seeing that all necessary reports and information required of the County are filed with HUD and other applicable Federal agencies in a timely fashion.

**V. EXTENT OF THE AGREEMENT**

This agreement, including any documents attached as exhibits which are hereby incorporated herein by reference, represents the entire and integrated agreement between the County, and SubGrantee and supersedes all prior negotiations, representations or agreements, either written or oral. Any amendments to this agreement must be in writing and signed by both the County, and SubGrantee. If any portion of this agreement is found by a court of competent jurisdiction to be void and/or unenforceable, it is the intent of the parties that the remaining portions of this agreement shall be of full force and effect.

**VI. NOTICES**

Notices to be provided under this Agreement shall be given in writing and either delivered by hand or deposited in the United States mail with sufficient postage to the addresses set forth:

To the County:           Arapahoe County Attorney  
                                  5334 S. Prince Street  
                                  Littleton, CO 80120-1136

and

Arapahoe County Housing and Community Development  
1690 W. Littleton Blvd., #300  
Littleton, CO 80120-2069

To the SubGrantee:    City of Englewood  
                                  1000 Englewood Parkway  
                                  Englewood, CO 80110  
                                  Attn: Nancy Fenton

In Witness Whereof, the Parties have caused this Agreement to be duly executed this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

SubGrantee: City of Englewood

\_\_\_\_\_  
Signature

Randy P. Penn, Mayor  
Name & Title

Board of County Commissioners  
Arapahoe County, Colorado

\_\_\_\_\_  
Don Klemme on behalf of the Board of County Commissioners  
Pursuant to Resolution #150211



## 2. ACTIVITY DESCRIPTION/PERFORMANCE GOALS

**a. Purpose (short description of program purpose)**

The E3 project will provide grants up to \$8,000 with a homeowner's match of 20% for conservation and energy efficiency repairs and upgrades to preserve the existing housing stock in Englewood. Due to the fact that 66% of the houses in Englewood were built before 1970 and 83% of the houses were built prior to 1980, a significant number of these homes require energy efficiency repairs and upgrades to preserve the housing stock and keep residents housed in safe homes. The E3 program is only available to City of Englewood homeowners meeting low to moderate income requirements (0-80% AMI). The program provides an incentive to lower income families to encourage conservation and energy efficiency upgrades.

**b. Goals and Community Impact**

To provide grants to 14 single family homeowners in Englewood, preserving the city housing stock supporting low to moderate income residents.

**c. Project Address-throughout Arapahoe County**

Sites within Englewood city limits; addresses are unknown at this time.

**d. Name of Organization Carrying out the Activity –City of Englewood**

Organization is:  Another unit of local gov't;  Another public agency;  CBDO only;  Subrecipient only;  CBDO designated as subrecipient

**e. Local Jurisdictions rules and regulations/ADA**

SubGrantee agrees that it has read and understands the local jurisdiction's rules and regulations and local codes pertaining to the work and that all work will be permitted with the municipality and completed according to its rules and regulations. SubGrantee will perform the work in accordance with the Americans with Disabilities Act (ADA).

**f. Detailed Program Requirements**

The responsibilities of the City of Englewood for implementation of the program will include:

- Market the program;
- Accept all applications;
- Determine applicants' eligibility and approve or deny grants;
- Maintain a list of approved contractors;
- Complete a Site Specific Environmental Review;
- Contact Arapahoe County Weatherization, if eligible refer client;
- Determine needs and develop comprehensive work specifications based on Energy Audit;
- Prepare client documentation;
- Monitor rehab activity;
- Comply with lead-based paint regulations and ensure that tenants, owners and contractors are aware of their rights, responsibilities and options;
- Maintain program activity records and produce reports as set forth in this contract;

- Comply with State Historic Preservation Office (SHPO) Agreement for work completed on homes 50 years or older, or homes eligible for historic preservation designation;
- Contact SHPO for work on homes 50 years or older, or homes eligible for historic preservation that is not included in the programmatic agreement;
- Homeowner selects company/individual to conduct work or purchase materials. Company name and/or individual name must be matched against the Federal Excluded Party List System by City staff to insure eligibility to receive federal funds. This is completed before any work begins. Once cleared the homeowner is instructed to proceed and to ensure appropriate permits are obtained, if required, by the Englewood Building and Safety Division.
- Ensure that costs are reasonable:
  - Does not exceed that which would be incurred by a prudent person under the circumstances prevailing at the time the decision was made to incur the cost;
  - Is consistent with sound business practices; and
  - Is consistent with market prices for similar goods and services;
- Payment may be made either directly to homeowner, upon receipt of paid invoices, or paid directly to company/individual. Reimbursement is 80% of the total invoice when a 20% match is required. Copies of checks and invoices are placed in file;
- Items will meet or exceed energy standards set forth at [www.energystar.gov](http://www.energystar.gov); and
- Homeowner sign-off on the job being completed as stated in the description of work.
- Drawdown requests must be accompanied by monthly reports, including demographics (income, race/ethnicity) for persons served.
- Final drawdown request must be accompanied by a year-end completion report highlighting project accomplishments, including demographics, as well as the annual SHPO report.

**g. Program Income**

Program income is the gross income received by the SubGrantee directly generated from the use of CDBG funds under this Agreement. Program income includes:

- Proceeds from the sale or lease of property purchased or improved with CDBG funds until five years after the termination of this Agreement;
- Proceeds from the sale or lease of equipment purchased with CDBG funds;
- Gross income from the use or rental of real or personal property acquired, constructed or improved by the SubGrantee less costs incidental to the generation of income;
- Payments of principal and interest on loans made by the SubGrantee using CDBG funds;
- Proceeds from the sale of loans or obligations secured by loans made with CDBG funds;
- Interest earned on program income pending its disposition (NOTE: interest earned on CDBG funds held in revolving loan funds is not program income and must be remitted to the U.S. Treasury at least annually); and
- Funds collected through special assessments on properties not owned and occupied by LMI households in order to recover the CDBG portion of a public improvement.

The County  authorizes  does not authorize the SubGrantee to retain Program Income to be used for eligible CDBG activities. If authorized, Program income may be used for the following purposes: n/a

**Reporting program income:** Monthly, the SubGrantee must report to the County on the amount of Program Income received, less costs incidental to the generation of Program Income. Any Program Income in excess of the amount of CDBG funds identified in Section i. Budget must be repaid to the County.

**i. Budget**

ITEM	TOTAL BUDGET	AMT. PD BY COUNTY
Admin- Personnel Costs	\$30,000	\$7,856
Admin-Lead Based Paint Testing	\$7,644	\$7,644
Grants for Energy Efficiency	\$140,000	\$112,000
<b>TOTAL</b>	<b>\$177,644</b>	<b>\$127,500</b>

The amounts in each budget line item may be adjusted with the written approval of the County; provided, however, that the total amount of the award does not change.

Retainage: Up to 5% of each draw may be retained to ensure that the work is completed satisfactorily. Retainage withheld will be paid within 60 days upon the completion and satisfactory inspection of the work.

**3. DRAW REQUESTS**

Draw requests are due for each calendar month by the 20<sup>th</sup> day of the following month. Draw requests must include:

- a. Draw cover sheet showing itemized list of expenditures (HCDS form)
- b. Supporting documentation (check all that apply):

- Third-party invoices or receipts
- Check copies showing payment cashment (cancelled checks)
- Lien Waivers
- Davis-Bacon Certified Payrolls
- Federal Accountability and Transparency Act form (Attachment 1)\*

*\*Per the Federal Accountability and Transparency Act of 2006 as amended, compensation data for certain officials must be reported. The report form is attached herein as Attachment 1. This form must be submitted with the first draw request and updated if there are changes*

- Site Specific Environmental Review checklists

*Note: Payments on draws submitted after May 20 may be delayed due to end-of-year HUD reporting*

#### 4. REPORTING

Data collection must be completed demonstrating income eligibility and achievements met towards meeting the objectives described in Section 2 Activity Description. The disbursement of funds is contingent upon the receipt of the required information.

Reports are due for each calendar month by the 20<sup>th</sup> day of the following month. Reports must include:

- No. of beneficiaries served during the reporting period
- Demographic information\* for  the individual served, or  each household
- Household income\* (if applicable)
- Brief narrative report on activities contained in Section 2
- Program Income

\*HCDS will provide a form for the collection of beneficiary income and demographic information; however, the SubGrantee may use its own form, or a form used for another fund source for the same program, provided that the following information is collected:

- Unique identifier: Name and address
- Whether the head of household is female and/or disabled
- Whether the head of household is aged 62 years or older
- Total number of household members
- Total income of all household members
- Ethnicity: Hispanic or Latino OR Not Hispanic or Latino of each household member
- The race of each household member:
  - White
  - Black or African American
  - Asian
  - American Indian or Alaska Native
  - Native Hawaiian or Other Pacific Islander
  - American Indian or Alaska Native and White
  - Asian and White
  - Black or African American and White
  - American Indian or Alaska Native and Black or African American
  - Other Multi-Racial
- *NOTE: Both ethnicity AND race category must be selected for each household member*
- Signature attesting to the accuracy of the information submitted.

#### 5. RECORD-KEEPING AND MONITORING

SubGrantee shall retain on file the following documents for a period of five years beyond the final close-out of this grant. Files shall be made available to Arapahoe County, the Department of Housing and Urban Development, the Office of Inspector General, the General Accounting Office, or any other federal regulatory agency, upon request for monitoring purposes.

Each property file must contain:

1. Agreement between County and Subrecipient

2. Draw Requests and supporting documentation (see Section 3 Draw Requests)
3. Annual audits
4. Homeowner application for assistance
5. Source documents used to determine income eligibility and income verification calculator print-out (if HUD income calculator is used)
6. Agreement between the SubRecipient and homeowner
7. Promissory Note and Deed of Trust, including any addenda, if applicable
8. Title check or copy of deed, documenting ownership of property
9. Site Specific environmental reviews approved by the County
10. EPLS check on contractor and subcontractors used
11. Copy of Flood Insurance Certificate or Policy, if property is located in a FEMA 100-year flood plan
12. Work write-up/scope of work
13. Documentation that the work was conducted per the approved rehab standards and the local jurisdiction's housing codes
14. Copies of initial and final inspections and check-lists, performed by a licensed contractor
15. Lien waivers obtained for progress payments and final payment from all contractors and subcontractors
16. Beneficiary Data (see Section 4 Reporting)

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**FOR COUNTY USE ONLY – FEDERAL IDIS REPORTING**

1. Performance Goal:  Create suitable living environments;  Provide decent affordable housing;  Create economic opportunities
2. Performance Outcome:  Availability/Accessibility;  Affordability;  Sustainability
3. Check box if project address is to be marked as confidential
4. Activity Purpose:  Prevent Homelessness;  Help the Homeless;  Help those with HIV/AIDS;  Help persons with disabilities
5.  Accomplishments to be reported at another activity: IDIS # \_\_\_\_\_
6. Activity being carried out by Grantee?  yes;  no If yes, activity is being carried out through:  Employees;  Contractors;  Both
7. If Agreement is with another County department, the activity will be carried out by:  County employees;  Contractors;  Both
8. Area Type:  CDFO Area;  Local Target Area;  Strategy Area
9. Special Characteristics:  Presidentially Declared major Disaster Area;  Historic Preservation Area;  Brownfield Redevelopment Area – indicate number of acres remediated: \_\_\_\_\_
10. Activity Information:  One-for-One Replacement;  Displacement;  Favored Activity;  Special Assessment;  Revolving Fund;  Float Funded

## Attachment 1

### Federal Funding Accountability and Transparency Act (FFATA)

In accordance with Federal Acquisition Regulation Clause 52.204-10, reporting is required for awards of \$25,000 or more.

Information Field <small>Definitions can be found on the reverse of this form.</small>	Response
1. Agency or Jurisdiction DUNS number:	Arapahoe County
2. Subrecipient name Receiving Award:	City of Englewood
3. Subrecipient Parent DUNS number: (report if different from agency number above)	
4. Location of Entity Receiving Award: (full street address)	
5. Primary location of Performance of the Award: (City, State and Congressional District)	
Answer True or False (below)	
6. In the preceding fiscal year, Contractor received:	
a.) \$25,000,000 or more in annual gross revenues from federal procurement contracts/subcontracts and/or federal financial assistance awards or subawards subject to the Transparency Act.	
b.) 80% or more of its annual gross revenues from federal procurement contracts/subcontracts and/or federal financial assistance awards or subawards subject to the Transparency Act.	
c.) The public does not have access to information about the compensation of its five most highly compensated Executives through periodic reports filed through the Securities Exchange Act of 1934 or the IRS.	

*An answer to question 7 is required ONLY when all answers to questions 6 are true.*

7. Names and total compensation of the five (5) most highly compensated Executives for the preceding fiscal year:

Print Name

Compensation Amount

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
By signing below, I certify the information contained in this report is complete and accurate to the best of my knowledge.

\_\_\_\_\_  
Signature of Responsible Administrator and Title

\_\_\_\_\_  
Date

### Definitions

1. The DUNS Number of the agency receiving the award, which is used as the unique entity identifier.  
**DUNS Number - Dun and Bradstreet (D&B)** – This commercial entity maintains a repository of unique identifiers (D-U-N-S Numbers), which are nine-digit sequences recognized as the universal standard for identifying business entities and corporate hierarchies. Any organization that has a Federal contract or grant must have a DUNS Number.
2. The name of the entity receiving the award; Sub-Grantee, Sub-Recipient, Sub-Awardee.
3. The DUNS Number of the agency receiving the award (if different than Sub-Recipient in box #1), which is used as the unique entity identifier. **DUNS Number - Dun and Bradstreet (D&B)** – This commercial entity maintains a repository of unique identifiers (DUNS Numbers), which are nine-digit sequences recognized as the universal standard for identifying business entities and corporate hierarchies. Any organization that has a Federal contract or grant must have a DUNS Number.
4. The business office location of the entity receiving the award under the award including the city, state, congressional district, and country.
5. The primary location of performance under the award including the city, state, congressional district, and country.
6. The names and total compensation of the five highest-paid officers of an entity if, in the preceding fiscal year, that entity received: 80% or more of its annual gross revenues in Federal awards, \$25,000,000 or more in annual gross revenues from Federal awards, and the public does not already have access to data on executive compensation through reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934, or section 6104 of the Internal Revenue Code of 1986.

## COUNCIL COMMUNICATION

<b>Date:</b> September 21, 2015	<b>Agenda Item:</b> 9bii	<b>Subject:</b> 2 <sup>ND</sup> READING - Englewood Public Library Service Agreement with Marmot Library Network
<b>Initiated By:</b> Library Department		<b>Staff Source:</b> Dorothy Hargrove, Director of Library Services

### PREVIOUS COUNCIL ACTION

Council approved an agreement between the Englewood Public Library and the Marmot Library Network in July 2012. The Library Department has exercised the annual renewal option in each subsequent year as provided in the original contract.

### RECOMMENDED ACTION

The Library Department recommends City Council approve by ordinance, on second reading, the attached "Marmot Library Network Service Agreement with Englewood Public Library" in order to continue the partnership for another term. The agreement becomes effective January 1, 2016 with options for three additional annual renewals.

### BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

The expected benefits of membership have met or exceeded expectations. The consortium pricing for the integrated library computer system continues to be significantly below the cost that an independent vendor would charge and has actually been below initial estimates. The Marmot system offers cutting-edge customer service, so much so that Marmot is able to sell its product to other libraries throughout the United States and use the revenue to keep costs low for full member libraries. Because of Englewood's participation in this network residents have access to over 4 million items, whether in print or in digital format. Marmot has also been able to negotiate favorable contracts with publishers and distributors so that the direct cost to the Englewood Public Library for books and other library materials remains low. The IT support, staff training, and responsiveness to local needs have all been exemplary.

### FINANCIAL IMPACT

The 2016 annual expense will be \$29,728. This is approximately 15% below the 2012 expense and should remain relatively stable in subsequent years of the proposed contract. These funds are included in the 2016 proposed Library Department budget so no additional funds will be required.

### LIST OF ATTACHMENTS

Ordinance

BY AUTHORITY

ORDINANCE NO. \_\_\_\_\_  
SERIES OF 2015

COUNCIL BILL NO. 45  
INTRODUCED BY COUNCIL  
MEMBER OLSON

AN ORDINANCE APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN  
THE CITY OF ENGLEWOOD AND THE MARMOT LIBRARY NETWORK.

WHEREAS, The City uses an integrated library system (ILS) to handle basic operations; and

WHEREAS, the Marmot Library Network is a member network of libraries and library districts, and

WHEREAS, Marmot Library Network provides cost-effective access to an up-to-date ILS as well as access to shared items in the member libraries' collections, and

WHEREAS, this Network of libraries and library districts will also provide support and training for library staff at favorable prices; and

WHEREAS, the City Council of the City of Englewood approved an IGA with Marmot Library Network by the passage of Ordinance No. 42, Series of 2012, with annual renewal options for 3 additional years; and

WHEREAS, the passage of this proposed ordinance will allow for Marmot and the Englewood Library to continue their partnership in 2016 and provides renewals through December 2019.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ENGLEWOOD, COLORADO, THAT:

Section 1. The City Council of the City of Englewood hereby authorizes the Intergovernmental Agreement entitled "Marmot Library Network Service Agreement" by and between the City of Englewood and the Marmot Library Network as attached hereto as Exhibit A.

Section 2. The Mayor is authorized to execute and the City Clerk to attest and seal the Intergovernmental Agreement for and on behalf of the Englewood City Council.

Introduced, read in full, and passed on first reading on the 8th day of September, 2015.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 10th day of September, 2015.

Published as a Bill for an Ordinance on the City's official website beginning on the 9th day of September, 2015 for thirty (30) days.

Read by title and passed on final reading on the 21st day of September, 2015.

Published by title in the City's official newspaper as Ordinance No. \_\_\_\_, Series of 2015, on the 24th day of September, 2015.

Published by title on the City's official website beginning on the 23rd day of September, 2015 for thirty (30) days.

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Randy P. Penn, Mayor

ATTEST:

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Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. \_\_\_\_, Series of 2015.

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Loucrishia A. Ellis

**MARMOT LIBRARY NETWORK  
SERVICE AGREEMENT WITH  
Englewood Public Library**

This Marmot Library Network Service Agreement ("Agreement") is made by and between Marmot Library Network, with offices in Grand Junction, Colorado, hereafter referred to as "Marmot," and **Englewood Public Library** with administrative offices in Englewood, Colorado, hereafter referred to as "Member."

RECITALS:

- A. Member is a public library with one library located in Englewood, Colorado.
- B. Marmot is a 501(c)(3) membership organization providing information technology services to libraries.
- C. The parties want to define services to be provided by Marmot to Member, the cost thereof, and the rights, duties, and obligations of the respective parties.

The parties agree as follows:

1. Definitions.

- a. "Member" shall include Member's branch locations, if any, provided that no operations located at a branch location constitute a separate legal entity apart from the Member.
- b. "Network Node" is either A) One telecommunications link to the Marmot Library Network by a dedicated circuit administered by Marmot; OR B) an Internet data connection administered by Member.
- c. "Access Session" is the unit by which multiple simultaneous library staff users are measured, limited, and licensed. Each Network Node supports multiple Access Sessions on the Marmot Library Network.
- d. "Enrichment Data" means the form and content licensed by Marmot to be gathered from web services and displayed in the online public access catalog along with the Member's own catalog data.
- e. "Enrichment Services" means the services by which the Enrichment Data is delivered to Member, including any software contained therein.
- f. "Enrichment Providers" include, but are not limited to such organizations as EBSCO (NoveList), Bowker (Syndetics), OpenLibrary, Googlebooks, and Wikipedia. The list of Enrichment Providers may change from time to time. Marmot maintains licenses as appropriate, and passes specific terms and conditions to Member as required. In the event Marmot changes any of the Enrichment Providers, this Agreement shall apply to all new or substituted Enrichment Providers.

2. Marmot's Scope of Services. Marmot will provide the following services to Member:

- a. Operate and maintain the Marmot Library Network computer systems;
- b. Maintain, revise, and upgrade the Marmot Library Network computer hardware and software;
- c. Provide user support to include troubleshooting, system analysis, and development;
- d. Train Member employees as often as needed and as scheduled by mutual agreement;

- e. Inform Member of its responsibilities for the purchase of terminal equipment and materials required and specified by Marmot to connect to the Marmot Library Network. At Member request, Marmot will broker the purchase of computer equipment and software according to the standard fee schedule (Attachment B) or of other equipment and software as mutually agreed;
  - f. Install and maintain Marmot administered telecommunications service for Network Nodes, as detailed in Attachment A, including telecommunications hardware and equipment; OR Configure the Marmot Wide Area Network (WAN) to accept user connections over the Internet where Member opts to use its own Internet Service Provider instead of Marmot-administered telecommunications service;
  - g. Support Access Sessions as listed in Attachment A;
  - h. Provide optional equipment maintenance service to Member for workstations and other equipment as listed in Attachment A; and
  - i. Support other software and services that may be listed in Attachment A.
3. Member's Obligations. Member shall:
- a. Purchase its own workstations, cables to Network Nodes, barcode readers, barcode labels, printers, and other equipment and materials;
  - b. Assume responsibility for all ongoing cataloging and retrospective conversion of local library collections;
  - c. Prepare all materials to accommodate use with the Marmot Library Network;
  - d. Maintain its own database records;
  - e. Follow troubleshooting procedures and emergency/downtime contingency plans provided by Marmot;
  - f. Identify contact person(s); and
  - g. Follow Marmot policies and procedures posted at <http://www.marmot.org/node/42>.
4. Cost of Services, Equipment and Materials. Member shall pay Marmot the fees for service and purchase prices for equipment and software as listed in Marmot's standard fee schedule, referenced in Attachment B. Marmot may at any time, in its sole discretion, increase or decrease the fees for service and purchase prices for equipment and materials. Each addition or revision shall be effective at such time specified by Marmot, which will be at least thirty (30) days after Marmot gives written notice of such increase or decrease. As required by Marmot bylaws, price changes are approved by the Marmot Executive Board. In the event Marmot increases any prices or charges under the Agreement, Member may, at its option and without liability, terminate the Agreement by giving ninety (90) days written notice to Marmot.
5. Time of Payment. Marmot shall bill Member on a quarterly basis, in advance. Each quarterly billing shall be in an amount equal to one-fourth (1/4) of Member's total annual service and maintenance fees. Marmot shall bill Member for the purchase price of equipment or software when delivered to Member.

In the event Member should request additional Network Nodes or Access Sessions for the Marmot Library Network during any term of this Agreement, the Member's cost of services shall be prorated from date of access and a billing sent to Member.

All payments by Member to Marmot shall be due within thirty (30) days of the date a billing is delivered. Marmot shall bill Member late payment fees at the rate of 8% per annum.

Member may withhold any payment in whole or in part for products/services found by Member to be defective, untimely, unsatisfactory, otherwise not conforming to the description, or not in accordance with all applicable warranties, laws, ordinances, rules and regulations. Payment or acceptance/use by Member shall not be deemed a waiver or settlement of any defect or nonconformity in the products/services.

6. Default in Payment. Should Member fail to make any payment due to Marmot within the period set forth in paragraph 5, Marmot shall give Member written notice of such default in payment. If Member fails to correct the default within thirty (30) days after the date of such written notice, Marmot shall have the right to discontinue services to Member.
7. Term and Renewal of Agreement. The initial term of this Agreement shall begin on [DATE], and shall expire on [DATE]. This Agreement shall automatically renew at the end of each year for three years as provided below unless either party provides notice to terminate in writing ninety (90) days prior to expiration of the Initial Term or any renewal term. Notice of annual pricing will be distributed to Member on or before September 1 of each calendar year. All the provisions of this Agreement shall remain in full force and effect during any renewal term. The following table clarifies these terms.

Initial Term:	January 1, 2016	December 31, 2016
Automatic Renewal 1:	January 1, 2017	December 31, 2017
Automatic Renewal 2:	January 1, 2018	December 31, 2018
Automatic Renewal 3:	January 1, 2019	December 31, 2019

8. Termination. Upon termination, pursuant to paragraphs 6 or 7 above, Marmot may enter Member's facilities to disconnect or remove its equipment upon reasonable advance notice, at a time that is mutually convenient to the parties and which will be minimize disruption of Member's operations. Member shall pay all costs for services rendered up to the effective date of termination and shall pay Marmot for all equipment and materials ordered by Member. Member shall also pay all costs associated with removal from the Integrated Library System and termination of the telecommunication circuits including, but not limited to extraction of records, deletion of scopes, disconnect fees and Marmot staff time, in accordance with the fee schedule in Attachment B, as it may be amended.
9. Warranty, Warranty Disclaimer, and Limitation of Liability.
  - a. Marmot warrants that it owns or has rights to use all assets, including software, hardware and equipment, necessary for the operation of the Marmot Library Network. It is expressly agreed that there is no warranty of merchantability or fitness for a particular purpose, expressed or implied, by Marmot with regard to any software used in connection with the Marmot Library Network. Any workstations or peripherals that Marmot purchases on behalf of, and delivers to, Member immediately become the property of Member, and shall only include the warranties provided by each manufacturer. Marmot makes no warranties of any type or nature concerning any such workstations or peripherals. Marmot does not manufacture, assemble, or warrant hardware procured on behalf of Member. Marmot agrees to perform the services contemplated by this Agreement to the satisfaction of Member and with the standard of care and skill of an expert regularly rendering services of the type required by this Agreement and in conformance with applicable law. Marmot shall not be liable for any direct, special, or consequential damages arising out of this Agreement by use of the hardware or software by Member or the Marmot Library Network.
  - b. As to Enrichment Data and Enrichment Services, Marmot makes no warranties, express or implied, and expressly excludes all warranties of merchantability and fitness for a particular

purpose. Marmot makes no warranties or representations regarding the accuracy, adequacy, or completeness of Enrichment Data or Enrichment Services. In no event shall Marmot be liable for any indirect, incidental, special, or consequential damages arising out of the use of or inability to use Enrichment Data or Enrichment Services.

- c. All rights in Cover Images are reserved by the original copyright owners. Cover Images (jacket art on the covers of books, CDs, DVDs, etc.) are provided "as is," and with all faults, without warranty of any kind. Without limiting the foregoing, as to Cover Images, Marmot expressly disclaims any and all warranties, whether express, implied, or statutory, including without limitation any warranties of title, noninterference, non-infringement, informational content, merchantability and fitness for a particular purpose.
10. Excusable Delays. The parties shall use their best efforts to perform their duties under this Agreement in a timely fashion. However, the obligation of a party shall be postponed automatically if the party is prevented from meeting its obligation by reason of any causes beyond its reasonable control, except the obligation to make payment as provided in paragraphs 4, 5 and 6, provided the party prevented from rendering performance notifies the other party immediately of the commencement and nature of such a cause, and provided that such party uses its best efforts to render performance in a timely manner utilizing to such end all resources reasonably required in the circumstances, including obtaining supplies or services from other sources if same are reasonably available.
11. Enforcement. The prevailing party in any litigation concerning this Agreement shall be reimbursed by the other party for all costs and expenses incurred in such proceeding, including reasonable attorneys' fees.
12. Notices. All notices required or provided herein shall be in writing, and shall be addressed to the party to whom said notice is directed as set forth below and shall be deposited in the United States mail, certified mail, return receipt requested, with postage prepaid thereon. Such notice shall be effective on the date of receipt.
- |         |  |
|---------|--|
| Marmot: | Marmot Library Network, Inc.<br>Attn: Mr. James M. Thomas<br>123 N. 7th Street<br>Grand Junction, CO 81501 |
| Member: | Englewood Public Library<br>Attn: Dorothy Hargrove<br>1000 Englewood Pkwy<br>Englewood, CO 80110           |
13. Waiver. Any waiver by either party of any provision of this Agreement shall not imply a subsequent waiver of that or any other provision.
14. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute the same instrument.
15. Relevant Colorado Laws.
- a. Financial obligations of Member payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available. The parties acknowledge that appropriation of moneys by Member is a governmental function which Member cannot contractually commit to in advance and that this Agreement does not constitute: (i) a multiple fiscal year direct or indirect debt or financial obligation; or (ii) an obligation payable in any fiscal year beyond the fiscal year for which funds are lawfully appropriated; or (iii) an obligation creating a pledge of or a lien on Member tax or general revenues. In the event Member's board does not approve an appropriation of funds at any

time during the term of this Agreement for any payment due or to become due for a fiscal year during the term of this Agreement, Member shall have the right to terminate this Agreement on the last day of the fiscal period for which sufficient appropriations were received, without penalty or expense. Member may terminate this Agreement by giving notice in writing that (a) funds have not been appropriated for the fiscal period, and (b) Member has exhausted all funds legally available for the payment.

- b. Marmot understands that certain information, including this Agreement and all Exhibits thereto, are public records available for public inspection and copying under the Colorado Public Records Act, C.R.S. §§24-72-201, et seq. and other applicable laws.
  - c. No term or condition of the Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, of the Colorado Governmental Immunity Act, CRS §24-10-101 et seq.
16. Independent Contractor Role. Marmot shall perform its duties hereunder as an independent contractor and not as an employee, agent, partner or joint venturer. Neither Marmot nor any agent or employee of Marmot shall be deemed to be an agent or employee of Member.
17. Use of Intellectual Property. By signing below, Member agrees and acknowledges that the collection, creation, and arrangement of the Enrichment Data offered by Enrichment Providers constitutes intellectual property wholly owned by Enrichment Providers and/or their licensors. While it is understood that the Enrichment Data will be publicly available on open electronic networks, Member will use the Enrichment Data only for the intended purpose of augmenting Member's library online public and student access catalog and web site.
18. Proprietary Rights. Enrichment Data and Enrichment Services made available to Member under this Agreement are protected by copyrights, trademarks, trade secrets, or other proprietary rights. Member acknowledges that Enrichment Providers, their licensors, or both own all right, title and interest, including, without limitation, the copyright, in and to the Enrichment Data and the Enrichment Services and all components thereof. The copyright and title to all property interests in or to the Enrichment Data and the Enrichment Services are and shall remain in Enrichment Providers, their licensors, or both as owner and this Agreement shall not grant to Member, or any Member affiliate or agent, or any Member patron, student, volunteer, employee or user, any right of ownership therein. Member warrants and represents that Member and Member's patrons, students, volunteers, employees, users and agents shall not modify, remove, delete, augment, add to, publish, transmit, participate in the transfer or sale of, create derivative works from, or in any way exploit any of the Enrichment Data or the Enrichment Services, in whole or in part. If no specific restrictions are displayed, Member and users of the Enrichment Services may make copies of select portions of the Enrichment Data, provided that the copies are made only for personal use and any notices contained in the Enrichment Data, such as all copyright notices, trademark legends, or other proprietary rights notices are maintained on such copies. Except as otherwise permitted in this Agreement or as permitted by the fair use privilege under the U.S. copyright laws (see, e.g., 17 U.S.C. Section 107), neither Member nor users of the Enrichment Services may upload, post, reproduce, or distribute in any way Enrichment Data protected by copyright, or other proprietary right, without obtaining permission of the owner of the copyright or other propriety right.
19. Indemnification.
- a. Except as may otherwise be excluded from Marmot's liability under this Agreement, Marmot shall defend, hold harmless and indemnify Member, its officers, directors, employees, agents and attorneys, for, from and against any and all claims, demands, suits, fines, penalties, costs, expenses (including, without limitation, reasonable attorney's fees), and losses of every nature whatsoever, ("Marmot Damages") resulting from or caused by the negligence or fault of Marmot or its employees and agents and/or for Marmot's breach or violation of any of Marmot's representations, warranties, covenants or agreements contained in this Agreement.

- b. Except as may otherwise be excluded from Member's liability under this Agreement, Member shall defend, hold harmless and indemnify Marmot, its officers, directors, employees, agents and attorneys, for, from and against any and all claims, demands, suits, fines, penalties, costs, expenses (including, without limitation, reasonable attorney's fees), and losses of every nature whatsoever, ("Member Damages") resulting from or caused by the negligence or fault of Member or its officers, directors, employees, uses, students, volunteers, invitees, patrons, contractors, subcontractors and agents and/or for Member's breach or violation of any of Member's representations, warranties, covenants or agreements contained in this Agreement.
20. Severability. If any provision of this Agreement is held to be illegal, invalid or unenforceable under present or future laws effective during the term hereof, such provision shall be fully severable and this Agreement shall be construed and enforced as if such illegal, invalid or unenforceable provision never comprised a part hereof; and the remaining provisions hereof shall remain in full force and effect and shall not be affected by the illegal, invalid or unenforceable provision or by its severance. Furthermore, in lieu of such illegal, invalid or unenforceable provision, there shall be added automatically as part of this Agreement a provision as similar in its terms to such illegal, invalid or unenforceable provision as may be possible and be legal, valid and enforceable.
21. Entire Agreement and Amendment. This Agreement and its Attachments contain the entire agreement of the parties. There are no other agreements between the parties. Except with respect to Attachment B, which may be amended by Marmot in its discretion, this Agreement may be amended, modified or supplemented only by an instrument in writing executed by the parties hereto. In the event Marmot increases any prices or charges under the Agreement, Member may, at its option and without liability, terminate the Agreement by giving ninety (90) days written notice to Marmot.
22. Assignment. Neither this Agreement nor any right created hereby shall be assignable by either party without the consent of the other party.
23. Attachments. The provisions of the following attachments are included as part of this Agreement:  
 A. Marmot Services  
 B. Fee Schedule
24. Binding. This Agreement shall be binding on the parties hereto and their permitted successors; provided, however, that this Agreement may not be assigned by either party without the written consent of the other party.
25. Effective Date of Agreement. This Agreement shall be effective as of January 1, 2016.

MEMBER  
 ENGLEWOOD PUBLIC LIBRARY

MARMOT LIBRARY NETWORK

By: \_\_\_\_\_  
 Randy P. Penn  
 Title: Mayor  
 Date: \_\_\_\_\_

By: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
 Loucrishia A. Ellis, City Clerk



# Attachment B



## Marmot Library Network

Home

Schedule of Fees (Jan-Dec 2015)

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[Access control](#)

Page *Schedule of Fees (Jan-Dec 2015)* has been updated.

Integrated Library System (ILS) & other hosted services	One-time Fee	Annual Fee
Basic System includes Sierra (Circulation, Cataloging, Acquisitions, Serials, WAM, Patron API, Web Management Reports); Decision Center; VuFind (OPAC); Catalog Enrichment; Training & Continuing Education; Email Listservs; Council Seat; Participation in Task Forces & Committees.	0	3,000
Staff sessions (simultaneous users)	0	2,056
Express Lane self-check software license and setup	3,200	700
SIP2 server (for 3rd-party self-check & other SIP2 appliances) software license and setup	2,500	1,000
Prospector fees are paid by Marmot to the Colorado Alliance to support and host the Prospector system. A Prospector subscription does NOT include Alliance membership. Alliance members do not pay this fee to Marmot, but pay the Alliance directly.		
○ <200,000	○ 9,250	4,064
○ 200,000 - 499,999	○ 18,500	
○ >=500,000	○ 27,750	
INN-Reach fees are paid by Marmot to Innovative for software connecting Marmot to Prospector. (Alliance members paying the Alliance directly for Prospector still pay this fee to Marmot.)	0	1,020
OverDrive cost sharing is complicated. Contact the Executive Director.	0	TBD
Optional module setup (Acquisitions, Serials, Reserve Room, Patron Registration, Program Registration, and other optional modules) EACH incur a one-time fee for setup and training.	2,500	0
<b>Network Services</b>		
Broadband service (aka WAN Telecom Service) per each "outside" circuit includes telecom fees + router + Marmot staff & facilities.	50	1,450
Local Area Network (LAN) IP address per workstation, server, or other device (except managed routers or wireless access points)	n/a	138
Wireless access point (WAP)	100	250

Meraki Traffic-shaping device	1,000	450
AppAssure Backup for Windows Server (this software license requires a local workstation or server)	1,000	included
AppAssure Backup for Windows Server & SQL Server (this software license requires a local workstation or server)	1,500	included
Server maintenance (library-owned)	*	450
Workstation maintenance (for public and staff)	*	450
EnvisionWare PRes + LPT1 per workstation (Management Consoles and Release Stations are included)	2-5 hrs ETS/site	58
EnvisionWare Coin-Op per device	2-5 hrs ETS/site	321
EnvisionWare MobilePrint per site	2-5 hrs ETS/site	1,000
<b>Professional Services</b>		
Extended Technical Services (ETS) per hour	60	n/a
VuFind Consulting Services per hour	100	n/a
New member project management, setup, and training	15,000	n/a
New member data migration (3rd-party service may need to be purchased)	TBD	n/a

\* Marmot leverages group buying discounts for workstations, monitors, printers, barcode scanners, AppAssure backup solutions, etc.; and invoices member libraries at cost. Equipment prices vary by time of year and configuration. Contact Marmot to discuss your needs.

Members paying more than \$90,000/year across all Marmot services receive a 5% discount on the total bill. (This does not apply to hardware or software purchases.)

Effective January 1, 2015.

## COUNCIL COMMUNICATION

<b>Date</b> September 21, 2015	<b>Agenda Item</b> 9biii	<b>Subject</b> Swedish Medical Center – Exchange of Existing City Ditch Right-of-Way, Grant of New City Ditch Right-of-Way and Grant of Temporary Construction License- 2 <sup>nd</sup> Reading
<b>INITIATED BY</b> Utilities Department	<b>STAFF SOURCE</b> Tom Brennan, Director of Utilities	

### PREVIOUS COUNCIL ACTION

None.

### RECOMMENDED ACTION

#### **Second Reading:**

The Water and Sewer Board, at their April 14, 2015 meeting, recommended Council approval, on second reading, of the Exchange of City Ditch Right-of-Way, Grant of New Right-of-Way and Grant of Temporary Construction License for the Swedish Medical Center.

### BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

Swedish Medical Center is expanding and has submitted a request to exchange the existing 20' wide City Ditch right-of-way and will be establishing a new 20' wide City Ditch right-of-way to allow construction of a critical care unit tower expansion for the Swedish Hospital Neurology Department. The Grant of Temporary Construction License is for construction of the proposed improvements to connect the new City Ditch piping to the existing City Ditch. The existing right-of-way extends in a straight line mid-block from the hospital into the vacated S. Pennsylvania Street.

### FINANCIAL IMPACT

Exchanging the existing City Ditch right-of-way, and construction for rerouting the City Ditch into the new right-of-way, will be done at the sole expense and liability of the licensee, HCA Health One, LLC for the Swedish Medical Center.

### LIST OF ATTACHMENTS

Bill for Ordinance  
Grant of New Right-of-Way  
Exchange of Existing City Ditch Right-of-way  
Grant of Temporary Construction License

BY AUTHORITY

ORDINANCE NO. \_\_\_\_\_  
SERIES OF 2015

COUNCIL BILL NO. 33  
INTRODUCED BY COUNCIL  
MEMBER WILSON

AN ORDINANCE AUTHORIZING A GRANT OF TEMPORARY CONSTRUCTION LICENSE, A GRANT OF RIGHT-OF-WAY AND AN EXCHANGE OF RIGHT-OF-WAY AGREEMENT FOR RELOCATING THE CITY DITCH AT 501 EAST HAMPDEN AVENUE, ENGLEWOOD, COLORADO IN ORDER TO ALLOW FOR THE CONSTRUCTION OF A CRITICAL CARE UNIT TOWER EXPANSION FOR THE SWEDISH HOSPITAL NEUROLOGY DEPARTMENT.

WHEREAS, the HCA Health One, LLC (Swedish Medical Center) submitted a request to the City for the relocation of the City Ditch in order to construct a new building for a critical care unit tower expansion for the Swedish Hospital Neurology Department; and

WHEREAS, the existing 20' wide City Ditch Right-of-Way extends in a straight line mid-block from the hospital in the vacated South Pennsylvania Street; and

WHEREAS, Swedish Medical Center will relocate the existing 20' wide City Ditch Right-of-Way and City Ditch pipe to allow a building with the Exchange of Right-of-Way Agreement and the Grant of Right-of-Way Agreement; and

WHEREAS, the relocation and reconstruction of the City Ditch must be completed prior to April 1, 2016, the starting date for water flow for City Ditch users; and

WHEREAS, the Grant of Temporary Construction License allows the work to commence; and

WHEREAS, the Englewood Water and Sewer Board recommended approval of the Grant of Right-of-Way, the Exchange of Right-of-Way, and the Grant of Temporary Construction License agreements for relocating the City Ditch at 501 East Hampden Avenue, Englewood, Colorado at their June 9, 2015, meeting;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ENGLEWOOD, COLORADO, THAT:

Section 1. The Director of Utilities is hereby authorized to sign said Grant of Temporary Construction License for 501 East Hampden Avenue, Englewood, attached hereto as Exhibit 1.

Section 2. The Mayor is hereby authorized to execute and the City Clerk to attest and seal for and on behalf of the City of Englewood the Exchange of Right-of-Way for 501 East Hampden Avenue, Englewood, attached hereto as Exhibit 2.

Section 3. The City hereby accepts the Grant of Right-of-Way for 501 East Hampden Avenue, Englewood, attached hereto as Exhibit 3.

Introduced, read in full, and passed on first reading on the 8th day of September, 2015.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 10th day of September, 2015.

Published as a Bill for an Ordinance on the City's official website beginning on the 9th day of September, 2015 for thirty (30) days.

Read by title and passed on final reading on the 21st day of September, 2015.

Published by title in the City's official newspaper as Ordinance No. \_\_\_\_, Series of 2015, on the 24th day of September, 2015.

Published by title on the City's official website beginning on the 23rd day of September, 2015 for thirty (30) days.

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Randy P. Penn, Mayor

ATTEST:

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Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. \_\_\_\_, Series of 2015.

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Loucrishia A. Ellis

GRANT OF TEMPORARY CONSTRUCTION LICENSE

THIS LICENSE AGREEMENT, made and entered into as of this 7 day of AUGUST, 2015, by and between the CITY OF ENGLEWOOD, a municipal corporation of the State of Colorado, herein referred to as the Grantor, and HCA HEALTH ONE, LLC dba Swedish Medical Center, hereinafter referred to as "Licensee".

WHEREAS, the Grantor owns a certain right-of-way for the City Ditch; and

WHEREAS, Licensee desires to make certain improvements in the area relating to construction on the subject property and the Grantor agrees to give Licensee a Temporary Construction License for improvements which shall connect the new City Ditch piping to the existing City Ditch.

WITNESSETH: the Grantor, without any warranty of its title or interest whatsoever, hereby grants and authorizes Licensee the use of the property, hereinafter described, which Grantor now owns for the following improvements:

See attached Exhibit A for legal description.

See attached Exhibit B for construction improvements.

NOW, THEREFORE, it is agreed between Grantor and Licensee that Licensee shall be granted a construction license to make the improvements described in Exhibits A and B, subject to the following conditions:

1. Period of Construction. Licensee's right to use the construction license area depicted on Exhibits A and B shall begin no sooner than November 1, 2015 and shall terminate on April 1, 2016, and shall not thereafter be reinstated on a temporary basis without the express written consent of Grantor. There will be no construction during the Ditch Season which commences normally on April 1 and ends on October 31 of each year.
2. Restoration. The Licensee will do what is necessary to restore all of Grantor's property damaged or disturbed as a result of the project to as near its original condition as is practical, including but not limited to seeding on the City Ditch dedicated right-of-way.
3. Exercise of Reasonable Care. Licensee will use all reasonable means to prevent any loss or damage to Grantor or to others resulting from the construction.
4. As-Built Drawings. Licensee shall supply Grantor a map that shows the construction area and defines the construction site. See Exhibits A and B.
5. Assignment. Licensee's assignment of this Construction Agreement will not relieve Licensee of its obligations hereunder. The provisions hereof shall inure to the benefit of and be binding upon the successors and assigns of the respective parties hereto.

6. Indemnification. Licensee, to the extent permitted by the laws and constitution of the State of Colorado, hereby agrees to be liable and hold harmless the City of Englewood, its employees, tenants and guests from any and all claims, causes of action and liability which may occur as a result of the negligent or wrongful acts of Licensee in the construction of the Project, including cost of defending against such claims.
7. Liability. Licensee hereby acknowledges that it understands that there is water flow in the City Ditch from April 1 to November 1 of each year and that it will assume liability for any damage to adjoining property caused by water flow resulting from damage to the City Ditch caused by the Licensee's construction activities.
8. Insurance. Licensee shall maintain in full force and effect a valid policy of insurance for the Project in the amount of \$1,000,000.00 property coverage and \$1,000,000.00 liability coverage. Licensee further agrees that all its employees, contractors, and sub-contractors working on the Project shall be covered by adequate Workers Compensation insurance.
9. Authority to Enter into Agreement. The undersigned represents that he is an authorized officer of Licensee and has authority to enter into this agreement on behalf of Licensee and that Licensee will accept and abide by all the terms and conditions hereof.

This Construction License shall terminate upon completion of said improvements and approval by Grantor.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the date first above written.

CITY OF ENGLEWOOD, COLORADO  
GRANTOR:

By -  Director of Utilities

HCA HEALTH ONE, LLC dba SWEDISH  
MEDICAL CENTER

LICENSEE:

By \_\_\_\_\_

STATE OF COLORADO     )  
                                  *Denver*     )ss.  
COUNTY OF ~~ARAPAHOE~~     )

The foregoing instrument was acknowledged before me this 7<sup>th</sup> day of August  
2015, by Sylvia Young as Sr. V.P. of HCA Health One, LLC dba  
Swedish Medical Center.

My commission expires: 7-19-2018

 NOTARY PUBLIC

**JUDITH A CLIMER  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID 19804010080  
MY COMMISSION EXPIRES JULY 19, 2018**

## EXHIBIT "A"

### LEGAL DESCRIPTION

A 20-FOOT WIDE DITCH EASEMENT OVER AND ACROSS THE PARCEL OF LAND DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294 IN THE RECORDS OF THE ARAPAHOE COUNTY CLERK AND REORDER; SITUATED IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6<sup>th</sup> PRINCIPAL MERIDIAN; CITY OF ENGLEWOOD, COUNTY OF ARAPAHOE, STATE OF COLORADO; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 34, HAVING A BEARING OF NORTH 89°59'58" WEST.

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294, ALSO BEING THE SOUTHWEST CORNER OF LOT 25, BLOCK 5, WEST VIEW ADDITION TO ENGLEWOOD;

THENCE NORTH 25°39'21" EAST, A DISTANCE OF 265.63 FEET TO THE POINT OF BEGINNING;

THENCE THE FOLLOWING SIX (6) COURSES;

1. SOUTH 71°23'56" EAST, A DISTANCE OF 21.06 FEET;
2. SOUTH 00°21'23" WEST, A DISTANCE OF 92.66 FEET;
3. SOUTH 44°42'32" EAST, A DISTANCE OF 34.86 FEET;
4. SOUTH 89°42'30" EAST, A DISTANCE OF 48.02 FEET;
5. NORTH 45°16'44" EAST, A DISTANCE OF 90.16 FEET;
6. NORTH 56°34'14" EAST, A DISTANCE OF 29.12 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 20-FOOT WIDE DITCH EASEMENT DESCRIBED IN THE DOCUMENT RECORDED IN BOOK 1328 AT PAGE 457 IN SAID RECORDS;

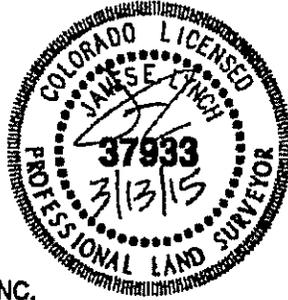
THENCE SOUTH 78°10'58" EAST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 8.36 FEET;

THENCE THE FOLLOWING SIX (6) COURSES;

1. SOUTH 11°54'00" WEST, A DISTANCE OF 20.00 FEET;
2. SOUTH 61°05'00" WEST, A DISTANCE OF 13.52 FEET;
3. SOUTH 45°16'44" WEST, A DISTANCE OF 101.90 FEET;
4. NORTH 89°42'30" WEST, A DISTANCE OF 62.59 FEET;
5. NORTH 44°42'32" WEST, A DISTANCE OF 51.44 FEET;
6. NORTH 00°21'23" EAST, A DISTANCE OF 107.56 FEET TO THE POINT OF BEGINNING.

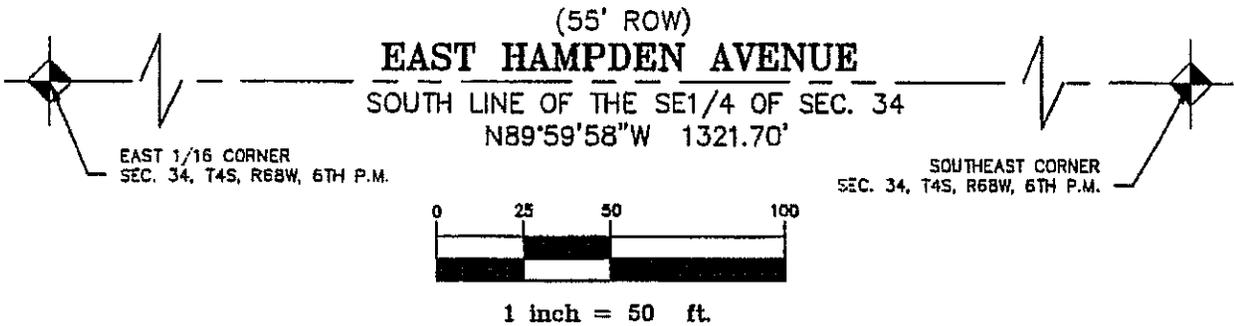
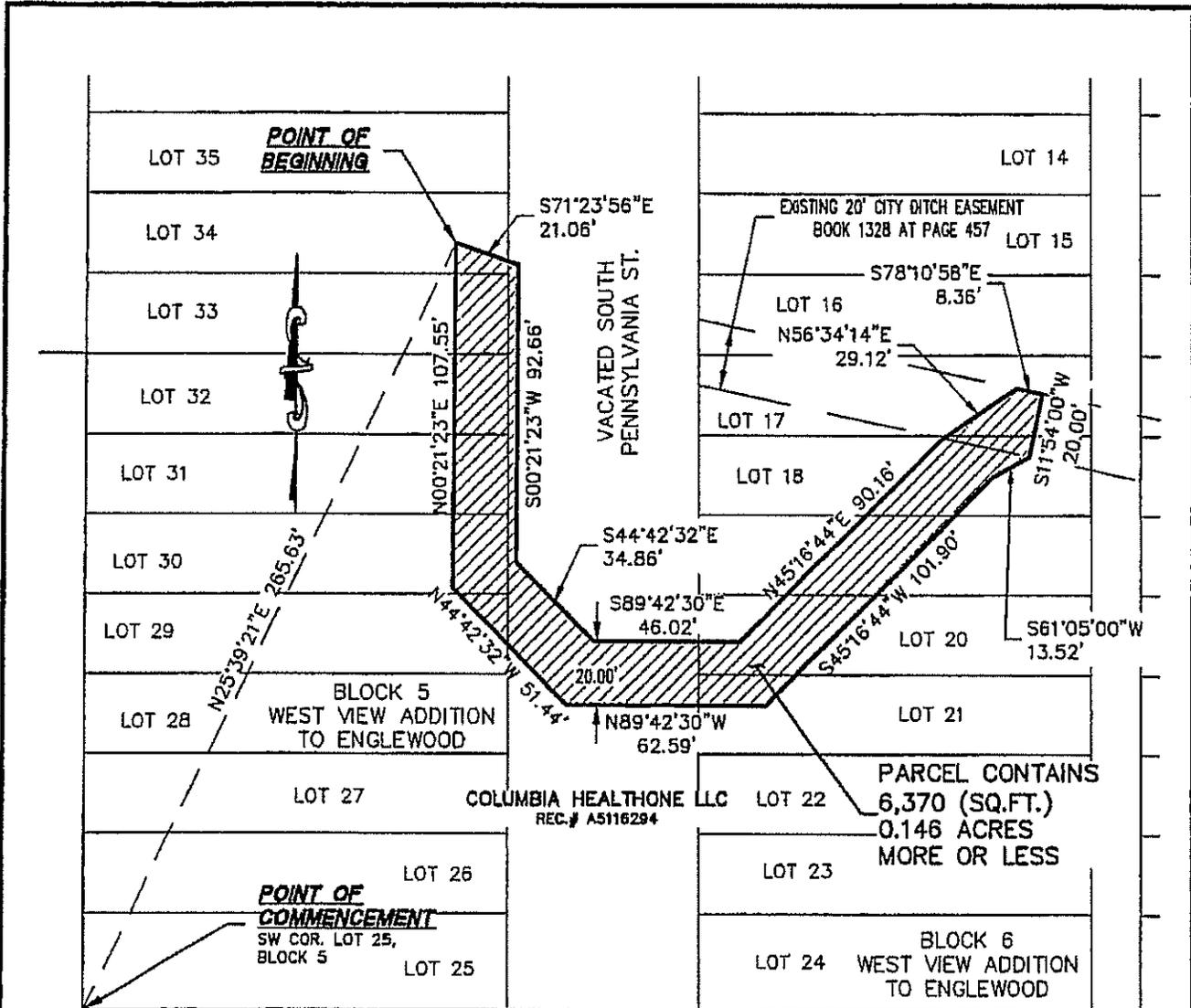
CONTAINING AN AREA OF 0.146 ACRES, (6,370 SQUARE FEET), MORE OR LESS.

EXHIBIT ATTACHED AND MADE A PART HEREOF.



JAMES E. LYNCH, PLS NO. 37933  
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.  
300 E. MINERAL AVE., SUITE 1, LITTLETON, CO 80122  
303-713-1898

# ILLUSTRATION TO EXHIBIT A



NOTE: THIS DRAWING DOES NOT REPRESENT A FIELD MONUMENTED SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: V:\81114-01\DWG  
 DWG NAME: SMC DITCH EASEMENT  
 DWG: JEL CHK: BRW  
 DATE: 4/13/2015  
 SCALE: 1"=50'

8000 SOUTH LINCOLN ST.  
 SUITE 301  
 Littleton, Colorado 80120  
 Phone: (303)713-1296  
 Fax: (303)713-1897  
 www.aztecconsultants.com

**EASEMENT EXHIBIT**  
 SE 1/4, SEC. 34, T4S, R68W, 6TH P.M.  
 ENGLEWOOD, COLORADO  
 JOB NUMBER 81114-01 3 OF 3 SHEETS



EXCHANGE OF RIGHT-OF-WAY AGREEMENT

THIS AGREEMENT, made and entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2015, by and between the CITY OF ENGLEWOOD, a municipal corporation of the State of Colorado, herein referred to as "City", and HCA HEALTH ONE, LLC dba SWEDISH MEDICAL CENTER whose address is 501 East Hampden Avenue, Englewood, CO 80110; herein referred to as "Health One".

WHEREAS, the City owns and operates an irrigation ditch known as the City Ditch for diverting water out of the Platte River under priorities pertaining to said ditch upon and along a Right-of-Way acquired therefore during and prior to 1860 and continuously used since that time; and

WHEREAS, Health One desires to use a portion of said Right-of-Way for expansion of a hospital addition and other purposes not consistent with the Right-of-Way purposes; and desires to exchange approximately Six Hundred Fifty feet (650') of new Right-of-Way for the use of the City Ditch, Attached herein as Exhibit A; in exchange for the City's permission and vacation of the existing City Ditch Right-of-Way, Attached herein as Exhibit B.

NOW THEREFORE:

For and in consideration of ten dollars (\$10.00) and other valuable consideration, the premises and the full performance of the obligations and promises set forth below, the sufficiency of which is expressly acknowledged, the parties hereto hereby agree as follows:

1. For the uses hereinafter named, Health One will grant to the City the following described property which is a parcel of land situated in the Southeast Quarter of Section 34, Township 4 South, Range 68 West of the 6<sup>th</sup> Principal Meridian, West View Addition to Englewood, City of Englewood, Arapahoe County, Colorado more particularly described as shown on Exhibit A attached hereto and incorporated herein.

Said strip of land shall be twenty feet (20') in width where it crosses the subject property shown on the attached Exhibit A where the strip shall be measured from the "proposed centerline" of the relocated City Ditch. Which entire length shall be surveyed by Health One and evidenced by an executed deed for Right-of-Way with meets and bounds description as shown on attached Exhibit A.

2. Upon, over, through and across the strip of land hereinabove described, and as shown on attached Exhibit A, the City shall have the right to construct, reconstruct, maintain, alter, repair, enlarge, enclose and use a ditch or pipe for the conveyance of water under priorities pertaining to the above mentioned City Ditch, said priority having been originally adjudicated to said City Ditch under the name of the Platte Water Ditch, And for any and all other uses to which the City might have put the old Ditch has this Agreement not been made. The parties hereto agree that the primary right of possession of areas, which must be used in common by the two parties hereto, is in the City, for its Ditch. With this limitation, it is agreed that the City will use its best efforts to access and maintain the City Ditch with minimal disruption to Swedish.

3. Health One will be granted a License to construct a new pipe to accommodate the required City Ditch water flow of the City Ditch Right-of-Way consistent with the professional engineer approved plans attached as Exhibit A consisting of three (3) pages, along the South line of the SE ¼ of Section 34 of their property also known as 501 E. Hampden Avenue, Englewood, Colorado.
4. Health One shall construct the piping for the City Ditch in the new location in accordance with and at the location shown on Exhibit A.
5. It is agreed that the present City Ditch is currently enclosed, is a well-constructed pipe, from which a minimum of seepage loss occurs. Health One and the City agree that in all places where the City Ditch is to be altered in its course to a new location that it will reconstruct said new pipe section in such a way that the pipe when reconstructed will be as sound and efficient, will be reconstructed according to the plans and specifications shown on Exhibit C.
6. Health One agrees to hold the City harmless from any defects of construction work performed hereunder by Health One, its contractors and sub-contractors and for damages ensuing on the operation of the City Ditch arising out of such construction or maintenance.
7. All work to be done hereunder shall be performed to the entire satisfaction of the City of Englewood Director of Utilities.
8. All work on the City Ditch and in connection therewith shall be done in such a way as not to interfere with the regular and continuous flow of water therein.
9. Upon receipt of an acceptable Grant of Right-of-Way and acceptance by the City of the new piped section of the City Ditch, the City will quit claim any other rights to the City Ditch Right-of-Way inconsistent with the grant described in Paragraph 1 and as shown on Attachment B, attached hereto.
10. City requires access to maintain the City Ditch and Health One agrees to execute an access agreement acknowledging the City's right to access the City Ditch Right-of-Way for City Ditch operation and maintenance and for storm flow operation and inspection. This access agreement will be included in the Grant of Right-of-Way.
11. In case Health One shall fail, neglect, or refuse to fulfill any of the terms or the provisions of this Agreement, all rights hereunder in Health One shall at once be forfeited to the City, and the City may repossess itself of its original Right-of-Way for said City Ditch as if this Agreement had never been made, and waiver by the City of Enforcement of its rights on account of any breach shall not be deemed to constitute a waiver of any subsequent breach.

12. The signatories affirm that they have authority to sign for Health One described herein.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the day and year first above written.

CITY OF ENGLEWOOD

ATTEST:

\_\_\_\_\_  
Randy Penn, Mayor

\_\_\_\_\_  
Loucrishia A. Ellis, City Clerk

HCA HEALTH ONE, LLC

By \_\_\_\_\_  
Title: President

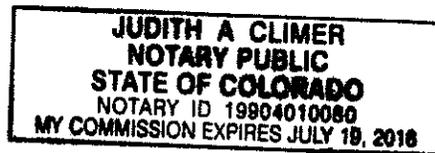
STATE OF Colorado )  
COUNTY OF Denver ) ss.

The foregoing instrument was acknowledged before me this 21 day of May, 2015, by Sylvia Young as CEO of HCA Health One, LLC.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

\_\_\_\_\_  
Notary

My Commission Expires: 7-19-2018



## EXHIBIT "A"

### LEGAL DESCRIPTION

A 20-FOOT WIDE DITCH EASEMENT OVER AND ACROSS THE PARCEL OF LAND DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294 IN THE RECORDS OF THE ARAPAHOE COUNTY CLERK AND REORDER; SITUATED IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6<sup>th</sup> PRINCIPAL MERIDIAN; CITY OF ENGLEWOOD, COUNTY OF ARAPAHOE, STATE OF COLORADO; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 34, HAVING A BEARING OF NORTH 89°59'58" WEST.

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294, ALSO BEING THE SOUTHWEST CORNER OF LOT 25, BLOCK 5, WEST VIEW ADDITION TO ENGLEWOOD;

THENCE NORTH 25°39'21" EAST, A DISTANCE OF 265.63 FEET TO THE POINT OF BEGINNING;

THENCE THE FOLLOWING SIX (6) COURSES;

1. SOUTH 71°23'56" EAST, A DISTANCE OF 21.06 FEET;
2. SOUTH 00°21'23" WEST, A DISTANCE OF 92.66 FEET;
3. SOUTH 44°42'32" EAST, A DISTANCE OF 34.86 FEET;
4. SOUTH 89°42'30" EAST, A DISTANCE OF 46.02 FEET;
5. NORTH 45°16'44" EAST, A DISTANCE OF 90.16 FEET;
6. NORTH 56°34'14" EAST, A DISTANCE OF 29.12 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 20-FOOT WIDE DITCH EASEMENT DESCRIBED IN THE DOCUMENT RECORDED IN BOOK 1328 AT PAGE 457 IN SAID RECORDS;

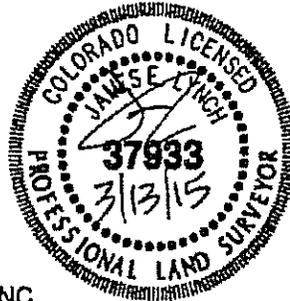
THENCE SOUTH 78°10'58" EAST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 8.36 FEET;

THENCE THE FOLLOWING SIX (6) COURSES;

1. SOUTH 11°54'00" WEST, A DISTANCE OF 20.00 FEET;
2. SOUTH 61°05'00" WEST, A DISTANCE OF 13.52 FEET;
3. SOUTH 45°16'44" WEST, A DISTANCE OF 101.90 FEET;
4. NORTH 89°42'30" WEST, A DISTANCE OF 62.59 FEET;
5. NORTH 44°42'32" WEST, A DISTANCE OF 51.44 FEET;
6. NORTH 00°21'23" EAST, A DISTANCE OF 107.55 FEET TO THE POINT OF BEGINNING.

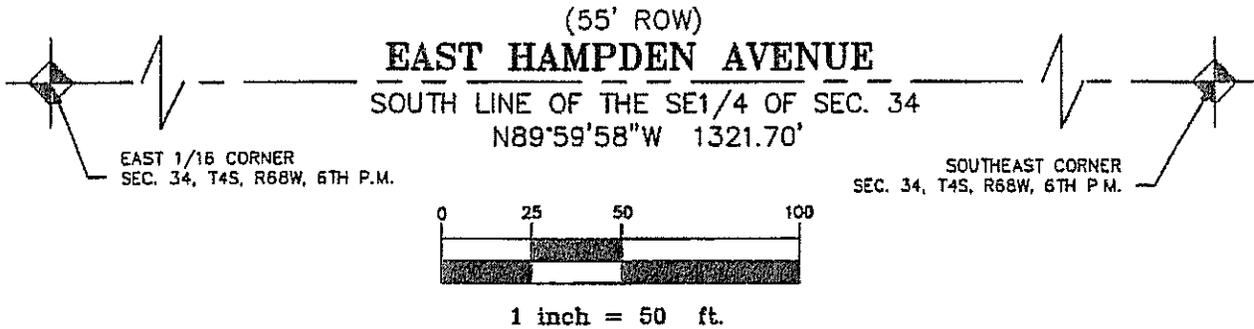
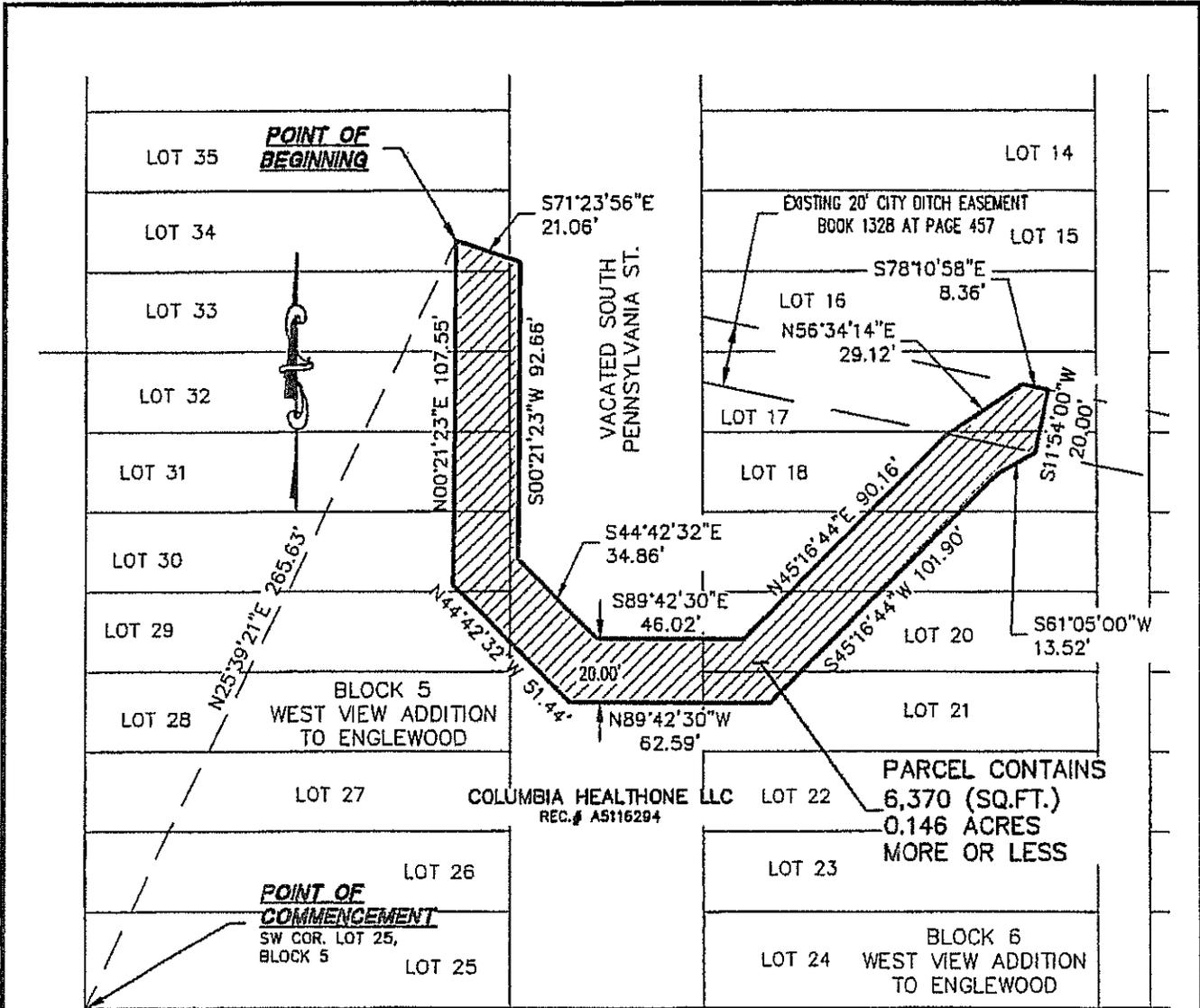
CONTAINING AN AREA OF 0.146 ACRES, (6,370 SQUARE FEET), MORE OR LESS.

EXHIBIT ATTACHED AND MADE A PART HEREOF.



JAMES E. LYNCH, PLS NO. 37933  
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.  
300 E. MINERAL AVE., SUITE 1, LITTLETON, CO 80122  
303-713-1898

# ILLUSTRATION TO EXHIBIT A



NOTE: THIS DRAWING DOES NOT REPRESENT A FIELD MONUMENTED SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: V:\81114-01\DWG  
 DWG NAME: SMC DITCH EASEMENT  
 DWG: JEL CHK: JRW  
 DATE: 4/13/2015  
 SCALE: 1"=50'



8008 SOUTH LINCOLN ST.,  
 SUITE 201  
 Littleton, Colorado 80122  
 Phone: (303) 713-1898  
 Fax: (303) 713-1897  
 www.aztecconsultants.com

**EASEMENT EXHIBIT**  
 SE 1/4, SEC. 34, T4S, R68W, 6TH P.M.  
 ENGLEWOOD, COLORADO

JOB NUMBER 81114-01

3 OF 3 SHEETS

## EXHIBIT "B"

### LEGAL DESCRIPTION

A 20-FOOT WIDE DITCH EASEMENT OVER AND ACROSS THE PARCEL OF LAND DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294 IN THE RECORDS OF THE ARAPAHOE COUNTY CLERK AND REORDER; SITUATED IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6<sup>th</sup> PRINCIPAL MERIDIAN; CITY OF ENGLEWOOD, COUNTY OF ARAPAHOE, STATE OF COLORADO; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BASIS OF BEARINGS:** THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 34, HAVING A BEARING OF NORTH 89°59'58" WEST.

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294, ALSO BEING THE SOUTHWEST CORNER OF LOT 25, BLOCK 5, WEST VIEW ADDITION TO ENGLEWOOD;

THENCE NORTH 44°27'51" EAST, A DISTANCE OF 273.74 FEET TO THE SOUTHWEST CORNER OF THAT 20-FOOT WIDE DITCH EASEMENT DESCRIBED IN THE DOCUMENT RECORDED IN BOOK 1328 AT PAGE 457 IN SAID RECORDS, BEING A POINT ON THE WEST LINE OF BLOCK 6, WEST VIEW ADDITION TO ENGLEWOOD, ALSO BEING THE POINT OF BEGINNING;

THENCE NORTH 00°04'32" WEST, ALONG THE WEST LINE OF SAID EASEMENT AND SAID BLOCK 6, A DISTANCE OF 20.44 FEET;

THENCE SOUTH 78°10'58" EAST, ALONG THE NORTHERLY LINE OF SAID 20-FOOT WIDE DITCH EASEMENT, A DISTANCE OF 112.14 FEET;

THENCE SOUTH 11°54'00" WEST, A DISTANCE OF 20.00 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID EASEMENT;

THENCE NORTH 78°10'58" WEST, ALONG SAID SOUTHERLY LINE, A DISTANCE OF 107.90 FEET TO THE POINT OF BEGINNING.

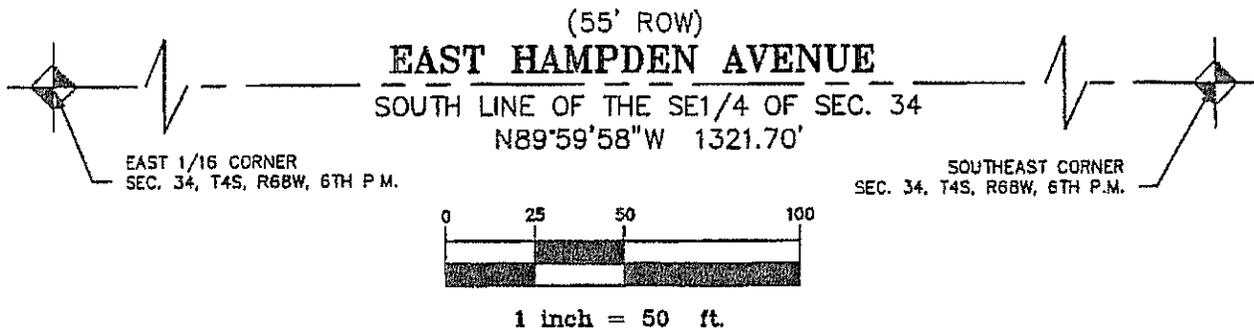
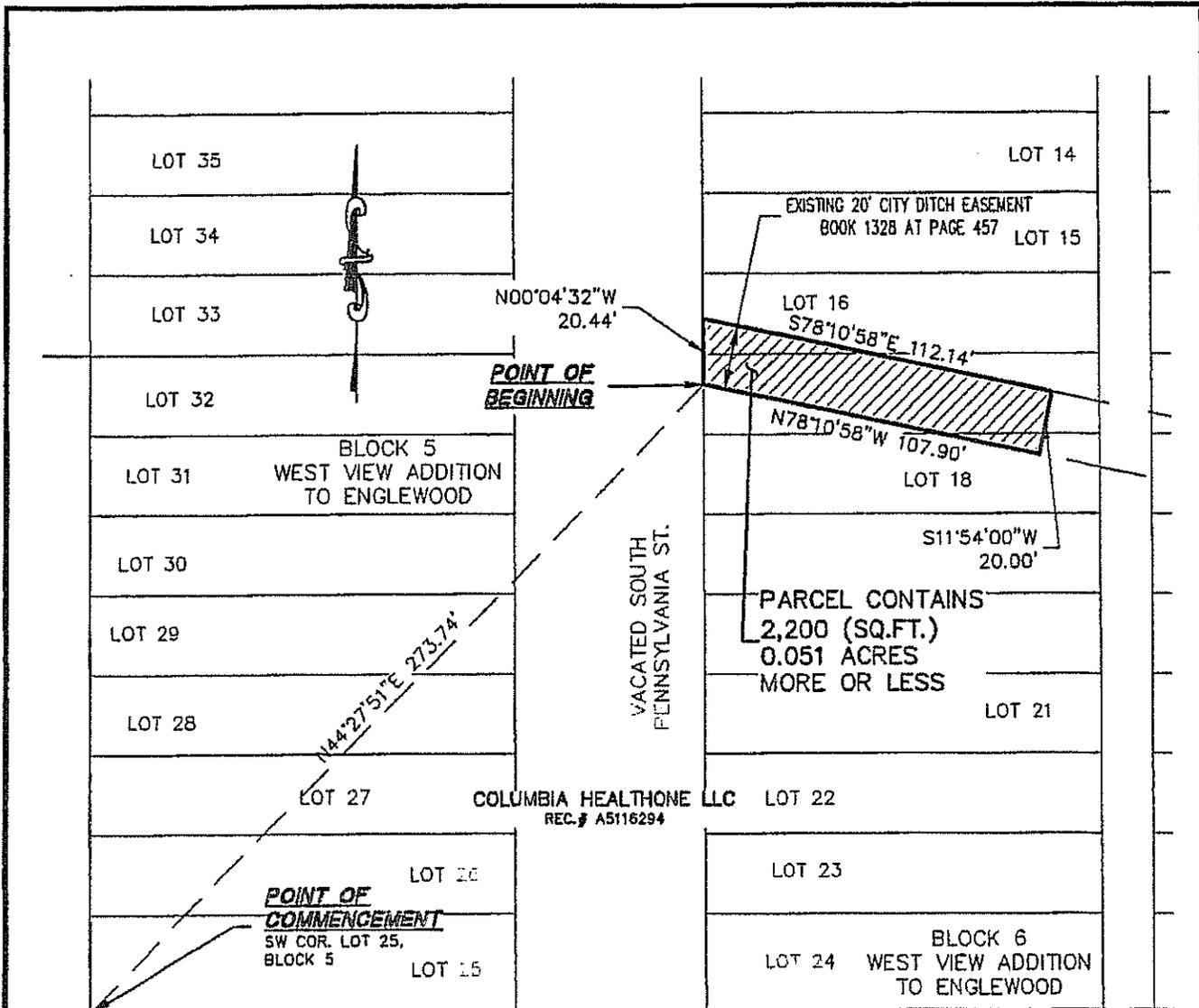
CONTAINING AN AREA OF 0.051 ACRES, (2,200 SQUARE FEET), MORE OR LESS.

EXHIBIT ATTACHED AND MADE A PART HEREOF.



JAMES E. LYNCH, PLS NO. 37933  
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.  
300 E. MINERAL AVE., SUITE 1, LITTLETON, CO 80122  
303-713-1898

# ILLUSTRATION TO EXHIBIT B



NOTE: THIS DRAWING DOES NOT REPRESENT A FIELD MONUMENTED SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: V:\81114-01\DWG  
 DWG NAME: SMC DITCH VACATION  
 DWG: JEL CHK: JFW  
 DATE: 4/13/2015  
 SCALE: 1"=50'



8909 SOUTH LINCOLN ST.  
 SUITE 201  
 Littleton, Colorado 80123  
 Phone: (303) 713-1098  
 Fax: (303) 713-1097  
 www.aztecconsultants.com

**EASEMENT EXHIBIT**  
 SE 1/4, SEC. 34, T4S, R68W, 6TH P.M.  
 ENGLEWOOD, COLORADO

JOB NUMBER 81114-01

2 of 2 SHEETS



GRANT OF RIGHT OF WAY

THIS GRANT OF RIGHT OF WAY, made this 27 day of July, 2015, by and between the CITY OF ENGLEWOOD, a municipal corporation of the State of Colorado, (Englewood) "Grantee", and HCA HEALTH ONE, LLC dba SWEDISH MEDICAL CENTER whose address is 501 East Hampden Avenue, Englewood, Colorado 80110; herein referred to as "Grantor".

For ten dollars (\$10.00) and other valuable consideration including the Agreement to exchange property to allow the Grantor to build on the property located at 501 E. Hampden Avenue the receipt and sufficiency of which is hereby acknowledged. The undersigned does hereby grant unto the City of Englewood, Colorado its successors and assigns, a twenty-five foot (25') wide Right-of-Way for Municipal purposes, to repair, maintain and inspect its City Ditch, over and through the property described on Exhibit A attached hereto and incorporated herein, with the Street Address of:

501 E. Hampden Avenue  
Englewood, CO 80113

This Right-of-Way shall be used for the City Ditch, an irrigation ditch system. The City shall have full use of this Right-of-Way for its use including the operation and maintenance of said irrigation ditch.

The Grantor hereby grants a right of access over and across the property know as:

501 E. Hampden Avenue  
Englewood, CO 80113

IN WITNESS WHEREOF, the parties hereto have executed this Grant of Right of Way the day and year first above written.

GRANTOR(S):  
HCA HEALTH ONE, LLC dba SWEDISH  
MEDICAL CENTER

BY: \_\_\_

Printed Name: SYLVIA YOUNG

Title: CEO

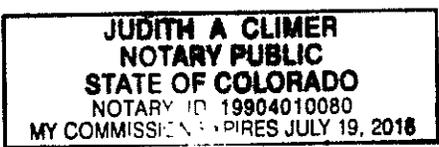
STATE OF COLORADO )  
 )  
COUNTY OF Denver )ss.  
 )

The foregoing instrument was acknowledged before me this 27<sup>th</sup> day of July, 2015, at \_\_\_\_\_ as CEO of HCA Health One, LLC dba Swedish Medical Center.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

NOTARY PUBLIC

My Commission Expires: 7-19-2018



## EXHIBIT "A"

### LEGAL DESCRIPTION

A 20-FOOT WIDE DITCH EASEMENT OVER AND ACROSS THE PARCEL OF LAND DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294 IN THE RECORDS OF THE ARAPAHOE COUNTY CLERK AND REORDER; SITUATED IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6<sup>th</sup> PRINCIPAL MERIDIAN; CITY OF ENGLEWOOD, COUNTY OF ARAPAHOE, STATE OF COLORADO; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 34, HAVING A BEARING OF NORTH 89°59'58" WEST.

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NUMBER A5116294, ALSO BEING THE SOUTHWEST CORNER OF LOT 25, BLOCK 5, WEST VIEW ADDITION TO ENGLEWOOD;

THENCE NORTH 25°39'21" EAST, A DISTANCE OF 265.63 FEET TO THE POINT OF BEGINNING;

THENCE THE FOLLOWING SIX (6) COURSES;

1. SOUTH 71°23'56" EAST, A DISTANCE OF 21.06 FEET;
2. SOUTH 00°21'23" WEST, A DISTANCE OF 92.66 FEET;
3. SOUTH 44°42'32" EAST, A DISTANCE OF 34.86 FEET;
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5. NORTH 45°16'44" EAST, A DISTANCE OF 90.16 FEET;
6. NORTH 56°34'14" EAST, A DISTANCE OF 29.12 FEET TO A POINT ON THE NORTHERLY LINE OF THAT 20-FOOT WIDE DITCH EASEMENT DESCRIBED IN THE DOCUMENT RECORDED IN BOOK 1328 AT PAGE 457 IN SAID RECORDS;

THENCE SOUTH 78°10'58" EAST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 8.36 FEET;

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2. SOUTH 61°05'00" WEST, A DISTANCE OF 13.52 FEET;
3. SOUTH 45°16'44" WEST, A DISTANCE OF 101.90 FEET;
4. NORTH 89°42'30" WEST, A DISTANCE OF 62.59 FEET;
5. NORTH 44°42'32" WEST, A DISTANCE OF 51.44 FEET;
6. NORTH 00°21'23" EAST, A DISTANCE OF 107.55 FEET TO THE POINT OF BEGINNING.

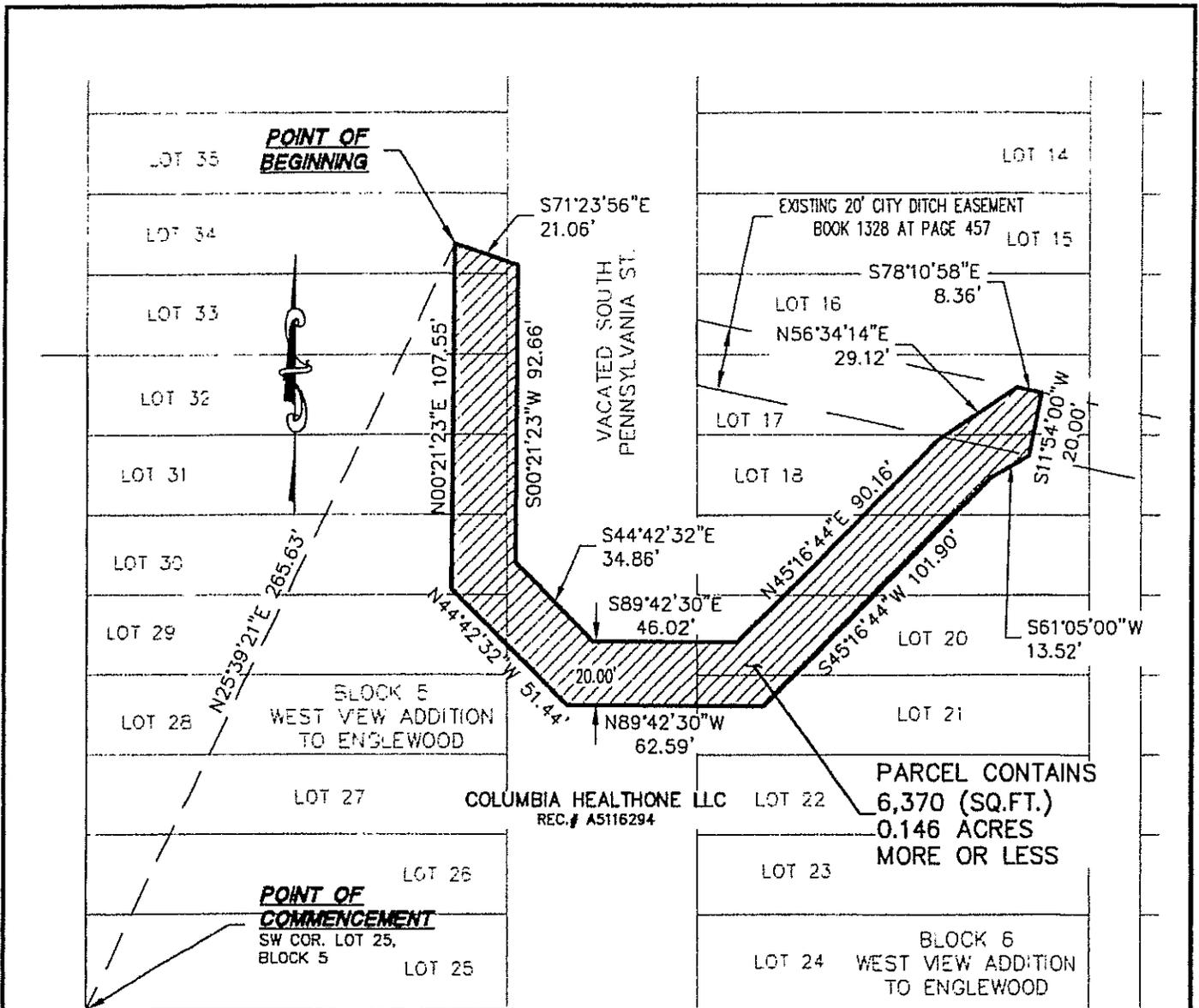
CONTAINING AN AREA OF 0.146 ACRES, (6,370 SQUARE FEET), MORE OR LESS.

EXHIBIT ATTACHED AND MADE A PART HEREOF.



JAMES E. LYNCH, PLS NO. 37933  
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.  
300 E. MINERAL AVE., SUITE 1, LITTLETON, CO 80122  
303-713-1898

# ILLUSTRATION TO EXHIBIT A



(50' ROW)  
**EAST JEFFERSON AVENUE**  
 SOUTH LINE OF THE SE1/4 OF SEC. 34  
 N89°59'58"W 1321.70'

EAST 1/16 CORNER  
 SEC. 34, T4S, R68W, 6TH P.M.

SOUTHEAST CORNER  
 SEC. 34, T4S, R68W, 6TH P.M.



1 inch = 50 ft.

NOTE: THIS DRAWING DOES NOT REPRESENT A FIELD MONUMENTED SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: V:\81114-01\DWG  
 DWG NAME: SMC DITCH EASEMENT  
 DWG: JEL CHK: JRW  
 DATE: 3/13/2015  
 SCALE: 1"=50'



8009 SOUTH LINCOLN ST.  
 SUITE 201  
 Littleton, Colorado 80122  
 Phone: (303) 713-1898  
 Fax: (303) 713-1897  
 www.aztecconsultants.com

**EASEMENT EXHIBIT**  
 SE 1/4, SEC. 34, T4S, R68W, 6TH P.M.  
 ENGLEWOOD, COLORADO  
 JOB NUMBER 81114-01 3 of 3 SHEETS

## COUNCIL COMMUNICATION

<b>Meeting Date:</b> September 21, 2015	<b>Agenda Item:</b> 10a	<b>Subject:</b> Fiscal Year 2016 Budget Public Hearing
<b>Initiated By:</b> City Manager's Office	<b>Staff Source:</b> Eric A. Keck, City Manager	

### PREVIOUS COUNCIL ACTION

The City Council is required by the Colorado Revised Statutes to adopt a balanced budget for all funds prior to the beginning of a new fiscal year. The Englewood City Council has previously studied the proposed Fiscal Year 2015 budget at workshops conducted on June 29, July 20, July 24, and August 10<sup>th</sup>. Council had previously set the date for the public hearing on the proposed budget for 21 September 2015.

### RECOMMENDED ACTION

Staff recommends conducting a public hearing to obtain comments and concerns from the community concerning the proposed Fiscal Year 2016 budget prior to entertaining an ordinance for adoption of the budget on 5 October 2015.

### BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

Staff is very pleased to bring forth the balanced budget proposal for the Fiscal Year 2016 period. The budget process has been very helpful in the understanding of the organization, its culture and priorities. The goals of the Fiscal Year 2016 process have been as follows:

1. Ensure that Englewood is on the road to fiscal health
2. "Right-size" the organization
3. Eliminate transfers in and out of the General Fund to ensure the true cost of business performance is represented
4. Provide for significantly more funding for capital projects in 2016
5. Begin the more concerted emphasis on adhering to our reserve policy

Staff has previously provided the City Council and the community with the highlights of the budget. This is a transition year for the City as it pertains to its current organizational structure, hierarchy, and budgeting ethos. Further departmental consolidation will occur in 2016 with Parks, Recreation, and Golf merging with the Library. The City will also move in earnest to the Priority Based Budgeting methodology for the 2017 budget; however, the Council will be able to utilize the Fiscal Health and Wellness tool in 2016 to discuss proposed changes to the budget as well as examine the impact of capital projects upon the City's fund balances and reserves.

Staff looks forward to the input from the public on the proposed budget and will be prepared to make any necessary amendments as directed by the Council as a result of the public hearing. The Council will have a workshop on 28 September 2015 to address any changes.

### FINANCIAL IMPACT

The Fiscal Year 2016 budget is proposed to generate \$43,883,771 in revenue. Expenditures are proposed at \$43,662,660 which is \$221,111 below the projected revenues for a net surplus to the budget.

#### **LIST OF ATTACHMENTS**

City of Englewood, Colorado  
Budget Advisory Committee

Annual Report to  
City Council

Submitted  
September 8, 2015

Prepared by

Christine McGroarty, Chair  
Steve Ward, Vice Chair  
John Moore  
Harvey Pratt  
Ben Rector



The Budget Advisory Committee is pleased to present its second annual report to the Englewood City Council.

## **Background**

The Englewood City Council created the Budget Advisory Committee in May 2013 (Ordinance 16, Series 2013) with the following purpose:

The Budget Advisory Committee (BAC) is established by Council and the City Manager to advise the City on the development, implementation, and evaluation of the annual City Budget. Participation in the Budget Advisory Committee is an opportunity not only to advise on the prioritization of how city tax dollars are spent, but also to advise policymakers in their decision-making process in an open and transparent manner.

The BAC is comprised of:

- Christine McGroarty, Chair
- Steve Ward, Vice Chair
- John Moore
- Harvey Pratt
- Ben Rector
- Joe Jefferson, City Council Liaison
- Linda Olson, Alternate City Council Liaison

The BAC has been meeting monthly along with various City staff to deliver on its charge:

Once the budgets have been reviewed and have incorporated requests for new programs and/or personnel authorized by the City Manager, the Budget Advisory Committee shall submit a written report of its findings and recommendations (BAC Report). The BAC Report shall be delivered to Council prior to the public hearing regarding the budget.

## **Overview**

Membership in the BAC affords us the opportunity to meet annually with the various city departments. To prepare last year's report, we met with the fire, public works and human resources departments. For this year's report, we had meetings with community development, police, and parks and recreation.

Each department meeting is an opportunity for us as lay citizens to learn about how each of these city departments provides services that benefit the citizens, how each department is managed, and what personnel or capital purchases each department needs or wants. We also have an opportunity to see the proactive long-term planning that each department does.

The BAC enjoyed its second year participating in the budget process, and we continue to be impressed with the City staff we met and believe they are committed and dedicated to goals developed by the Council:

- A City that provides and maintains a quality infrastructure
- A City that is safe, clean, healthy and attractive
- A progressive City that provides responsive and cost effective services
- A City that is business-friendly and economically diverse
- A City that provides diverse culture, recreation, and entertainment.

In this year's BAC Report, we will provide comments and recommendations around the following issues:

- Fire department
- Parks and recreation
- Police department
- Community development
- Priority based budgeting
- Economic development and shifting demographics
- Retrospective: Review of last year's BAC recommendations as adopted
- Prospective: Recommendations going forward

## **Fire Department**

Although Council routinely has to make difficult decisions, perhaps the most difficult decision it has faced in several years was to the fate of the Englewood Fire Department. When Council hired the new City Manager, Eric Keck, one of his first assignments was to provide the Council with information to help decide if the fire department should continue as is or if there was a better solution to address the mounting financial pressures.

Mr. Keck spent months researching the various options which included continuing a city run fire department or contracting the services from either the South Metro Fire/Rescue Authority or the Denver Fire Department and the Denver Health Paramedic Division (for ambulance services).

During this time many vocal citizens became involved and contacted their council members regarding their concerns about the options. As a result, there were several public hearings. A major concern was why the Englewood Fire Department, whose history was over 100 years old, should be disbanded.

After completing his evaluation, Mr. Keck reported to Council that he thought the best decision for Englewood was to contract with the Denver Fire Department and Denver Health for paramedic services. He explained this was the most cost effective decision, as compared to the cost of keeping the current Englewood Fire Department or the cost of going with South Metro

Fire/Rescue Authority.

Many Englewood citizens attended the Council study session where the future of the Englewood Fire Department was discussed and the City Manager's recommendation made. At the next Council study session, Mr. Keck had several top officials of the Denver Fire Department and Denver Health paramedic service at the meeting to discuss what services would be provided under the contract as well as the proposed response times. Additionally, the Deputy City Manager of Glendale spoke about Glendale's 10 years of experience under their contract with Denver Fire and Denver Health. He said Glendale has been very pleased with the arrangement. When there was a major fire all the equipment needed to fight the fire was there and stayed until the fire was out.

There were still Englewood citizens and some Council members that were opposed to the recommendation and wanted to delay the decision until the 2015 election when a ballot question regarding the fire department could be put to a vote of the citizenry. It was clear to all parties involved that the Englewood Fire Department could not thrive or survive unless the citizens approved additional funding. With such a short timeline, it would have been difficult to plan for a bond issue to supply the funds needed to rebuild Englewood's fire stations and secure new apparatus. Despite these obstacles, Council had the option to put forth a ballot question proposing a tax increase that would allow Englewood to keep its fire department.

When Council decided not to put the question on the 2015 ballot, the next issue was what would happen to the Englewood firefighters if Denver Fire was contracted for service. During the Denver Fire and Denver Health presentation it was explained the Englewood firefighters would be welcome to apply and would be given preference, although they would have to attend the Denver Fire Academy.

A majority of the Council decided it was time to make a decision and voted to contract with the Denver Fire Department and Denver Health. The Council directed the City Manager to begin negotiations. Council gave final approval of the contract May 2015 with service beginning June 1, 2015. Currently Denver Fire Department is providing Englewood fire protection and Denver Health is providing coverage with two dedicated ambulances.

The good news is 40 members of the Englewood Fire Department joined the Denver Fire Department and had a brief four to five week training session at the Denver Fire Academy. Unfortunately three members were disqualified for background events, and eight members of the Englewood Fire Department decided to retire.

### **Parks and Recreation**

The parks and recreation department takes care of more than just our city's parks. They also maintain medians where greenery is planted, run Pirates Cove, and share use of some fields and recreation facilities with the Englewood School District.

Englewood's citizens make heavy use of Englewood's parks. Many of the services provided by the parks and recreation department are free to citizens. Other activities, such as Pirates Cove,

generate more revenue than is required to provide the service. Rather than setting those excess revenues aside for infrastructure improvements, upwards of \$300,000 per year aided in the city's operations in years of declining revenues. Sacrifices were made to accommodate the city's more immediate needs; specifically, expensive capital projects were delayed or denied.

As an example, it costs a minimum of \$250,000 to replace a restroom in a park. The cost to replace irrigation systems is closer to \$1 million. The parks and recreation department identifies these costly infrastructure needs annually, but those funds cannot be used for identified needs if Council assigns this money to other uses.

When major recreation facilities such as Pirates Cove, Englewood Recreation Center, or the Malley Center are built, the parks and recreation department has traditionally used bond proceeds. While bond money is effective in paying for these large capital costs, it is not as effective in paying for maintenance or upgrades. A steady hand is required in order to ensure that future expansion plans as well as ongoing maintenance do not become burdensome to the city's overall budget.

No one questions the value of our city's parks and recreation facilities. Members of other nearby municipalities are paying property taxes into a special district for parks and recreation facilities. Their payment of 8.8 mils goes exclusively to the South Suburban Parks and Recreation District (SSPRD). The municipal mill levy that these citizens pay is in addition to the 8.8 mils for SSPRD. In Englewood, our parks, along with all other city services, are supported by a smaller 8.124 mill levy. Englewood does not have any special districts adding to the mill levy that we pay. It's important to note that Englewood's mill levy goes to support all city services not just parks and recreation. Additional funds come from sales and use taxes, grants, and lottery dollars to supplement Englewood's low property tax rate.

Englewood is blessed with a parks and recreation system that effectively meets the needs of its citizens. Indeed, Pirates Cove is a regional attraction serving not just the citizens of Englewood. We encourage Council to continue its support of our parks and recreation department and to exercise extreme caution when it prioritizes other activities over long term infrastructure needs. We are pleased to see that the proposed budget for 2016 does not include any transfers from parks and recreation to the general fund.

## **Police**

When we met with the police department, Chief John Collins discussed two major department needs. The department has a significant capital need because it is housed in a 44-year-old building. This building is afflicted with HVAC issues, a leaking roof, inadequate locker rooms, lack of room to securely catalog and store evidence, and an overall lack of square footage for offices. Additionally, the current public safety building is not functional as a jail because of the issues listed above. The estimated cost for rebuilding or replacing the police building is \$15 to \$16 million.

The BAC believes that it is appropriate to investigate and discuss funding options to replace the police building. While a certificate of participation (COP) or lease purchase option might

be considered, we believe that a bond is a less expensive financing option. We also support the use of a bond rather than a COP because a bond option recognizes the citizen's right to make decisions regarding the long-term finances of the city.

Chief Collins also shared with us some concerns regarding personnel and staffing. While it is likely that every city department would prefer "more bodies," the chief's concerns extend beyond just the number of bodies he has on staff. Acquiring and training a police officer is an expensive and lengthy process. Some police departments in other cities can afford to choose applicants, pay their tuition through the law enforcement academy, and bring them on board as full police officers after they are certified by the Peace Officers Standards and Training (POST) Board. Unfortunately, Englewood's budget does not allow us to hire police officers before they are POST certified.

An increase in the police department's staffing budget would allow the city to pay for police officer candidates' POST certification and would thereby ensure that Englewood could compete with other, larger municipalities for a larger applicant pool. This approach would result in increased up-front hiring costs, but we believe Chief Collins when he indicates that the investment would allow us to hire the best-qualified candidates into long-term positions. We encourage Council to investigate this approach in hiring future police officers and consider evaluating the results through a pilot program.

Some nearby municipalities recently received a lot of media attention for their ticketing practices. It seems that some law enforcement agencies are focused on ticket writing for the purposes of revenue generation. We commend Chief Collins for overseeing Englewood's recent shift from a "numbers-driven" (quota) policing system where the officer who wrote the most tickets was seen as the most effective officer to a more "hot spot" or "community-based" model. By analyzing crime statistics and focusing police attention on areas of the city where the highest numbers of crimes occur, our police officers are better equipped to build positive relationships in the community. As citizens of Englewood, we support a police department that continues to maintain focus on its primary purpose: preventing and responding to serious crimes and providing services to victims.

### **Community Development**

Our visit with the community development department revealed an active group that serves our citizens in a number of ways. Community development is responsible for approving building plans, verifying zoning requirements, and marketing our city to potential business owners. The department serves to aid business owners, developers, and citizens in ensuring that their proposed projects comply with Englewood's requirements before ground is broken. Additionally, community development is deeply involved in the city's comprehensive plan.

We believe that community development is a great asset to the city, and will continue to be so well into the future. Sometimes, potential development is stymied by bureaucratic hurdles. In our meeting, the officials from community development made it clear that they are available to members of the public to assist with understanding the regulatory hurdles involved in development. We encourage further marketing of the community development department as a

resource for business owners and homeowners to foster a collaborative rather than adversarial relationship with the city's regulatory officials.

We would like to see continued focus on economic development and the adoption of policies that contribute to sustained business growth in our city. Because our city is dependent upon sales tax for much of its revenue, we would like to see continued allotment of resources to our community development department to allow it to effectively attract and keep major retailers in areas that will revitalize surrounding neighborhoods of our city. The success of the King Soopers at Bellevue and Federal is an example of how the work of our community development department can serve to provide both an economic benefit and a lifestyle convenience to the people of Englewood.

### **Priority Based Budgeting**

The BAC is extremely interested in the results of the City's priority based budgeting initiative. Council members and staff alike seem to be enthusiastic about the initiative and the BAC is eager to see the impacts it will have on the budget and the budgeting process. As the BAC often discusses which services are most important to citizens and how resources should be allocated, the initiative's focus on results-based resource allocation is of considerable interest to the committee. The BAC is especially enthusiastic about the outcomes of the fiscal health and wellness initiative. Thus far the fiscal health and wellness approach seems to be incorporating several of the issues that we raised in the 2014 BAC report (e.g., fiscal policies and long term sustainability). The BAC looks forward to participating in and learning about the outcomes of the priority based budgeting initiative.

### **Economic Development, Growth and Changing Demographics**

Although there is some disagreement, the BAC believes that current growth and development is, over all, positive for Englewood. The BAC supports the emphasis the City Manager is placing on economic development. There is significant new construction and development happening around the City from new grocery stores and apartments to expansion of medical facilities. However, there is some concern among citizens about the growth in the number of apartments in the City. The influx of new residents should have a positive impact, particularly on growth of new and existing businesses. Inevitably there are tradeoffs between the economic benefits of growth against the increased demands for services associated with that growth. The BAC believes it is important to analyze both costs and benefits associated with growth and development. For example, how many new residents can be added before an additional police officer is needed? The BAC believes that conducting a robust analysis of costs and benefits and including that analysis in the decision-making process is key. Consider, the State requires that all new state legislation have an accompanying fiscal note that analyzes expenditure and revenue implications. The BAC believes a similar approach could be valuable to the City as projects are being considered.

There are several initiatives underway including Englewood Forward and the branding initiative. Although change can be difficult, the BAC supports these initiatives as being critical to Englewood's community and economic vitality. The Committee is very pleased to see the significant effort being undertaken to involve citizens and get their input on these initiatives.

The BAC also applauds the cooperation of the various city departments in these development initiatives. Close cooperation, such as between community development and public works, is essential to ensure that the City's infrastructure (e.g., parking and transportation) is adequate to handle an increased number of residents. The BAC urges close collaboration between all departments to ensure that all perspectives and costs are understood, considered and addressed as the City grows.

### **Retrospective: Review of Last Year's BAC Recommendations as Adopted**

In the first annual BAC Report, we addressed a number of issues from citizen involvement to aging infrastructure. The BAC is pleased to see progress on several of those issues over the last 12 months. The work with the Center for Priority Based Budgeting is addressing concerns the BAC raised around the need for the City to have a reserve policy and to engage in more long-term planning. The Council is reviewing a draft of financial policies that establish parameters and guidelines for a number of items including reserve policies. The BAC is very pleased to see the financial policy document and is appreciative of the opportunity to contribute ideas to the drafts.

Infrastructure needs were a major theme of the 2014 BAC Report and continue to be a critical issue that the BAC urges Council to keep front and center. Since his arrival in September of 2014, the City Manager has worked with departments to develop a snapshot of Englewood's infrastructure needs. The list of needs totaled more than \$100 million over the next 20 years. One of the intended uses for the savings from outsourcing the fire department was to bolster capital improvements funding. The BAC hopes that a significant portion of the savings will be dedicated to capital infrastructure needs and will not be used to increase ongoing operating expenses. Despite this infusion of new funding, the City's capital and infrastructure needs remain significant. Addressing these needs continue to be a high priority issue for the BAC.

Another major theme in the 2014 BAC Report was the City's vulnerability due to its heavy reliance on volatile sales tax revenues. 58% of Englewood's revenue comes from sales tax. Because sales tax revenue depends on consumer spending, it is subject to fluctuations as the economy rises and falls. The economic downturn of 2008 had a significant negative impact on Englewood's financial situation. While the City was able to weather those difficulties and is currently in a strong financial position, greater insulation from the volatility of heavy dependence on sales tax revenues remains an important issue. In the 2014 report, the BAC discussed the need to diversify the City's revenue streams. We urge Council to continue looking for ways to generate revenue that is more stable and sustainable than sales tax.

As referenced in the parks and recreation discussion, many citizens of nearby municipalities pay into special districts for fire protection, library services, and parks and recreation. These citizens can wind up paying in excess of 20 mills just to special districts. Englewood does not have any of these special districts. The library, parks and recreation, and fire protection are all funded from the city's general fund. Unquestionably, our low property taxes make Englewood an attractive place for rental properties and businesses.

Property taxes are a sensitive and controversial issue in any area. The members of the BAC respectfully suggest that Council take a closer look at the property tax breakdown in Englewood and in other nearby cities. The possibility of asking the citizens for a property tax increase to fund the current and ongoing needs of the Englewood Fire Department was roundly rejected by Council this year. Englewood has a lengthy list of long-term capital improvement needs that will require a stable revenue source to address. We believe that if specific numbers are presented to the citizens ahead of these funding needs, the citizenry will be better prepared to make an educated decision as other issues similar to the fire department arise (such as already happening with respect to the police department facility, discussed above).

Another issue the BAC discussed in our 2014 report was the issue of citizen involvement. Increasing citizen involvement in the budget was a major factor in Council's decision to create the BAC. In addition to developing this report, last year the BAC developed a citizens' Budget in Brief in hopes of making Englewood's budget more accessible to citizens. Unfortunately it does not appear as though that effort reached very many citizens. The BAC has postponed development of a citizens' Budget in Brief until later in the year. The BAC plans to revisit the citizen's budget and the issue of increasing citizen engagement in the fall.

### **Prospective: Recommendations Going Forward**

As we noted in the closing of our 2014 BAC report, the annual budget process by its very nature favors a shorter-term focus, but the long-term sustainability of the City demands that the annual budget process include an increasing look down the road. Tremendous stress on future budgets can be anticipated due to our aging infrastructure, and we support an explicit and ever increasing focus on those challenges. The events with respect to the fire department this past year highlight two issues – these challenges are real and imminent, and waiting to address them limits options.

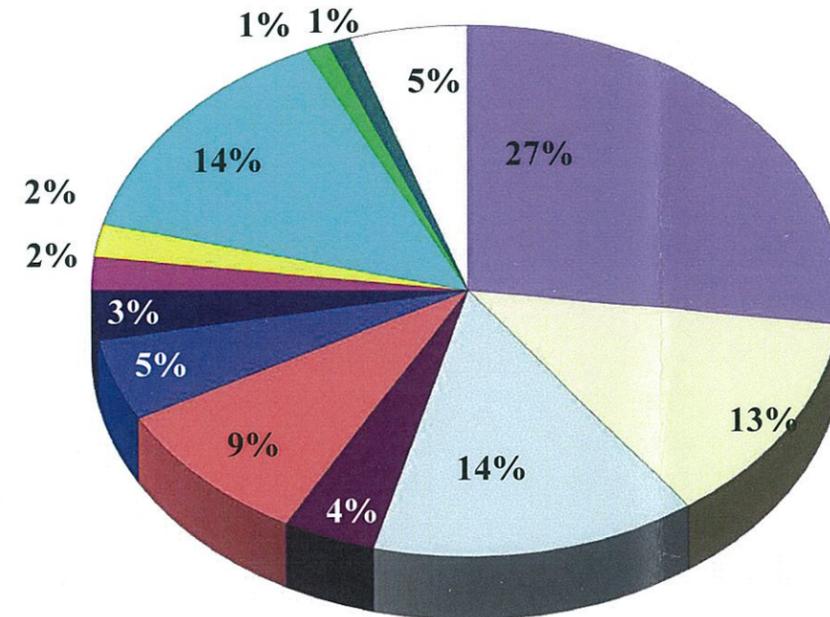
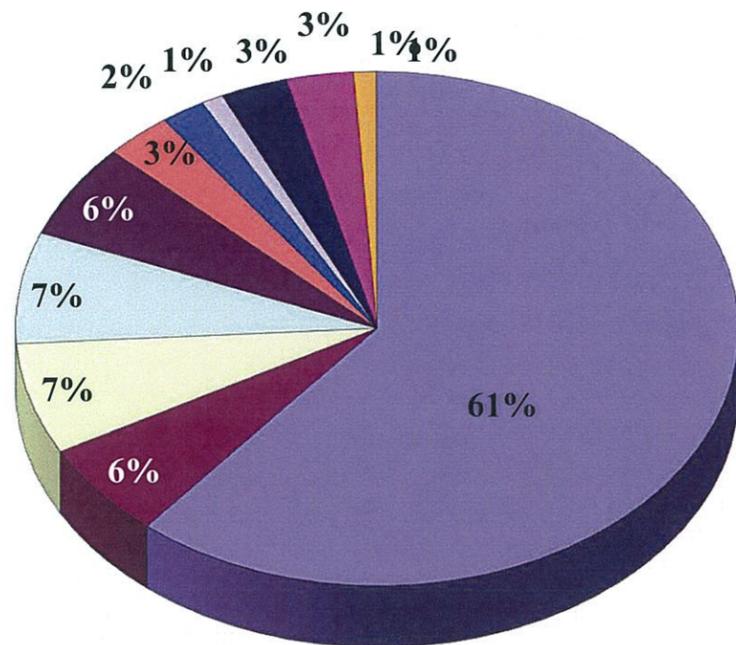
While the BAC commends the City Manager and Council for facing the fire department challenge and not “kicking the can” even further down the road, we believe the delay in addressing the problem effectively took off the table the chance for the citizens to weigh in via a ballot measure. Rather than presuming citizens would not be willing to pay to retain an independent, dedicated Englewood Fire Department, ideally we would have given them a chance to express their collective opinion.

The police department facility is probably the most pressing significant capital need, and we encourage Council to engage the citizens early in the process. But that is just the first in a long line of needs, and we continue to encourage Council to develop a plan to address these issues over the next five to 10 years. We also hope to see the financial policy document finalized before we issue our 2016 BAC report.

The BAC is invested in the City's success, and we look forward to continuing to work with Council on the budgetary issues so that the City can continue to provide excellent services to the citizens, long into the future.

# 2016 Proposed Budget Overview

10a



General Fund Sources	Amount	%
<u>Revenue</u>		
Sales & Use Taxes	\$ 26,863,699	61%
Charges for Services	2,551,862	6%
Franchise Fees	3,173,550	7%
Property Tax	3,190,000	7%
Cultural & Recreation Program Fees	2,592,400	6%
Intergovernmental Revenue	1,301,662	3%
Fines & Forfeitures	1,008,350	2%
Specific Ownership & Cigarette Taxes	442,050	1%
Licenses & Permits	1,168,222	3%
Component Units Contribution	1,150,000	3%
Other	211,088	0%
Interest	86,446	0%
Total Revenue	43,739,329	
Other Financing Sources	350,665	1%
<b>Total Sources of Funds</b>	<b>\$ 44,089,994</b>	<b>100%</b>

General Fund Uses	Amount	%
<u>Expenditure</u>		
Police Services	\$ 13,044,532	27%
Fire Services	-	0%
Parks & Recreation Services	6,136,594	13%
Public Works	6,208,706	14%
Debt Service	1,871,644	4%
Finance & Administrative Services	3,950,669	9%
Community Development	2,134,378	5%
Information Technology	-	0%
Library Services	1,241,179	3%
Municipal Court	1,058,583	2%
City Attorney's Office	810,022	2%
City Manager's Office	6,586,762	14%
Human Resources	-	0%
Legislation-City Council & Boards	354,591	1%
Contingencies	250,000	1%
Total Expenditure	43,647,660	
Other Financing Uses	2,330,000	5%
<b>Total Uses of Funds</b>	<b>\$ 45,977,660</b>	<b>100%</b>

<b>Net Sources (Uses) of Funds</b>	<b>\$ (1,887,666)</b>
Estimated Fund Balance - January 1, 2016	9,658,951
Estimated Fund Balance Before Reserves	7,771,285
<b>Reserves</b>	<b>(3,263,099)</b>

	January 1,		December 31,
City of Englewood, Colorado	2016		2016
<b>2016 Proposed Budget Overview</b>	Est Fund Balance	Sources of Funds	Est Fund Balance

**GOVERNMENTAL FUND TYPES**

*General Fund is the operating fund of the City. It is used to account for all financial resources except for those required to be accounted in another fund.*

<b>General Fund</b>	<b>9,658,951</b>	<b>44,089,994</b>	<b>45,977,660</b>	<b>7,771,285</b>
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*Special Revenue Funds account for the proceeds of specific revenue sources that are legally restricted to expenditure for specified purposes.*

Conservation Trust	281,606	310,000	556,500	35,106
<b>Community Development</b>	<b>-</b>	<b>360,000</b>	<b>360,000</b>	<b>-</b>
Donor's	364,705	105,000	228,000	241,705
<b>Malley Center Trust</b>	<b>235,626</b>	<b>7,000</b>	<b>5,000</b>	<b>237,626</b>
Parks and Recreation Trust	461,594	15,000	13,000	463,594
<b>Open Space</b>	<b>276,342</b>	<b>735,000</b>	<b>937,000</b>	<b>74,342</b>
Neighborhood Stabilization Program	-	-	-	-

*Debt Service Fund accounts for the accumulation and payment of long-term debt principal and interest other than long-term debt accounted for in enterprise funds.*

<b>General Obligation Bond Fund</b>	<b>57,792</b>	<b>1,102,000</b>	<b>1,108,113</b>	<b>51,679</b>
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*Capital Project Funds account for financial resources to be used for the acquisition and/or construction of major capital facilities (other than those financed by proprietary funds or special revenue funds).*

Public Improvement	1,579,054	4,509,000	5,399,165	688,889
<b>Capital Projects</b>	<b>662,319</b>	<b>1,830,500</b>	<b>2,242,458</b>	<b>250,361</b>

**PROPRIETARY FUND TYPES**

*Enterprise Funds account for operations financed and operated in a manner similar to private business enterprises:*

Water	9,785,231	8,378,247	9,112,957	9,050,521
<b>Sewer</b>	<b>2,547,522</b>	<b>16,207,602</b>	<b>17,626,078</b>	<b>1,129,046</b>
Storm Drainage	1,117,192	329,013	343,220	1,102,985
<b>Golf Course</b>	<b>470,393</b>	<b>2,141,498</b>	<b>2,103,184</b>	<b>508,707</b>
Concrete Utility	523,919	884,200	877,664	530,455
<b>Housing Rehabilitation</b>	<b>1,685,060</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,685,060</b>

*Internal Service Funds account for the financing of goods or services provided by one department or agency to other departments or agencies of the government, and to other governmental units, on a cost reimbursement basis.*

Central Services	46,333	301,975	332,407	15,901
<b>ServCenter</b>	<b>1,194,203</b>	<b>2,394,408</b>	<b>2,267,000</b>	<b>1,321,611</b>
Capital Equipment Replacement	2,003,106	981,437	1,106,447	1,878,096
<b>Risk Management</b>	<b>60,537</b>	<b>1,445,446</b>	<b>1,435,555</b>	<b>70,428</b>
Employee Benefits Fund	75,332	5,909,789	5,880,572	104,549
All Funds Total	33,086,817	93,037,109	98,911,980	27,211,946

## COUNCIL COMMUNICATION

<b>Meeting Date:</b> September 21, 2015	<b>Agenda Item:</b> 11ai	<b>Subject:</b> Adult Protective Services Cooperative Agreement IGA
<b>Initiated By:</b> Police Department	<b>Staff Source:</b> Commander Sam Watson	

### PREVIOUS COUNCIL ACTION

N/A

### RECOMMENDED ACTION

The Police Department is recommending that City Council adopt a Bill for an Ordinance on first reading which will authorize the Chief of Police to sign an Intergovernmental Agreement (IGA) with the Arapahoe County Department of Human Services.

### BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

This agreement provides for mutual aid and cooperation between and across jurisdictions within the 18th Judicial District for the reporting, responding and investigation of mistreatment, exploitation and self-neglect of at-risk adults (over 70 years of age and/or mentally disabled).

Per Colorado Revised Statute, the Police Department is required to investigate mistreatment, self-neglect or exploitation of at-risk adults and shall develop and implement cooperative agreements to coordinate the investigative duties of such agencies. The focus of this agreement shall be to ensure the best protection for at-risk adults.

This agreement shall provide for special requests by one agency for assistance from another agency and for joint investigations. This agreement further provides that each agency shall maintain the confidentiality of the information exchanged pursuant to such joint investigation.

### FINANCIAL IMPACT

There are no monetary or funding impacts associated with this IGA.

### LIST OF ATTACHMENTS

Adult Protective Services Cooperative Agreement

BY AUTHORITY

ORDINANCE NO. \_\_\_\_\_  
SERIES OF 2015

COUNCIL BILL NO. 47  
INTRODUCED BY COUNCIL  
MEMBER \_\_\_\_\_

A BILL FOR

AN ORDINANCE AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT BETWEEN ARAPAHOE COUNTY DEPARTMENT OF HUMAN SERVICES AND THE CITY OF ENGLEWOOD, COLORADO REGARDING MUTUAL AID AND COOPERATION BETWEEN AND ACROSS JURISDICTIONS WITHIN THE 18<sup>TH</sup> JUDICIAL DISTRICT FOR INVESTIGATION OF REPORTS INVOLVING POSSIBLE MISTREATMENT OR SELF-NEGLECT OF AT-RISK ADULTS.

WHEREAS, the 18<sup>th</sup> Judicial District consists of Aurora, Bow Mar, Cherry Hills Village, Columbine Valley, Englewood, Glendale, Greenwood Village, Littleton, and Sheridan; and

WHEREAS, this intergovernmental agreement provides for the police departments mutual aid and cooperation between and across jurisdictions within the 18<sup>th</sup> Judicial District for the reporting, responding and investigation of mistreatment, exploitation of self-neglect of at-risk adults (over 70 years of age and/or mentally disabled); and

WHEREAS, to clarify the coordinated duties and responsibilities of agencies involved in reporting, responding, and investigating reports regarding the mistreatment, exploitation and self-neglect of at-risk adults; and

WHEREAS, Colorado Revised Statute §26-3.1-103(21) states that each county department, law enforcement agency, district attorney's office, other agency responsible under federal law or the laws of this state to investigate mistreatment, self-neglect or exploitation of at-risk adults shall develop and implement cooperative agreements to coordinate the investigative duties of such agencies to ensure the best protection for at-risk adults; and

WHEREAS, Colorado Revised Statute §26-3.1-103(21) states the agreements shall provide for special requests by one agency for assistance from another agency and for joint investigations; as well as each agency shall maintain the confidentiality of the information exchanged pursuant to such joint investigation; and

WHEREAS, Colorado Revised Statute §26-3.1-103(21) states this intergovernmental agreement is made to ensure coordinated response during all hours, to provide for special requests for assistance from one agency to another, and to arrange for joint investigation(s) when needed to maximize the effectiveness of the civil and criminal investigative processes; and

WHEREAS, it is understood that joint investigations may be used as a means to coordinate the efforts of the involved agencies, and that each individual agency remains accountable to its own rules, policies, and statutes; and

WHEREAS, it is understood that joint agencies involved in this intergovernmental agreement shall accept reports of known or suspected mistreatment or self-neglect of at-risk adults; and

WHEREAS, the passage of this Ordinance authorizes an “Intergovernmental Agreement between Arapahoe County Department of Human Services made to ensure coordinated response during all hours, to provide for special requests for assistance from one agency to another, and to arrange for joint investigation(s) when needed to maximize the effectiveness of the civil and criminal investigative processes.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ENGLEWOOD, COLORADO, AS FOLLOWS:

Section 1. The City Council of the City of Englewood, Colorado hereby authorizes an “Intergovernmental Agreement Between Arapahoe County Department of Human Services and the City of Englewood” for mutual aid and cooperation between and across jurisdictions within the 18<sup>TH</sup> Judicial District for investigation reports involving possible mistreatment or self-neglect of at-risk adults, attached hereto as Exhibit A.

Section 2. The Chief of Police of the City of Englewood is hereby authorized to sign said Intergovernmental Agreement for and on behalf of the City of Englewood.

Introduced, read in full, and passed on first reading on the 21st day of September, 2015.

Published by Title as a Bill for an Ordinance in the City’s official newspaper on the 24th day of September, 2015.

Published as a Bill for an Ordinance on the City’s official website beginning on the 23rd day of September, 2015 for thirty (30) days.

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Randy P. Penn, Mayor

ATTEST:

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Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of a Bill for an Ordinance, introduced, read in full, and passed on first reading on the 21st day of September, 2015.

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Loucrishia A. Ellis

# Adult Protective Services Cooperative Agreement

Between

The *Arapahoe* County Department of *Human Services*

And

*Arapahoe* County Attorney

*Arapahoe* County Sheriff

District Attorney, 18<sup>th</sup> Judicial District

The Cities of: Police Department(s):  
Aurora, Bow Mar, Cherry Hills Village, Columbine Valley,  
Englewood, Glendale, Greenwood Village, Littleton,  
Sheridan, acting by and through their respective Police  
Departments.

- I. **SUBJECT:** *Arapahoe* County Adult Protective Services Cooperative Agreement for investigation of reports involving possible mistreatment or self-neglect of at-risk adults.
- II. **PURPOSE:** To clarify the coordinated duties and responsibilities of agencies involved in reporting, responding, and investigating reports regarding the mistreatment , exploitation and self-neglect of at-risk adults.
- III. **TERM OF AGREEMENT:** This Agreement will commence upon the date of the final signature and will be in effect for no more than five (5) years. Changes in or termination of in the Agreement may be made at any time by mutual consent of APS and *the above mentioned cities acting through law enforcement agencies*. Nothing in this Agreement shall substitute or represent a change in either any agency's legally mandated responsibilities.

**IV. BACKGROUND AND BASIS FOR THE AGREEMENT:**

Colorado Revised Statute, Section 26-3.1-103 (21) states: In each county department, law enforcement agency, district attorney's office, other agency responsible under federal law or the laws of this state to investigate mistreatment, self-neglect or exploitation of at-risk adults shall develop and implement cooperative agreements to coordinate the investigative duties of such agencies. The focus of such agreement shall be to ensure the best protection for at-risk adults. The agreements shall provide for special requests by one agency for assistance from

another agency and for joint investigations. The agreement shall further provide that each agency shall maintain the confidentiality of the information exchanged pursuant to such joint investigation."

#### **V. PRINCIPLES OF THE AGREEMENT**

In accordance with C.R.S. 26-3.1 – 103, the above-cited statute, this agreement is made to ensure coordinated response during all hours, to provide for special requests for assistance from one agency to another, and to arrange for joint investigation(s) when needed to maximize the effectiveness of the civil and criminal investigative processes.

It is understood that joint investigations may be used as a means to coordinate the efforts of the involved agencies, and that each individual agency remains accountable to its own rules, policies, and statutes.

It is understood that all agencies involved in this agreement shall accept reports of known or suspected mistreatment or self-neglect of at-risk adults.

#### **VI. BUSINESS AND NON-BUSINESS HOUR PROCESSES**

County departments are required by APS program rule to have an established process to receive reports during business and non-business hours.

The *Arapahoe* County Department, herein known as Adult Protective Services (APS), receives reports during business hours at (303) 636-1750. Business hours are 8:00 AM – 5:00PM, Monday – Friday.

Calls of reports should be made to (303) 636-1750 24 hours a day, 7 days a week. All reports should be made immediately to APS, regardless of the time of day. APS does not accept reports made by fax or email. Reports made during non-business hours are received by Arapahoe County Sheriff Dispatchers/Communications, and ACSO is responsible for contacting the on call Arapahoe County Department employee. Additionally, APS provides a Law Enforcement Express Hotline for law enforcement agents in need of expedited assistance at 303-636-1761.

#### **VII. DISPOSITION OF REPORTS**

A copy of all reports of (*exploitation/mistreatment/self-neglect/all*) made to APS shall be forwarded to *the appropriate law enforcement agency* within twenty four hours of receipt of the report, excluding weekends, holidays, or days the county is closed. When applicable, reports should be forwarded the next business day.

A copy of all reports of mistreatment and self-neglect made to law enforcement and the district attorney's office shall be forwarded to APS within twenty four of receipt of the report.

The report shall include: name, age, and address of the at-risk adult; the name and address of the at-risk adult's caretaker, if any; the suspected nature and extent of the at-risk adult's injury, if any; the nature and extent of the condition that will reasonably result in mistreatment or self-neglect; and other pertinent information.

Reports involving criminal allegations of mistreatment, including caretaker neglect shall be immediately referred to local law enforcement. When criminal allegations are not initially apparent, the caseworker shall refer to (*law enforcement office*) as soon as there are reasonable suspicions that a crime has been committed.

Reports of abuse, caretaker neglect, and/or exploitation of at-risk elders, 70 years of age or older, must be reported to law enforcement. Law enforcement will forward all reports of abuse, caretaker neglect, or exploitation of at-risk elders to APS within 24 hours. APS will review and evaluate each report to determine if the at-risk elder meets the statutory requirements of an at-risk adult pursuant to C.R.S. 26-3.1-101 (1) before protective services are rendered.

If a report is made to APS and it is later discovered that the person is 70 years of age or older, APS will notify law enforcement immediately. These are cases when the reporting party is not aware of the adult's age and makes the report to APS.

The report shall include: name, age, and address of the at-risk elder; the name and address of the at-risk elder's caretaker, if any; the suspected nature and extent of the at-risk elder's injury, if any; the nature and extent of the condition that will reasonably result in abuse, caretaker neglect, and/or exploitation; and other pertinent information.

## **VIII. AGENCY ROLES**

Adult Protective Services is responsible for investigating reports of suspected mistreatment and/or self-neglect of at-risk adults.

The County Attorney's Office is responsible for reviewing reports of mistreatment of at-risk adults when a review is requested, when APS is considering filing for guardianship and/or conservatorship of an at-risk adult, and when an investigation involves complaints of alleged criminal activity.

Law enforcement agencies are primarily responsible for the coordination and investigation of criminal allegations involving at-risk adults and at-risk elders.

The District Attorney's Office is responsible for reviewing reports of criminal actions or threats of mistreatment of at-risk adults and at-risk elders to determine possibility of prosecution.

## **IX. JOINT INVESTIGATION PROCEDURE AND GUIDELINES**

Some reports may need to be jointly investigated when time and resources allow. Any agency entering into this agreement may request assistance from another agency entering into this agreement in the investigation and assessment of the at-risk adult's safety and well-being. Additionally, any agency may request stand-by assistance from another agency. *(For example, in situations where an APS worker's safety may be in question or where law enforcement needs assistance with a client with dementia.)*

When a joint investigation is required, the APS caseworker, law enforcement officer(s), and/or the District Attorney's Office may conduct joint interviews, compare notes, and clarify information following interviews. Law enforcement shall be considered the lead agency in criminal joint investigations. APS shall be considered the lead agency in non-criminal joint investigations. Developmental disability, ombudsman or mental health staff may be present as part of the joint investigative team.

When joint investigation is required, contact law enforcement by calling dispatch, or County Hotline Staff (303) 636-1750) and contact the District Attorney's Office by calling 303-795-4639.

Joint investigation or stand by assistance may be utilized when any of the following pertain to an at-risk adult:

1. There is pain and/or physical injury, as demonstrated by, but not limited to, substantial or multiple skin bruising, bleeding, malnutrition, dehydration, burns, bone fractures, poisoning, subdural hematoma, soft tissue swelling or suffocation.
2. Unreasonable confinement or restraint has been imposed.
3. There is nonconsensual sexual conduct or contact classified as a crime under Colorado law.
4. Caretaker neglect threatens the at-risk adult's safety or well-being.
5. Financial exploitation has occurred and/or is occurring and the exploitation is a crime under Colorado law.
6. Threats of violence, presence of firearms, intoxication, or any illegal activity is present and threatens the at-risk adult or APS caseworker's safety.
7. Specialized interviewing skills might be required.

## **X. CONFIDENTIALITY**

Reports and investigative information shall be confidential. Disclosure of information, including the name and address of the at-risk adult, members of the

adult's family, reporting party's name and address, or any other identifying information contained in reports shall be permitted only when authorized by law or ordered by the court, as outlined in Section 26-3.1-102(7), C.R.S.

Notwithstanding any provision of Section 24-72-204, C.R.S., or Section 11-105-110, C.R.S., or any other applicable law concerning the confidentiality of financial records to the contrary, designated agencies investigating the exploitation of an at-risk adult shall be permitted to inspect all records of the at-risk adult on whose behalf the investigation is being conducted, including the at-risk adult's financial records, upon execution of a prior written consent form by the at-risk adult, in accordance with Section 6-21-103, C.R.S., pursuant to Section 26-3.1-103, C.R.S.

In addition, each agency shall maintain the confidentiality of the information exchanged pursuant to joint investigations as required by Section 26-3.1-103(2), C.R.S.

**SIGNED BY:**

\_\_\_\_\_  
Director, *Arapahoe* County Department of Human Services      Date

\_\_\_\_\_  
District Attorney, 18<sup>th</sup> Judicial District      Date

\_\_\_\_\_  
*Arapahoe* County Attorney      Date

\_\_\_\_\_  
*Arapahoe* County Sheriff      Date

\_\_\_\_\_  
Chief, Aurora Police Department      Date

\_\_\_\_\_  
Chief, Bow Mar Police Department

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief, Cherry Hills Police Department

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief, Columbine Valley Police Department

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Date

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Chief, Englewood Police Department

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Date

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Chief, Glendale Police Department

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Date

\_\_\_\_\_  
Chief, Greenwood Village Police Department

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief, Littleton Police Department

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chief, Sheridan Police Department

\_\_\_\_\_  
Date

## COUNCIL COMMUNICATION

<b>Meeting Date:</b> September 21, 2015	<b>Agenda Item:</b> 11aii	<b>Subject:</b> Amendment to Agreement regarding RiverRun Trailhead
<b>Initiated By:</b> Department of Parks and Recreation	<b>Staff Source:</b> Joe Sack, Recreation Services Manager	

### PREVIOUS COUNCIL ACTION

- Resolution No. 87, Series of 2015, authorizing The City's Arapahoe County Open Space grant application for the construction of the River Run Trailhead Phase II.
- Council Bill No. 25, Ordinance No. 27, series of 2015, authorizing an intergovernmental agreement with Arapahoe County for the acceptance and use of Open Space grant funding in the amount of \$300,000 for the construction of the River Run Trailhead Phase I.
- Resolution No. 6, Series of 2015, authorizing The City's Arapahoe County Open Space grant application for the construction of the River Run Trailhead Phase I.
- Council Bill No. 56, Ordinance No. 50, series of 2014, authorizing an Intergovernmental Agreement regarding the construction of drainage and flood control improvements for South Platte River at Oxford Avenue between the Urban Drainage and Flood Control District, the Colorado Water Conservation Board and Arapahoe County by adding the City of Englewood, the City of Sheridan and the South Suburban Parks and Recreation District as participants.
- Resolution No. 38, Series of 2014, authorizing \$100,000 funding for River Run Project support from Arapahoe County Open Space Fund.
- Council Bill No. 41, Ordinance No. 38, Series of 2011, authorizing an Intergovernmental Agreement accepting the 2010 Riverside Park Planning grant between Arapahoe County and the City of Englewood, Colorado.
- Resolution No. 89 Series of 2010, in support of the City's Arapahoe County Open Space (ACOS) grant application for the Riverside Park Planning grant.

### RECOMMENDED ACTION

Staff recommends City Council adopt a bill for an ordinance to approve an Intergovernmental Agreement amending the previous agreement (Council Bill No. 56, Ordinance No. 50, series of 2014) which established funding for the RiverRun Project.

### BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

The South Platte Working Group is a consortium of interested parties whose goal is to make improvements along the South Platte River. The intent is to provide better accessibility to the river for recreational use. South Platte Working Group members include: City of Englewood, City of Sheridan, City of Littleton, Arapahoe County, South Suburban Parks and Recreation District, the Colorado Water Conservation Board, Urban Drainage and Flood Control District, the Army Corp of Engineers and other interested parties.

BY AUTHORITY

ORDINANCE NO. \_\_\_\_\_  
SERIES OF 2015

COUNCIL BILL NO. 48  
INTRODUCED BY COUNCIL  
MEMBER \_\_\_\_\_

A BILL FOR

AN ORDINANCE AUTHORIZING AN AMENDMENT TO AGREEMENT REGARDING CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR SOUTH PLATTE RIVER AT OXFORD AVENUE AGREEMENT NO. 11-07.25C BETWEEN THE CITY OF ENGLEWOOD, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, THE COLORADO WATER CONSERVATION BOARD, AND ARAPAHOE COUNTY, THE CITY OF SHERIDAN AND THE SOUTH SUBURBAN PARKS AND RECREATION DISTRICT REGARDING RIVERRUN TRAILHEAD.

WHEREAS, the purpose of this Agreement is the construction of drainage and flood control improvements for the South Platter River at Oxford Avenue (“Project”); and

WHEREAS, the implementation Agreement and this Amendment define the responsibilities and financial commitments of all of the parties; and

WHEREAS, the implementation Agreement and this Amendment defines the financial commitments and responsibilities of the parties regarding maintenance of the project; and

WHEREAS, the “Principles of Cooperation” Agreement outlines the implementation strategy for the South Platte River at Oxford Avenue improvement project with the goal of promoting a healthy river in an attractive setting which creates a quality recreational experience; and

WHEREAS, in 2011 the Urban Drainage and Flood Control District and the Colorado Water Conservation Board entered into an intergovernmental agreement entitled “ Agreement Regarding Construction of Drainage and Flood Control Improvements for South Platte River at Oxford Avenue” (Agreement NO. 11-07.25); and

WHEREAS, the Urban Drainage and Flood Control District, the Colorado Water Conservation Board and Arapahoe County entered into “Amendment to Agreement Regarding Construction of Drainage and Flood Control Improvements for South Platte River at Oxford Avenue – Agreement No. 11-07.25B” which added the City of Englewood, the City of Sheridan and the South Suburban Parks and Recreation District as participants by the passage of Ordinance No. 50, Series of 2014; and

WHEREAS, the Urban Drainage and Flood Control District, the Colorado Water Conservation Board and Arapahoe County entered into “Agreement Regarding Construction of Drainage and Flood Control Improvements for South Platte River at Oxford Avenue” (Agreement No. 11 07.25C) dated March 2, 2015; and

WHEREAS, the Colorado Water Conservation Board's contribution for design have been fulfilled and will no longer will be party to the Agreement; and

WHEREAS, the Parties now desire to add additional funding for final design to increase the level of funding by \$3,020,000; and

WHEREAS, the County Commissioners, the City of Sheridan and the City of Englewood, the Board of Directors of South Suburban Parks and Recreation District and the Urban Drainage and Flood Control District have authorized, by appropriation or resolution, all of Project costs of the respective Parties and establishing funding for the RiverRun Project; and

WHEREAS, the passage of this proposed ordinance approves an Intergovernmental Agreement amending the previous Agreement (Ordinance No. 50, Series of 2014) which established funding for the River Run Project.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ENGLEWOOD, COLORADO, THAT:

Section 1. The City Council of the City of Englewood, Colorado hereby authorizes "Amendment To Agreement Regarding Construction of Drainage And Flood Control Improvements For South Platte River At Oxford Avenue" Agreement No. 11-07.25C, between Urban Drainage and Flood Control District, Board of County Commissioners Arapahoe County, City of Englewood, City of Sheridan and South Suburban Parks and Recreation District regarding construction of drainage and flood control improvements for the South Platte River at Oxford Avenue, attached hereto as Exhibit A.

Section 2. The Mayor and City Clerk are hereby authorized to sign and attest, the "Amendment to Agreement Regarding Construction of Drainage and Flood Control Improvements for South Platte River at Oxford Avenue" Agreement No. 11-07.25C, for and on behalf of the City Council of the City of Englewood, Colorado.

Section 3. There are no federal funds being used by Englewood on this Project. Englewood funds are from Open Space and Shareback funds.

Introduced, read in full, and passed on first reading on the 21st day of September, 2015.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 24th day of September, 2015.

Published as a Bill for an Ordinance on the City's official website beginning on the 23rd day of September, 2015 for thirty (30) days.

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Randy P. Penn, Mayor

ATTEST:

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Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of a Bill for an Ordinance, introduced, read in full, and passed on first reading on the 21st day of September, 2015.

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Loucrishia A. Ellis

AMENDMENT TO  
AGREEMENT REGARDING  
CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR  
SOUTH PLATTE RIVER AT OXFORD AVENUE

Agreement No. 11-07.25C

THIS AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 2015, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (hereinafter called "DISTRICT"), ARAPAHOE COUNTY (hereinafter called "COUNTY"), CITY OF ENGLEWOOD (hereinafter called "ENGLEWOOD"), CITY OF SHERIDAN (hereinafter called "SHERIDAN"), SOUTH SUBURBAN PARKS AND RECREATION DISTRICT (hereinafter called "SSPR"), and collectively known as "PARTIES";

WITNESSETH:

WHEREAS, DISTRICT and COLORADO WATER CONSERVATION BOARD (hereinafter called "CWCB") have entered into "Agreement Regarding Construction of Drainage and Flood Control Improvements for South Platte River at Oxford Avenue" (Agreement No. 11-07.25) dated December 8, 2011; and

WHEREAS, DISTRICT, CWCB and COUNTY have entered into "Agreement Regarding Construction of Drainage and Flood Control Improvements for South Platte River at Oxford Avenue" (Agreement No. 11-07.25B) dated April 17, 2014; and

WHEREAS, DISTRICT, CWCB and COUNTY have entered into "Agreement Regarding Construction of Drainage and Flood Control Improvements for South Platte River at Oxford Avenue" (Agreement No. 11 07.25C) dated March 2, 2015; and

WHEREAS, CWCB's contribution for design have been fulfilled and will no longer will be party to the Agreement; and

WHEREAS, PARTIES now desire to add additional funding for final design; and

WHEREAS, PARTIES desire to increase the level of funding by \$3,020,000; and

WHEREAS, the County Commissioners of COUNTY, the City Council of SHERIDAN and ENGLEWOOD the Board of Directors of SSPR and DISTRICT have authorized, by appropriation or resolution, all of PROJECT costs of the respective PARTIES.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

1. Paragraph 4. PROJECT COSTS AND ALLOCATION OF COSTS is deleted and replaced as follows:

4. PROJECT COSTS AND ALLOCATION OF COSTS

A. PARTIES agree that for the purposes of this Agreement PROJECT costs shall consist of and be limited to the following:

1. Final design

2. Construction of improvements;
  3. Contingencies mutually agreeable to PARTIES.
- B. It is understood that PROJECT costs as defined above are not to exceed \$6,112,000 without amendment to this Agreement.

PROJECT costs for the various elements of the effort are estimated as follows:

<u>ITEM</u>	<u>AS AMENDED</u>	<u>AS PREVIOUSLY AMENDED</u>
1. Final Design	\$1,470,000	\$900,000
2. Construction	4,642,000	2,192,000
3. Contingency	-0-	-0-
Grand Total	\$6,112,000	\$3,092,000

This breakdown of costs is for estimating purposes only. Costs may vary between the various elements of the effort without amendment to this Agreement provided the total expenditures do not exceed the maximum contribution by all PARTIES plus accrued interest.

- C. Based on total PROJECT costs, the maximum percent and dollar contribution by each party shall be:

	<u>Percentage Share</u>	<u>Previously Contributed</u>	<u>Additional Contribution</u>	<u>Maximum Contribution</u>
DISTRICT	25.31%	\$797,000	\$750,000	\$1,547,000
CWCB	2.44%	\$149,000	\$-0-	\$149,000
COUNTY	47.30%	\$1,546,000	\$1,345,000	\$2,891,000
SHERIDAN	10.23%	\$250,000	\$375,000	\$625,000
ENGLEWOOD	10.63%	\$100,000	\$550,000	\$650,000
SSPR	4.09%	\$250,000	\$-0-	\$250,000
TOTAL	100.00%	\$3,092,000	\$3,020,000	\$6,112,000

The City of Englewood contribution to the project is \$130,000 directly contracted with CONSULTANT to design the Broken Tee Trailhead located on the northeast corner of Oxford Avenue and the South Platte River.

2. Paragraph 5. MANAGEMENT OF FINANCES is deleted and replaced as follows:

5. MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a local body's one-half share may come from its own revenue sources or from funds received from state, federal or other sources of funding without limitation and without prior Board approval.

Payment of each party's full share (CWCB - \$149,000, COUNTY - \$2,891,000, SHERIDAN - \$625,000, ENGLEWOOD - \$650,000; SSPR - \$250,000; DISTRICT - \$1,547,000) shall be made to DISTRICT subsequent to execution of this Agreement and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as authorized by PARTIES, and as defined herein. DISTRICT shall provide a periodic accounting of PROJECT funds as well as a periodic notification to COUNTY of any unpaid obligations. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 13).

Within one year of completion of PROJECT if there are monies including interest earned remaining which are not committed, obligated, or disbursed, each party shall receive a share of such monies, which shares shall be computed as were the original shares.

3. All other terms and conditions of Agreement No. 11-07.25 shall remain in full force and effect.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year first above written.

URBAN DRAINAGE AND  
FLOOD CONTROL DISTRICT

(SEAL)

ATTEST:

\_\_\_\_\_

By \_\_\_\_\_

Title Executive Director

Date \_\_\_\_\_

For the Board of County Commissioners  
ARAPAHOE COUNTY

By: \_\_\_\_\_  
Authorization pursuant to Resolution 120113

Title: Director, Open Space and Intergovernmental Relations

Date: \_\_\_\_\_

CITY OF SHERIDAN

(SEAL)

ATTEST:

\_\_\_\_\_

By \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

CITY OF ENGLEWOOD

(SEAL)

ATTEST:

\_\_\_\_\_  
Loucrishia A. Ellis, City Clerk

By \_\_\_\_\_

Randy P. Penn

Title Mayor

Date \_\_\_\_\_

SOUTH SUBURBAN PARKS AND  
RECREATION DISTRICT

(SEAL)

ATTEST:

\_\_\_\_\_

By \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

## COUNCIL COMMUNICATION

<b>Date:</b> September 21, 2015	<b>Agenda Item:</b> 11ci	<b>Subject:</b> Resolution Adopting the Englewood Light Rail Corridor Next Steps Study
<b>Initiated By:</b> Community Development Department		<b>Staff Source:</b> John Voboril, Long Range Planner II

### PREVIOUS COUNCIL ACTION

City Council approved a bill for an ordinance authorizing an Intergovernmental Agreement (IGA) with the Regional Transportation District (RTD) on first reading May 19, 2014 and second reading June 2, 2014. City Council approved a consultant contract by motion with Felsburg Holt and Ullevig on September 15, 2014. City Council study sessions were held on October 20, 2014 and February 25, and April 13, 2015 to provide updates on project progress. Study sessions were held on June 1 and July 6, 2015 for consultant presentations on study findings and conclusions, and on July 13, 2015 to present the draft document.

City Council held a public hearing on the Englewood Light Rail Corridor Next Steps Study at September 8, 2015 regular Council meeting.

### RECOMMENDED ACTION

Staff recommends that Council approve a resolution adopting the Englewood Light Rail Corridor Next Steps Study as a supplementary City plan document in support of the original *Englewood Light Rail Corridor Plan*, as well as *Roadmap Englewood: The 2003 Englewood Comprehensive Plan*, and *Englewood Forward: The 2016 Englewood Comprehensive Plan*.

### BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

The Englewood Light Rail Corridor Next Steps Study project was funded through a station area planning grant from the Denver Regional Council of Governments (DRCOG).

#### Planning Process Scope of Work

The scope of work for the Englewood Light Rail Corridor Next Steps Study was focused in two areas: a transportation infrastructure feasibility and alternative design analysis, and a real estate development feasibility analysis. The transportation infrastructure feasibility and alternative design analysis looked at transportation infrastructure projects identified in the original Englewood Light Rail Corridor Station Area Master Plan. The real estate development feasibility analysis was charged with evaluating the four neighborhood areas outlined in the original Englewood Light Rail Corridor Station Area Master Plan in terms of development potential and market readiness, in order to create an implementation strategy timeline for critical planning and infrastructure projects.

## **Next Steps Study Findings: Transportation Alternative Design Feasibility and Evaluation**

Key transportation infrastructure projects identified in the Englewood Light Rail Corridor Station Area Master Plan were analyzed for constructability, conceptualized in terms of general dimensions and physical location, and cost estimated.

### ***Rail Trail***

The Rail Trail will connect the Big Dry Creek Trail at the southern terminus and include bridge crossings of Oxford, Hampden, and Dartmouth Avenues to the northern terminus at Bates Avenue and Galapago Street. The Rail Trail has been divided into three sections to be developed near, mid, and long term.

Short Term:	Oxford Bicycle/Pedestrian Bridge	\$1,602,000
	Big Dry Creek to Oxford Station (south section)	\$ 773,000
Mid Term:	Little Dry Creek to Bates Avenue (north section)	\$2,604,000
Long Term:	Oxford Station to Little Dry Creek (middle section)	\$2,558,000

### ***Oxford-Clarkson-Dartmouth Bikeway Loop***

The Oxford route would then connect to a bicycle boulevard treatment east of Broadway, and continue north on Clarkson to Dartmouth. The Dartmouth portion of the loop would incorporate a shared bicycle/parking lane similar to the stretch of Dartmouth east of Downing Street.

### ***Floyd Avenue Extension***

The Floyd extension idea was dropped in favor of a pedestrian bridge at Englewood Station due to high costs. The pedestrian bridge is a long term project with an estimated cost of \$7,162,000.

### ***Oxford Station Pedestrian Bridge/Tunnel***

The original conception of the Oxford Station Pedestrian Bridge/Tunnel over Santa Fe Drive was dropped due to difficulties in identifying as an acceptable landing spot on the west side of Santa Fe Drive.

### ***Southwest Greenbelt Trail***

The existing Southwest Greenbelt Trail would be rebuilt to a modern 10 foot width, and would be extended through Rotolo Park and along W. Stanford Drive. A trail easement along the north side of Windsor Industries would allow the trail to directly connect to the future Rail Trail.

### ***Additional Enhancement Projects***

The Next Steps Study also identified an additional 25 potential enhancement projects for the station planning area. All projects were classified as short, medium, and long term, and possible sources of funding were identified for each project.

## **Next Steps Study Findings: Real Estate Development Feasibility Analysis**

The four neighborhood areas originally identified in the Englewood Light Rail Corridor Station Area Master Plan were analyzed in terms of market readiness for redevelopment.

### ***North and South Neighborhoods***

The North and South neighborhoods are on the verge of seeing the first private investments in redevelopment come out of the ground. The City should begin working with key property owners to develop infrastructure site plans for the North and South neighborhoods, and develop financing mechanisms to help pay for these public amenities that will enhance the design quality of the North and South Neighborhood areas.

#### ***North Neighborhood – Short Term Initiatives***

- Continue support for housing tax credits
- Assist developers with communication to the existing neighborhood
- Work with developer to market site to employment prospects
- Monitor construction defects issue

#### ***North Neighborhood – Long Term Initiatives***

- Sub-area planning for adjacent neighborhood
- Rail Trail Connection to Englewood Station
- Dartmouth Avenue Bicycle Improvements
- Intersection Improvements – Dartmouth at Santa Fe and Inca

#### ***South Neighborhood – Short Term Initiatives***

- Improved Bicycle Markings on Oxford Avenue
- Rail Trail Connection to Oxford Station
- Transit Oriented Development Overlay Zone District Regulations

#### ***South Neighborhood – Long Term Initiatives***

- Develop a shared use parking plan with RTD
- Consider use of tax increment financing in conjunction with retail use for site improvements
- Continue planning for intersection improvements – Oxford at Santa Fe and Navajo

### ***West Neighborhood***

The West Neighborhood is generally not ripe for development at this time. The City of Englewood should work closely with the City of Sheridan in order to develop infrastructure plans for the area, as well as advance design work on the pedestrian bridge project.

### ***CityCenter Neighborhood***

The CityCenter neighborhood area is not immediately ripe for redevelopment at this time. The current retail market for the area is saturated, and infill sites are generally not readily available. However, there are a number of short term initiatives that the City can pursue and help facilitate

that will bolster economic activity and investment in the area. Chief among these initiatives are bicycle improvements to Floyd Avenue from Sherman to Inca Street, and the continued support of residential infill opportunities.

### **Conformance with Roadmap Englewood: The 2003 Englewood Comprehensive Plan**

The Englewood, Oxford, and Bates Station areas are prominently highlighted in the vision laid out in Roadmap Englewood: The 2003 Englewood Comprehensive Plan.

### **FINANCIAL IMPACT**

Opinions of probable costs were generated for the major transportation infrastructure projects. The sum of all project opinions of probable cost is \$27,195,000. The most costly projects include the separated bikeway section of Oxford Avenue from Navajo to Broadway, the Englewood Station pedestrian bridge over Santa Fe Drive, the Rail Trail. These three projects would make good candidates for DRCOG TIP projects, where up to 80% of construction costs would be funded through federal transportation dollars.

Adoption of the Englewood Light Rail Corridor Next Steps Study does not commit the City to any financial expenditures. Decisions to commit City dollars towards any project will be made on an individual project basis.

### **LIST OF ATTACHMENTS**

Englewood Light Rail Corridor Next Steps Study Final Document  
Planning and Zoning Commission Findings of Fact  
Planning and Zoning Commission July 16<sup>th</sup>, 2013 Public Hearing Minutes  
Resolution

CITY OF ENGLEWOOD PLANNING AND ZONING COMMISSION  
REGULAR MEETING  
CITY COUNCIL CHAMBERS  
August 4, 2015



I. CALL TO ORDER

The regular meeting of the City Planning and Zoning Commission was called to order at 7:00 p.m. in the City Council Chambers of the Englewood Civic Center, Chair Fish presiding.

Present: Bleile, Brick, Freemire, King, Kinton, Knoth, Townley, Pittinos (arrived 7:05), Fish

Absent: Madrid (Excused)

Staff: Mike Flaherty, Deputy City Manager  
Chris Neubecker, Senior Planner  
John Voboril, Planner II  
Harold Stitt, Senior Planner  
Dugan Comer, Assistant City Attorney



II. APPROVAL OF MINUTES

- July 21, 2015 Minutes

Knoth moved:

King seconded: TO APPROVE THE JULY 21, 2015, MINUTES

Chair Fish asked if there were any modifications or corrections. There were none.

AYES: Brick, King, Kinton, Knoth, Townley, Fish

NAYS: None

ABSTAIN: Bleile, Freemire

ABSENT: Madrid

Motion carried.



III. FINDINGS OF FACT CASE #USE2015-010 3555 SOUTH CLARKSON STREET, SIGNATURE SENIOR LIVING

Knoth moved;

King seconded: To approve the Findings of Fact Case #USE2015-010 3555 South Clarkson Street, Signature Senior Living as amended.

Chair Fish asked that #4, Conclusions, be changed to read "That the height of the new structure would be in character with the building height limits."

AYES: Brick, King, Kinton, Knoth, Townley, Fish

NAYS: None

ABSTAIN: Bleile, Freemire

ABSENT: Madrid

Motion carried.



**III. PUBLIC HEARING #2015-03 NEXT STEPS STUDY**

Brick moved;

Freemire seconded: To open the Public Hearing for Case #2015-03 Light Rail Corridor Next Steps Study

AYES: Bleile, Brick, Freemire, King, Kinton, Knoth, Townley, Fish

NAYS: None

ABSTAIN: None

ABSENT: Madrid

Motion carried.



**Staff Presentation**

John Voboril, Planner II, was sworn in. Mr. Voboril asked the Commissioners to correct dates and information on the staff report he prepared. The changes do not have an effect on the case.



Staff recommends the following findings to the Commission:

- 1) That case 2015-03 was brought before the Planning and Zoning Commission by the Community Development Department. Notice of the public hearing was published in the Englewood Herald July 23, 2015, and on the City website from July 15 to August 4, 2015.
- 2) That City Council voted to enter into an Intergovernmental Agreement with the Regional Transportation District (RTD) to develop a follow up Next Steps study on the original Englewood Light Rail Corridor Station Area Master Plan on first reading May 19, 2014, and second reading June 2, 2014.
- 3) That the Englewood Light Rail Corridor Next Steps Study was advertised in conjunction with The Englewood Forward Planning Campaign in the Englewood Citizen Newsletter in September and November 2014, and January, March, May and July 2015. A postcard mailing to 596 property owners with properties abutting proposed locations for transportation improvements was conducted in January 2015.
- 4) That e-mail notices of each Englewood Light Rail Corridor Next Steps Study meetings were sent via the City's e-notifier system.
- 5) That three meetings were held by project consultants Felsburg Holt Ullevig with the purpose of gathering public input on the transportation infrastructure feasibility alternatives design analysis.
- 6) That the Englewood Light Rail Corridor Next Steps Study conforms to the vision, goals and objectives outlined in Roadmap Englewood: 2003 Englewood Comprehensive Plan as well as the upcoming 2016 Englewood Forward Comprehensive Plan.
- 7) That Planning and Zoning Commission study sessions were held on February 25, 2015, jointly with City Council as a project progress update and on July 7 and 21, 2015, to review the development and final draft of the Englewood Light Rail Corridor Next Steps Study, and that City Council study sessions were held October 20, 2014, and February 25, April 13, July 6 and July 13, 2015, to provide updates on project progress and review the development of the final draft of the Englewood Light Rail Corridor Next Steps Study.

8) That the Englewood Light Rail Corridor Next Steps Study be adopted as a supplementary planning document in support of Roadmap Englewood: 2003 Englewood Comprehensive Plan as well as the upcoming Englewood Forward 2016 Englewood Comprehensive Plan.



Mr. Voboril provided the Commission with background information on station area master planning activities. The Denver Regional Council of Governments (DRCOG) secured funds from the Federal Government to fund station area master planning to further the goals of MetroVision, the regional planning vision for the entire metro Denver area. These studies are intended to maximize the utilization of the investments made in the Light Rail system. In addition, DRCOG felt that this would help to minimize future traffic congestion and its effects on air quality in the region.



The City of Englewood chose to take the opportunity to enhance the station areas as they are recognized as an asset to the City as well as being the primary growth areas. The original Station Area Master Plan was a development and preferred land use scenario and identification of major transportation infrastructure that would be necessary to implement the land use scenario.



The City became eligible for funds to conduct a Station Area Master Plan and DRCOG requested that Englewood allow the City of Sheridan to become a junior partner to the Englewood planning project.



The study was completed in conjunction with the Englewood Forward planning process and reinforced by the Walk and Wheel Master Plan and the Comprehensive Plan update. The City was well funded to complete the three planning projects in a short amount of time.



The projects were well publicized and promoted in the Englewood Citizen newsletter. The key public meetings were held on November 12, 2014, February 11 and June 20, 2015. The June 20<sup>th</sup> meeting took place at the Walk and Wheel Fest event where all three projects were able to gather public input.



The consultant team was led by Felsburg Holt Ullevig and utilized Bachman PR, Toole Design Group (bicycle planning specialists), ArLand (land use economics) and Design Workshop.



Mr. Voboril reviewed the meeting process and the information that was disseminated and gathered through the public meetings. The Next Steps Study consisted of two main components which were examination of the major transportation connections that were identified in the original Station Area Master Plan and the Real Estate Development Feasibility Analysis. The four areas of study included the north area near General Iron Works, the south neighborhood including Oxford station, the west neighborhood west of Santa Fe and the City Center neighborhood including areas south of Hampden and east of Elati Street. Mr. Voboril presented the Commission with a map of the four areas.



The major areas identified in the feasibility study include the Rail Trail which is the City's top priority project. The trail will serve the redevelopment that is currently under way at the Oxford station and General Iron Works properties. The plan includes three bridges over Hampden Avenue, Oxford Avenue and Dartmouth Avenue. Additional projects examined through the feasibility process include the Oxford-Dartmouth-Clarkson protected bikeway loop, the Southwest Greenbelt trail improvements and extension into the future Rail Trail, the Floyd Avenue extension

and the associated Englewood Parkway extension and piazza redesign. Mr. Voboril listed the ancillary projects that were identified in both Englewood and Sheridan.



The projects were prioritized by cost and benefit to the identified neighborhood areas. Mr. Voboril outlined the costs associated with each project including the Oxford station bicycle/pedestrian bridge, the pathway extension to the south to the Big Dry Creek trail, the section of trail from General Iron Works to Bates Avenue and trail development from Oxford station to Englewood Station to Little Dry Creek.



Mr. Voboril described the enhanced off street bike path along the Sheridan section of Oxford Avenue. The bike loop will be implemented by the use of signage and road markings. A shared bicycle/parking lane as they are used in Denver may be an option for creating the bicycle route on Dartmouth Avenue.



The Floyd Avenue extension is not an option due to prohibitive construction costs. A pedestrian bridge would be viable at a lower cost. The Oxford station pedestrian access across Santa Fe from the west is not an option due to the lack of a "landing spot" on the west side of Santa Fe. The City of Sheridan expressed that because the majority of their citizens are further west along Oxford, they did not see a benefit in moving the bridge to the north. The Regional Transportation District (RTD) has long term plans to build overpasses at Dartmouth and Oxford along Santa Fe, which would solve the problem.



Twenty five additional enhancement projects were identified during the study and were classified by short, medium and long term projects with potential sources of funding. The real estate feasibility study indicates that the north and south areas are ready for redevelopment due to the number of projects currently underway. Mr. Voboril listed the recommendations from the consulting team.



The consultants recommended a shared use parking plan with RTD for the Oxford station, potentially at the current location of Sam's Automotive at Oxford. Intersection improvements were also recommended. The west neighborhood is not ready for redevelopment at this time; property owners in the area are amenable to improvements but expressed that they are not ready to sell their properties.



City Center is not currently considered ready for redevelopment as there are not many infill opportunities. It was determined that the area is saturated with regards to retail. A recommendation was made by the consultants to create a Downtown Development Authority to include City Center and South Broadway to unify the downtown areas and assist with financing public improvements.



Short term suggestions include bicycle improvements to Floyd Avenue from Sherman Street to Inca Street to create an east-west route and continued support for residential infill developments. Bicycle improvements should commence later this year.



Additional funds may be available from DRCOG for the Next Steps II and Next Steps III planning projects. The Next Steps II study will include 100% engineering of the three rail trail bridges and Next Steps III will be for a variety of projects.



The Next Steps Study conforms to Roadmap Englewood: 2003 Englewood Comprehensive Plan. Mr. Voboril listed the goals of the Comprehensive Plan and the specific outcomes of the planning project that are in conformance.



### Comments by the Commission

Mr. Brick asked when the marketing of the plan will begin. Mr. Voboril responded that it is not too soon in his opinion to begin marketing employment opportunities, specifically near the General Iron Works property.



Ms. Townley asked if there will be education regarding the bike lane usage. Mr. Voboril replied that there will be a white paper advocacy and incentive program to assist with the education effort. Ms. Townley also confirmed with Mr. Voboril that the the Next Steps Study is an addition to the original Station Area Master Plan.



Mr. Kinton asked if a bike sharing program is being considered. Mr. Voboril explained that the density is not yet to the point where a bike share program would be feasible. A bicycle “library” may be an alternative.



### Public Comment

No members of the public were present to comment.

King moved;

Townley seconded: To close the Public Hearing for Case #2015-03 Light Rail Corridor Next Steps Study

AYES: Bleile, Brick, Freemire, King, Kinton, Knoth, Townley, Fish

NAYS: None

ABSTAIN: None

ABSENT: Madrid

Motion carried.

Knoth moved;

Brick seconded: To approve Case #2015-03 Light Rail Corridor Next Steps Study and forward to City Council with a favorable recommendation.

Bleile – Yes, the consultants have identified good opportunities for the City to implement.

Brick – Yes, the adherence to the Comprehensive Plan and the regional cooperation with Sheridan are satisfactory. The opportunities for public input were appreciated.

Freemire – Yes, these are the next logical steps for the City.

King – Yes, the study is consistent with the direction of the new Comprehensive Plan.

Kinton – Yes, the study is consistent with the planning process and the goals of the City and will improve access to transit.

Knoth – Yes, he is looking forward to implementation.

Townley – Yes, the plan addressed complex issues and has solid, implementable projects and good vision. It is well aligned with the Comprehensive Plan.

Fish – Yes, concurs with the previous comments and feels that it will provide the Commission with good direction.

AYES: Bleile, Brick, Freemire, King, Kinton, Knoth, Townley, Fish  
NAYS: None  
ABSTAIN: None  
ABSENT: Madrid

Motion carried.



IV. **PUBLIC FORUM**

No members of the public were present



V. **ATTORNEY'S CHOICE**

Assistant City Attorney Comer did not have any comments for the Commission.



VI. **STAFF'S CHOICE**

Michael Flaherty reminded the Commission that one of their duties is to review the Capital Plan and he will bring it forward to the Commission in the near future.

Chris Neubecker reviewed the upcoming topics for the Commission. Accessory Dwelling Units, the AirBnB short term rental issue and cannabis social club regulations. Chair Fish asked if the Commission will be examining regulations regarding historic designations; Mr. Neubecker responded that if it becomes a priority in the Comprehensive Plan or arises as an issue community wide, it may be considered by the Commission.



**Commissioner's Choice**

Mr. Brick commented on the crosswalk at Federal and Bellewood and feels that it enhances safety near the intersection.

Ms. Townley updated the Commission on the 100 Poppies art installation at Broadway and Englewood Parkway.

The meeting adjourned at 8:10 p.m.

Julie Bailey \_\_\_\_, Recording Secretary

CITY OF ENGLEWOOD PLANNING AND ZONING COMMISSION

IN THE MATTER OF CASE #2015-03	)	
ENGLEWOOD LIGHT RAIL CORRIDOR	)	
NEXT STEPS STUDY,	)	
FINDINGS OF FACT, CONCLUSIONS	)	
AND RECOMMENDATIONS	)	FINDINGS OF FACT AND
	)	CONCLUSIONS OF THE
	)	CITY PLANNING AND
	)	ZONING COMMISSION
INITIATED BY:	)	
Community Development Department	)	
City of Englewood	)	
1000 Englewood Parkway	)	
Englewood, CO 80110	)	

Commission Members Present: Bleile, Brick, Fish, Freemire, King, Kinton, Knoth, Townley

Commission Members Absent: Madrid

This matter was heard before the City Planning and Zoning Commission on August 4, 2015, in the City Council Chambers of the Englewood Civic Center.

Testimony was received from staff. The Commission received notice of Public Hearing, the Staff Report, and a copy of the Englewood Light Rail Corridor Next Steps Study which were incorporated into and made a part of the record of the Public Hearing.

After considering the statements of the witnesses and reviewing the pertinent documents, the members of the City Planning and Zoning Commission made the following Findings and Conclusions.

FINDINGS OF FACT

1. THAT the Englewood Light Rail Corridor Next Steps Study was brought before the Planning Commission by the Department of Community Development, a department of the City of Englewood.
2. THAT notice of the Public Hearing was posted on the City of Englewood website from July 15, 2015 through August 4, 2015 and published in the *Englewood Herald* on July 23, 2015.
3. THAT the Staff report was made part of the record.
4. THAT no members of the Public testified at the Public Hearing on August 4, 2015.

5. THAT City Council voted to enter into an Intergovernmental Agreement with the Regional Transportation District to develop a follow up Next Steps Study to the original Englewood Light Rail Corridor Station Area Master Plan on first reading May 19, 2014, and second reading June 2, 2014.
6. THAT the Englewood Light Rail Corridor Next Steps Study was advertised in conjunction with the Englewood Forward planning campaign in the Englewood Citizen Newsletter published in September and November of 2014, and January, March, May, and July of 2015 and that a postcard mailing list of 596 property owners with properties abutting proposed locations for transportation improvements was conducted in January of 2015.
7. THAT email notices of each Englewood Light Rail Corridor Next Steps Study meeting were sent out via the City's e-notifier system.
8. THAT three sets of meetings were held by project consultant Felsberg Holt and Ullevig with the purpose of gathering public input on the transportation infrastructure feasibility and alternatives design analysis.
9. THAT Planning and Zoning Commission study sessions were held on February 25 (jointly with City Council) as a project progress update and on July 7 and July 21, 2015 to review the development and final draft of the Englewood Light Rail Corridor Next Steps Study and that City Council study sessions were held on October 20, 2014 and February 25, April 13, June 1, July 6, and July 13, 2015 to provide updates on project progress or review the development and final draft of the Englewood Light Rail Corridor Next Steps Study.
10. THAT goals from the comprehensive plan are supportive of the Englewood Light Rail Corridor Plan.

### CONCLUSIONS

1. THAT the Study is a logical follow up to the original Englewood Light Rail Corridor Station Area Master Plan.
2. THAT significant public outreach and opportunities for participation were made available over the course of the Study.
3. That the Study provides the City with direction for future planning and implementation efforts over the course of several years.
4. That the Study addresses complex issues, includes solid implementable solutions, and is supportive of the original Englewood Light Rail Corridor Station Area Master Plan vision.

5. That the implementation projects identified and investigated in the Study will improve the Englewood community's access to transit.
6. That the Englewood Light Rail Corridor Next Steps Study (the Study) identifies redevelopment opportunities for the City to pursue through implementation of pedestrian and bicycle connections to the light rail stations.
7. That the Study furthers the goal of regional cooperation by including the City of Sheridan as a planning partner.
8. That the Study conforms to the goals and objectives of Roadmap Englewood: The 2003 Englewood Comprehensive Plan.
9. That the Study is consistent with the direction of Englewood Forward: The 2016 Englewood Comprehensive Plan.

**RECOMMENDATION**

THEREFORE, it is the recommendation of the City Planning and Zoning Commission that Case #2015-03 Englewood Light Rail Corridor Next Steps Study be approved and adopted by City Council.

The recommendation was reached upon a vote on a motion made at the meeting of the City Planning and Zoning Commission on August 4 2015, by Knoth, seconded by Brick, which motion states:

*TO RECOMMEND APPROVAL OF CASE #2015-03 ENGLEWOOD LIGHT RAIL CORRIDOR NEXT STEPS STUDY AND FORWARD SUCH RECOMMENDATION TO CITY COUNCIL.*

AYES: Bleile, Brick, Fish, Freemire, King, Kinton, Knoth, Townley  
 NAYS: None  
 ABSTAIN: None  
 ABSENT: Madrid

Motion carried.

These Findings and Conclusions are effective as of the meeting on August 4, 2015.

**BY ORDER OF THE CITY PLANNING & ZONING COMMISSION**

\_\_\_\_\_  
 Ron Fish, Chair

RESOLUTION NO. \_\_\_\_\_  
SERIES OF 2015

A RESOLUTION APPROVING THE ADOPTION OF THE “ENGLEWOOD LIGHT RAIL NEXT STEPS STUDY” AS A SUPPLEMENTARY CITY PLAN DOCUMENT IN SUPPORT OF THE ORIGINAL “ENGLEWOOD LIGHT RAIL CORRIDOR PLAN, AS WELL AS ROADMAP ENGLEWOOD: THE 2003 ENGLEWOOD COMPREHENSIVE PLAN AND ENGLEWOOD FORWARD: THE 2016 ENGLEWOOD COMPREHENSIVE PLAN”.

WHEREAS, the Englewood City Council authorized and Intergovernmental Agreement with the Regional Transportation District (RTD) with the passage of Ordinance No. 28, Series of 2014; and

WHEREAS, the Englewood City Council approved a consultant contract with Felsburg Holt and Ullevig by the passage of a Motion on September 15, 2015; and

WHEREAS, the Englewood Light Rail Corridor Next Steps Study project was funded through a station area planning grant from the Denver Regional Council of Governments (DRCOG); and

WHEREAS, the light rail system represents a major capital investment for both the federal government and DRCOG; and

WHEREAS, DRCOG has established a policy to encourage station area intensification including increased employment and housing in order to increase light rail ridership, decrease highway congestion, and improve air quality; and

WHEREAS, a Public Hearing on this Plan was held by the Englewood City Council on September 8, 2015 as required.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ENGLEWOOD, COLORADO, THAT:

Section 1. The City Council of the City of Englewood, Colorado, hereby approves the adoption of the “Englewood Light Rail Corridor Next Steps Study”, attached hereto, as a Supplementary Planning Document in Support of the original Englewood Light Rail Corridor Plan, as well as Roadmap Englewood: The 2003 Englewood Comprehensive Plan, and Englewood Forward: The 2016 Englewood Comprehensive Plan.

ADOPTED AND APPROVED this 21st day of September, 2015.

ATTEST:

\_\_\_\_\_  
Randy P. Penn, Mayor

\_\_\_\_\_  
Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk for the City of Englewood, Colorado, hereby certify the above is a true copy of Resolution No. \_\_\_\_\_, Series of 2015.

---

Loucrishia A. Ellis, City Clerk



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LIGHT RAIL CORRIDOR  
**NEXT STEPS**  
S T U D Y

*Prepared for:*

**City of Englewood**

1000 Englewood Parkway  
Englewood, CO 80110-2373

**City of Sheridan**

4101 S. Federal Boulevard  
Sheridan, CO 80110-5399

*Prepared by:*

Felsburg Holt & Ullevig  
6300 S. Syracuse Way, Suite 600  
Centennial, CO 80111

*In Association With:*

ArLand LLC  
Bachman PR  
Design Workshop  
Toole Design Group

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- Appendix B Real Estate Feasibility Study and Implementation Plan
- Appendix C Environmental Overview Summary Data
- Appendix D Conceptual Plans and Opinions of Probable Cost
- Appendix E Agency Coordination and Public Outreach Documentation



## List of Acronyms

ADA	Americans with Disabilities Act
ASTM	American Society for Testing and Materials
ATD	All Traffic Data
BFE	base flood elevation
BID	business improvement district
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CLOMR	Conditional Letter of Map Revision
CMAQ	Congestion Mitigation and Air Quality
CML	Consolidated Mainline
CORRACTS	Corrective Action
CU	University of Colorado
CWA	Clean Water Act
DDA	downtown development authority
DOT Act	US Department of Transportation Act
DRCOG	Denver Regional Council of Governments
DU	University of Denver
ESA	Endangered Species Act
ESTIP	Enhanced Sales Tax Incentive Program
FASTER	Funding Advancements for Surface Transportation and Economic Recovery Act of 2009
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration



FTA	Federal Transit Administration
GID	general improvement district
GIS	geographic information system
HUD	US Department of Housing and Urban Development
IPAC	Information, Planning, and Conservation System
LF	landfill
LID	local improvement district
LOMR	Letter of Map Revision
LOS	level of service
LQG	large-quantity generator
LRT	Light-Rail Transit
LUST	leaking underground storage tank
LWCF	Land and Water Conservation Fund
MBTA	Migratory Bird Treaty Act
NEPA	National Environmental Policy Act
NESAP	North Englewood Small Area Plan
NHPA	National Historic Preservation Act
NPL	National Priorities List
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
PEL	Planning and Environmental Linkages
PID	public improvement district
PIF	public improvement fee
PMJM	Preble's Meadow Jumping Mouse
PUD	Planned Unit Development
RAMP	Responsible Acceleration of Maintenance and Partnerships
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition



RSF	retail sales fee
RTD	Regional Transportation District
RTP	Regional Transportation Plan
SB 40	Senate Bill 40
SHPO	State Historic Preservation Officer
SIB	State Infrastructure Bank
SOV	single-occupant vehicle
SQG	small-quantity hazardous waste generator
SWF	solid waste disposal facility
TAP	Transportation Alternatives Program
TAZ	traffic analysis zone
TDM	Travel Demand Management
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
ULC	Urban Land Conservancy
URA	urban renewal authority
US #	US Highway Number
USACE	US Army Corps of Engineers
USC	United States Code
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
VCUP	Voluntary Clean Up
WQCC	Water Quality Control Commission
WUS	Waters of the United States



## Executive Summary

### Why was the Next Steps Study conducted?

This Next Steps Study documents the results of a coordinated planning effort between the cities of Englewood and Sheridan to improve community-wide access to the Southwest Light-Rail Transit (LRT) Corridor Englewood (CityCenter Englewood) and Oxford – City of Sheridan (Sheridan – Oxford) stations, to encourage transit supportive development within the corridor, and to stimulate private investment. The cities of Englewood and Sheridan initiated the study to:

- ▶ Analyze existing and future challenges and opportunities for multi-modal (bicycle, pedestrian, transit, and vehicle) connectivity to the LRT Corridor within the study area (using the year 2035 as a planning horizon),
- ▶ Evaluate further the previously proposed multi-modal transportation infrastructure projects recommended in the *Englewood Light Rail Corridor Station Area Master Plan* and projects identified by the cities of Englewood and Sheridan staff,
- ▶ Identify potential complementary transportation improvements that enhance connectivity to the LRT stations, in addition to those previously recommended,
- ▶ Conduct a real estate development and marketing/implementation strategy for the four areas in the city of Englewood adjacent to the LRT stations, and
- ▶ Prepare an action plan that prioritizes and identifies implementation strategies for the recommended transportation infrastructure projects.

### What is the purpose of the improvements?

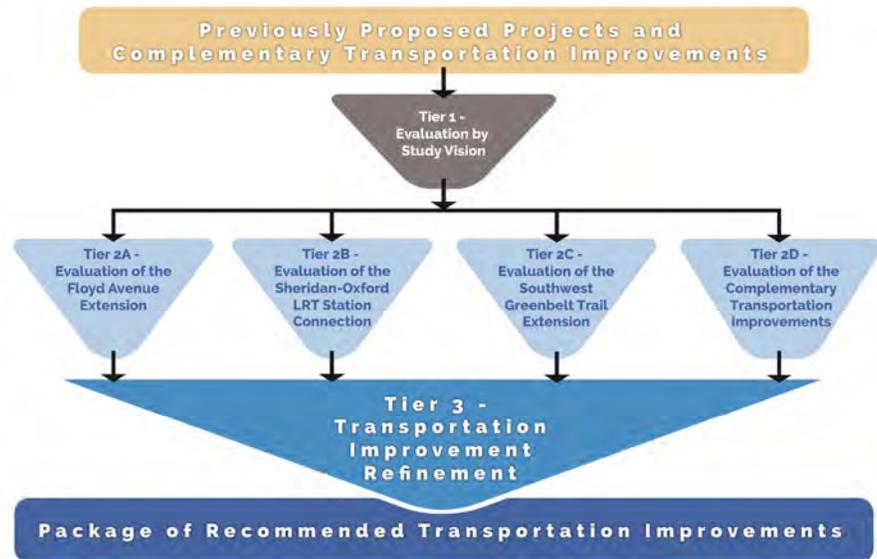
The purpose of the transportation improvements is to enhance multi-modal connections (bicycle, pedestrian, transit, and vehicle) to the CityCenter Englewood and Sheridan – Oxford LRT stations in a manner that enhances adjacent existing and planned land uses.

### How was the community engaged in the Next Steps Study?

Open and transparent community engagement and public participation were key elements in the process of developing the Next Steps Study. The goal of community engagement and outreach was to increase public awareness of the study, including study goals and objectives, and to promote community participation in the study process. Public input was solicited throughout the entire study process (**Chapter 7.0**). Community engagement included open discussion through small group meetings, stakeholder interviews, neighborhood walk-about, an agency staff technical meeting, city council briefings, a developer forum, written comments, surveys, and well-publicized public meetings. Public meetings were held on November 12, 2014; February 11, 2015; and June 20, 2015.

## How was the package of Recommended Transportation Improvements identified?

A three-tier evaluation process identified a recommended set of transportation improvements (Chapter 5.0). Tier 1 of the evaluation process assessed if the planned alternatives and proposed complementary transportation improvements met the project vision. Alternatives were then advanced from the Tier 1 evaluation to the Tier 2 evaluation. Each transportation improvement was evaluated based on criteria relevant to that particular improvement. The evaluation includes:



- ▶ Tier 2A: Evaluation of the Floyd Avenue Extension
  - Above or below grade separation of Floyd Avenue with the LRT tracks, Consolidated Mainline Railroad (CML) railroad tracks, US 85 (Santa Fe Drive), and the South Platte River
- ▶ Tier 2B: Evaluation of the Sheridan – Oxford Station Pedestrian Tunnel/Bridge
  - Alignment of the above or below grade separation with the LRT tracks, CML railroad tracks, US 85 (Santa Fe Drive)
- ▶ Tier 2C: Evaluation of the Southwest Greenbelt Trail
  - Alignment of the extension from Huron Street to the Rail Trail
- ▶ Tier 2D: Evaluation of the Potential Complementary Transportation Improvements

Tier 3 focused on refinement of the alternatives based on feedback from the cities of Englewood and Sheridan, the public, and elected officials.

## What improvements are included in the package of Recommended Transportation Improvements?

Figure ES-1, Figure ES-2, and Figure ES-3 show the following transportation improvements included in the package Recommended Transportation Improvements.

Figure ES-1. Package of Recommended Transportation Improvements – Bikeway Loop and Rail Trail

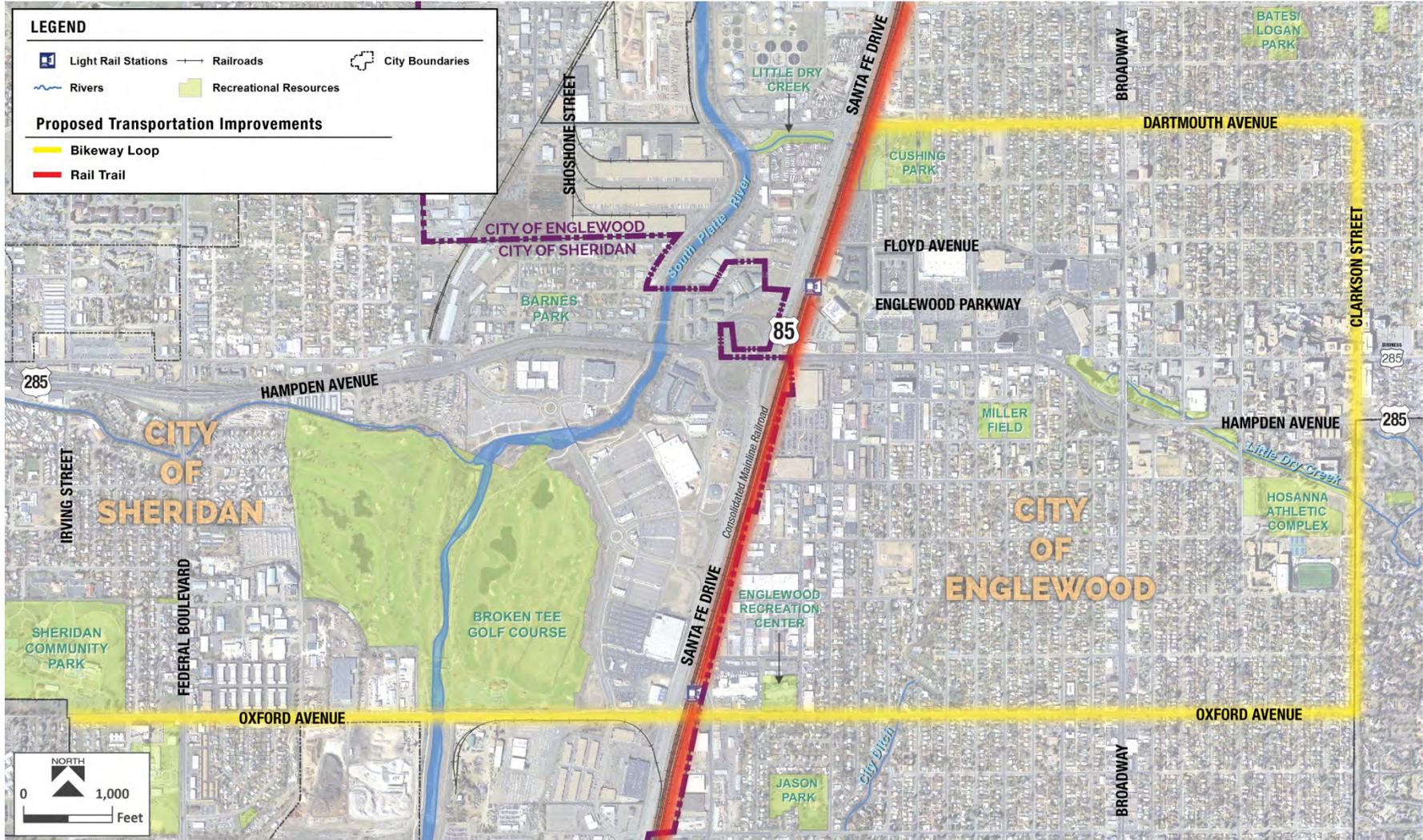


Figure ES-2. Package of Recommended Transportation Improvements – CityCenter Englewood Station Area

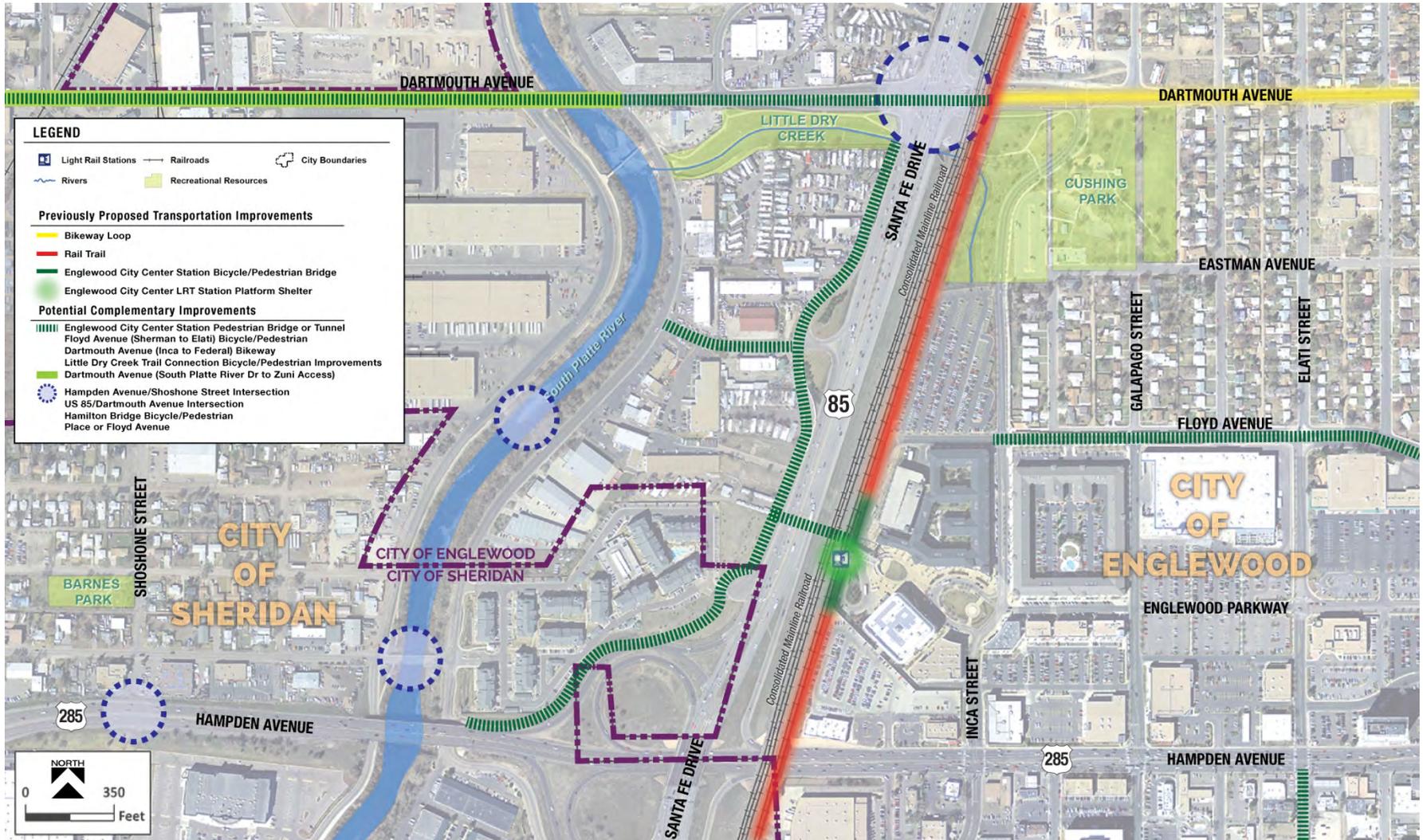
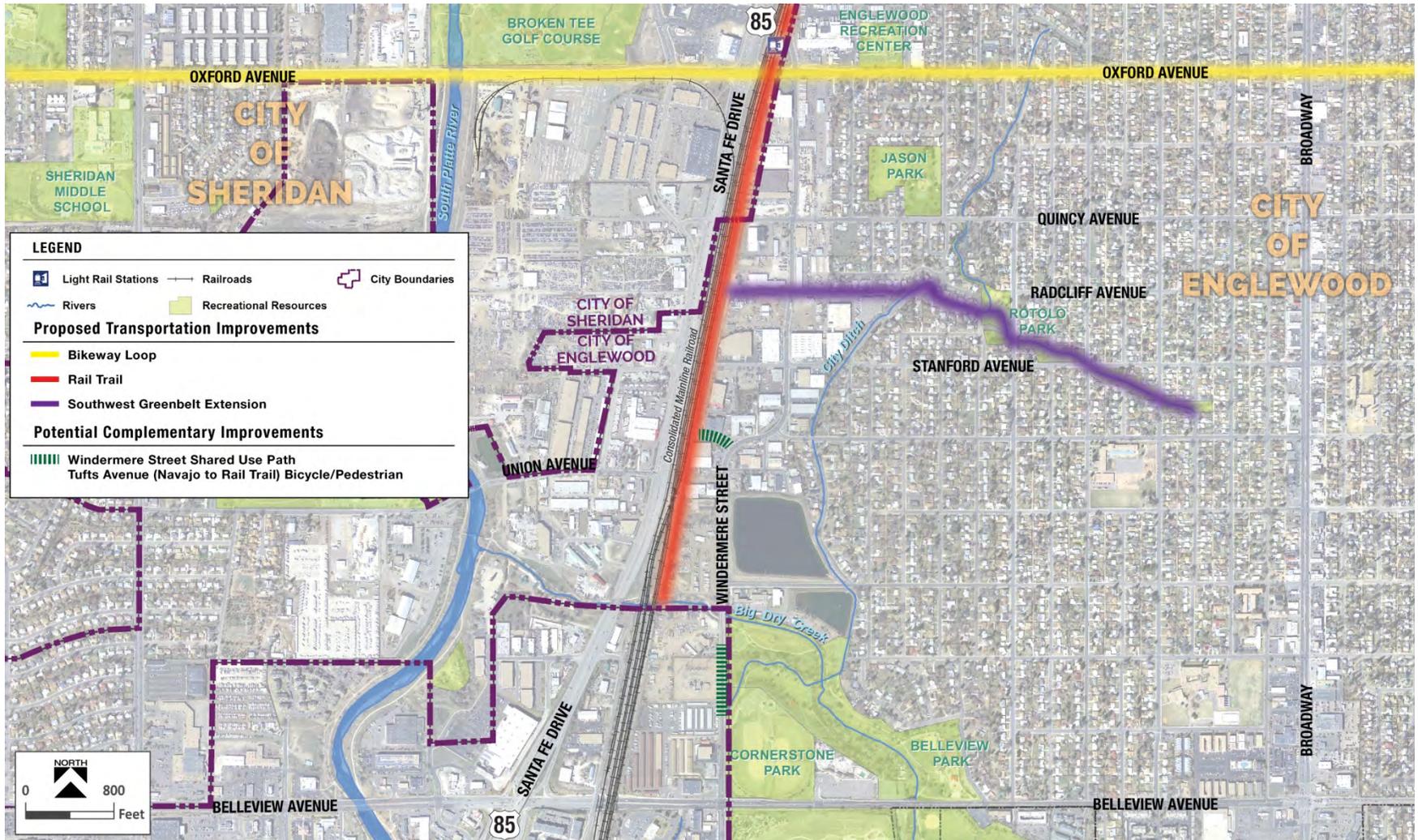


Figure ES-3. Package of Recommended Transportation Improvements – Sheridan – Oxford Station Area





- ▶ Rail Trail (Big Dry Creek Trail Connection to Elati Street)
  - Constructing a 10-foot-wide multi-use bicycle/pedestrian trail adjacent to the Southwest LRT Corridor from the Big Dry Creek Trail to Elati Street with bicycle/pedestrian bridges over Oxford Avenue, Hampden Avenue, and Dartmouth Avenue..
- ▶ Dartmouth Avenue, Clarkson Street, and Oxford Avenue Bikeway Loop
  - Dartmouth Avenue Bikeway
    - Installing a one-way couplet of buffer separated shared parking and bicycle lane along Dartmouth Avenue from Inca Street to Clarkson Street.
  - Clarkson Street Bikeway
    - Installing a bicycle boulevard along Clarkson Street from Dartmouth Avenue to Oxford Avenue with shared lane markings, wayfinding signs for bicyclists, and street treatments to give bicyclists priority, to slow traffic, and to improve bicycle and pedestrian safety.
  - Oxford Avenue Bikeway
    - Installing a bicycle boulevard along Oxford Avenue from Clarkson Street to Broadway with shared lane markings, wayfinding signs for bicyclists, and street treatments to give bicyclists priority, to slow traffic, and to improve bicycle and pedestrian safety.
    - Installing a one-way couplet along Oxford Avenue from Broadway to Navajo Street at the sidewalk level separated from the parking lanes.
    - Installing a 10-ft multi-use trail on the north side of Oxford Avenue from Navajo Street to Irving Street.
    - Installing a bicycle boulevard along Oxford Avenue from Irving Street to Lowell Boulevard with shared lane markings, wayfinding signs for bicyclists, and street treatments to give bicyclists priority, to slow traffic, and to improve bicycle and pedestrian safety.
- ▶ Southwest Greenbelt Trail Improvements and Extension
  - Reconstructing an existing 8-foot-wide asphalt trail in Rotolo Park from Cherokee Street to Huron Street with a 10-foot-wide multi-use trail and constructing a new 10-foot-wide multi-use trail from Huron Street to the Rail Trail.
- ▶ CityCenter Englewood Station Platform Shelter
  - Reconstructing the CityCenter Englewood Station Platform Shelter with a weather shelter.
- ▶ CityCenter Englewood LRT Station Bicycle/Pedestrian Bridge
  - Constructing a 12-foot-wide pedestrian grade-separated crossing of the LRT tracks, CML railroad tracks, and US 85 (Santa Fe Drive) with an elevator and a staircase to the CityCenter Englewood LRT Station platform.



- ▶ Floyd Avenue Bike Lanes (CityCenter Englewood LRT Station to Sherman Street)
  - Restriping to include 5-foot bike lanes in both directions, requiring the removal of the center turn lane from the CityCenter Englewood LRT Station to Elati Street, and a road diet from four lanes to two lanes with a possible center turn lane from Elati Street to Sherman Street or a similar type of treatment.
- ▶ Dartmouth Avenue Bikeway (Little Dry Creek Trail to Federal Boulevard)
  - Extending the construction of a bi-directional, 6 to 8-foot wide bikeway along Dartmouth Avenue from the Little Dry Creek Trail to Federal Boulevard.
- ▶ Windermere Shared Use Path Extension (Batting Cages at Cornerstone Park Entrance to Englewood Canine Corral Entrance)
  - Replacing the existing sidewalk with an extension of the existing 8-foot shared use path along the east side of Windermere Street (Bellevue Avenue to the Batting Cages at Cornerstone Park entrance) north to the Englewood Canine Corral entrance, providing connectivity to the Big Dry Creek Trail.
- ▶ Tufts Avenue Bicycle and Pedestrian Improvements (Navajo Street to Rail Trail)
  - Extending the sidewalk along the south side of Tufts Avenue to connect with the future Rail Trail where Tufts Avenue turns north into Windermere Street.
  - Painting bike sharrows and installing "Share the Road" signs.
  - Installing crosswalks where Tufts Avenue turns north into Windermere Street (including Americans with Disabilities Act [ADA]-compliant ramps), where Windermere street continues south from Tufts Avenue, and where Navajo Street continues north from Tufts Avenue.
- ▶ Little Dry Creek Trail Connection Bicycle/Pedestrian Improvements (Along the frontage road west of US 85 to Little Dry Creek Trail, Mary Carter Greenway [South Platte Trail], and west across the South Platte River)
  - Adding and improving bicycle/pedestrian facilities along the frontage road west of US 85 to Little Dry Creek.
  - Establishing additional connections westward from the CityCenter Englewood LRT Station Bicycle/Pedestrian Bridge
- ▶ US 85 / Dartmouth Avenue Intersection Improvements
  - Providing a fourth northbound and southbound through-lane in coordination with CDOT along US 85 to the next largest intersections (US 85/Hampden Avenue and US 85/Evans Avenue).
- ▶ US 85 / Oxford Avenue Intersection Improvements
  - Providing a fourth northbound and southbound through-lane along US 85 in coordination with CDOT to the next largest intersections (US 85/Hampden Avenue and US 85/Bellevue Avenue).



- ▶ Oxford Avenue / Navajo Street Intersection Improvements
  - Improving bus circulation in coordination with RTD to the Sheridan – Oxford Avenue station
- ▶ US 285 / Shoshone Street Right-In / Right-Out
  - Working with CDOT to construct a right-in / right-out to/from US 285 and Shoshone Street to provide easier vehicular access to areas west of US 85 and north of US 285.
- ▶ Dartmouth Avenue Intersection Improvements (South Platte River Drive to Zuni Street)
  - Providing intersection and access control improvements along Dartmouth Avenue from South Platte River Drive to Zuni Street as the street grid is reestablished (Dartmouth Avenue/Shoshone Street, Dartmouth Avenue/Quivas Street, etc.).
- ▶ Sheridan – Oxford Station park-n-Ride / Shared Use Parking
  - Redeveloping a nearby parcel into either a RTD park-n-Ride facility or working with a developer/landowner to construct a shared use parking structure as part of a mixed-use redevelopment where a portion of parking would be dedicated to RTD riders using the Sheridan – Oxford Station.
- ▶ Hamilton Place or Floyd Avenue Bridge Bicycle and Pedestrian Improvements
  - Widening the Hamilton Place Bridge to accommodate 8-foot sidewalks and 5-foot bike lanes on each side or providing a separate adjacent bicycle/pedestrian only bridge and/or providing a separate Floyd Avenue Bridge over the South Platte River.

### How will the proposed improvements be prioritized and potentially funded for implementation?

Experience has shown that an articulate and thoughtful action plan will help increase the probability of funding success in the current economic environment. Good information, collaboration, broad support, and readiness to proceed to construction are all keys to successful project prioritization. With this understanding, the study team developed a project prioritization process and Action Plan (**Chapter 8.0**) that is easy to use, objective, and easy to replicate.

The primary intent of this plan is to identify and prioritize projects so that the leadership of the City of Englewood and the City of Sheridan can have a basis for consideration and ultimate selection and funding of projects. To simplify the prioritization process, the approach was more qualitative than quantitative, although there is rich information available through this Next Steps Study to assist with a quantitative evaluation. It is designed to provide decision-makers with key information required to effectively understand potential projects, their benefits, and their readiness to encumber transportation funds. Key objectives of this Action Plan are to pursue opportunities in advance of project requests, identify a variety of potential funding sources, and to take advantage of unanticipated funding that might become available.

The short-term transportation improvement priorities (within five years) are:

- ▶ Rail Trail (Big Dry Creek Trail Connection to Sheridan - Oxford Station)
- ▶ Dartmouth Avenue Separated Bikeway (Inca Street to Clarkson Street)

- ▶ Clarkson Street (Dartmouth Avenue to Oxford Avenue) and Oxford Avenue (Clarkson Street to Broadway) Bicycle Boulevard
- ▶ Oxford Avenue (Irving Street to Lowell Boulevard) Bicycle Boulevard
- ▶ Floyd Avenue Bike Lanes (CityCenter Englewood Station to Sherman Street)

Additional near-term (within 3 years) recommendations for real estate implementation for the CityCenter Englewood Station area, Sheridan - Oxford Station area, North Neighborhood, and West Neighborhood are included in **Chapter 8.0**.

### What is the potential for development in the Study Area?

The project team conducted a market study to determine the market potential for various types of land uses (including retail, residential, entertainment, and office / employment) for four particular focus areas in the Englewood and Sheridan areas, defined as:

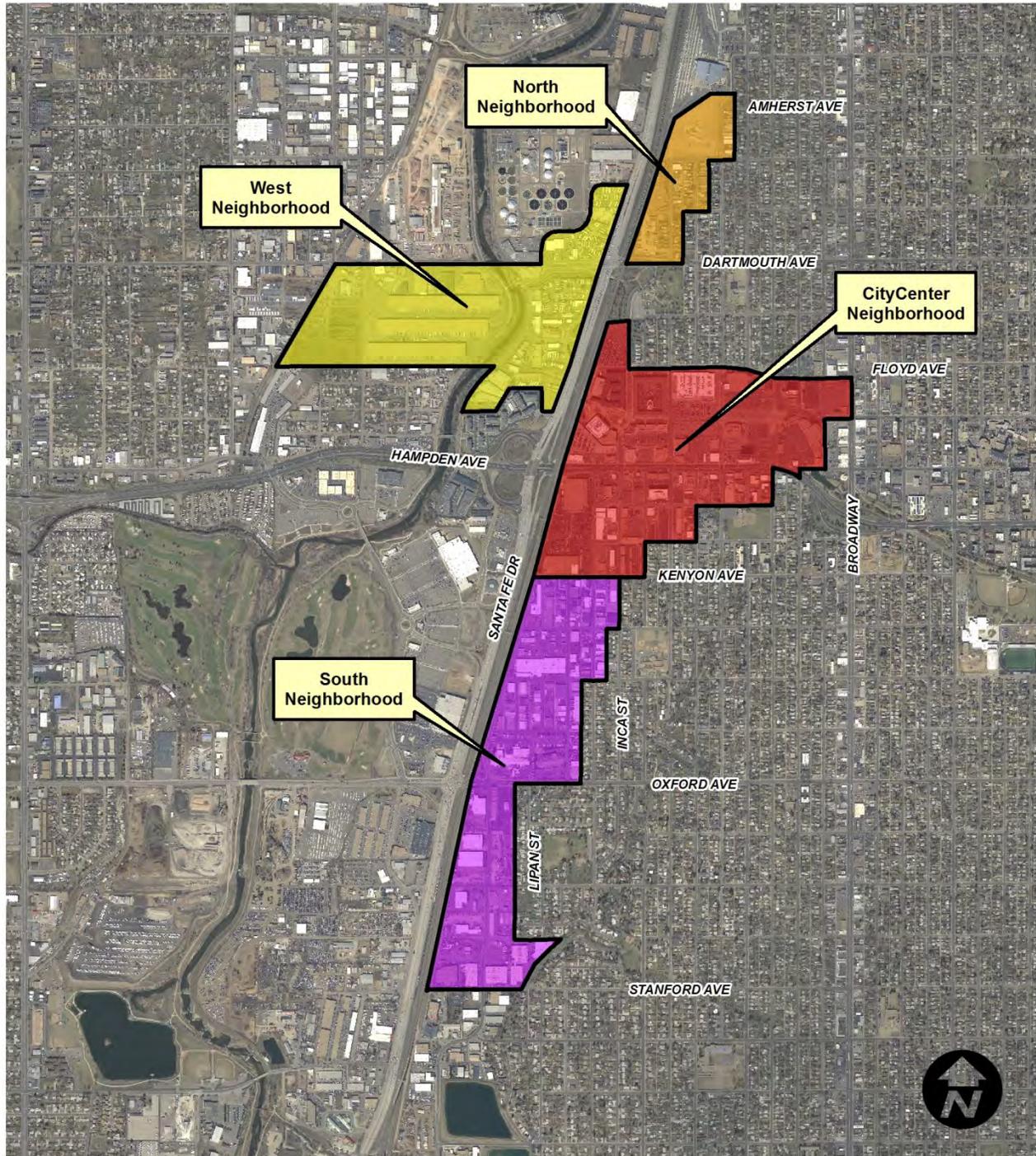
- ▶ Focus Area 1: North Neighborhood - Bates / Elati Area
- ▶ Focus Area 2: West Neighborhood - Area west of Englewood Station
- ▶ Focus Area 3: CityCenter Englewood Neighborhood – Area east of Englewood Station
- ▶ Focus Area 4: South Neighborhood – Area east and south of Oxford Station Area

These areas are shown on **Figure ES-5**.

Overall, the market study revealed that although the Englewood and Sheridan communities are landlocked and have remained fairly stable from a demographic standpoint over the last few decades, the overall projected significant growth of the Denver metro area over the next 20 to 25 years presents notable opportunities for redevelopment that would benefit from and leverage a number of the transportation improvements outlined in the Next Steps Study. The Denver metro area is projected to grow from around 3 million residents in 2015 to around 4 million in 2040, as the area continues to attract in-migration from around the country given its overall good quality of life. Furthermore, the metro area is projected to add around 36,000 new positions on average each year over the next ten years, as new companies continue to migrate to the region and existing companies continue to expand. While Downtown Denver and the heart of the city, as well as the outlying suburbs that have room available for expansion, will experience a good deal of this overall economic growth in terms of new development, the position of Englewood and Sheridan as “inner ring” suburbs enjoying relative proximity to a variety of key destinations in the metro area presents the opportunity for redevelopment and economic growth in the focus areas examined as part of the Next Steps Study. The Englewood area enjoys access to Downtown Denver and the Denver Tech Center area and is within minutes of some of the most desirable areas in the city, including Washington Park and other highly successful neighborhoods in south Denver. As the areas just to the north of Englewood continue to redevelop and attract increased levels of wealth, the proximity of the areas examined in the Next Steps Study to this part of Denver presents opportunities for economic growth.



Figure ES-4. Focus Areas





The following summarizes the key takeaways from the market study and feasibility analysis for each of the four focus areas examined in the NSS.

### *North Neighborhood (Bates / Elati Area)*

The North Neighborhood focus area primarily includes the Winslow Crane property, located just to the north of Dartmouth Street and east of the RTD southwest line, and stretches north toward Bates Avenue. The area has the potential to tie into the existing grid system of streets to the east in Englewood and, therefore, connect more directly to the Broadway corridor. The area is located fairly close to a number of neighborhoods in south Denver that are redeveloping with new residential and infill projects and enjoys good access, via the Santa Fe corridor and the RTD rail line, to Downtown Denver. While the lack of visibility to the Santa Fe corridor is less favorable for redevelopment, the fact that most of the area is controlled by one landowner (Winslow Crane) makes executing redevelopment in this area much easier. Overall, the urban framework is favorable for redevelopment.

From a market perspective, while the area lacks visibility to the Santa Fe corridor and has been perceived to date as more of a gritty industrial area, a redevelopment of the Winslow Crane parcel and adjacent parcels to the east could yield a successful mixed use development over the near term (the next five to ten years) centered on the following components:

**Residential:** Several hundred residential units, including a mixture of for-sale units (townhomes) and for-rent units (apartments).

**Retail:** Local-serving retail, including retail uses (coffee shop, bank, hair salon, etc.) that would serve the everyday uses of residents in the study area. The lack of visibility to the Santa Fe corridor limits the demand for retail beyond a small amount of local-serving retail uses.

**Office:** Given the orientation of the study area, the North Neighborhood would absorb only small quantities of office uses over the long term (limited to under 20,000 square feet in aggregate) oriented to smaller format office tenants (including medical office and small professional offices).

### *West Neighborhood (Area west of Englewood Station)*

The site constraints of properties in the West Neighborhood limit the potential for redevelopment over the near term, and larger scale redevelopment of this area, to the west of Santa Fe and between Dartmouth and Hampden, would require a more coordinated implementation strategy from the cities of Englewood and Sheridan over the longer term. Larger scale industrial uses dominate this area, particularly west of the South Platte River. The West Neighborhood also lacks a good deal of infrastructure (including utilities and street facilities) that would be necessary to execute redevelopments in the area. The properties located to the west of the river lack visibility and direct access to the Santa Fe corridor and the LRT line and, therefore, are more removed from the drivers of redevelopment that are moving south from the City of Denver. The very fragmented pattern of ownership of parcels in the area presents perhaps the largest challenge to redevelopment of this area, coupled with the fact that many of the industrial users and existing tenants in the area have a limited desire to relocate their existing operations.



From a market perspective, the West Neighborhood has the potential to support the following mix of land uses, primarily over the longer term:

**Retail:** The areas directly along Santa Fe could support a small amount of retail geared to take advantage of the adjacency to the Santa Fe corridor (including limited uses such as a coffee shop, drive-through uses, and other inline retail), over the near term. Over the longer term, the West Neighborhood is unlikely to develop as a larger scale retail destination, given the recent development of the River Point area in Sheridan.

**Residential:** Over the near term, demand may exist for a few hundred residential units (either apartment or townhome) in the area between Santa Fe and the South Platte River, but would not be viable to the west of the river. Over the longer term, residential uses (including several hundred multi-family or attached residential units) could be viable to the west of the river, but development of commercial or business park uses in this area may be a better use of the land, going forward.

**Office / Business Park:** The area between Santa Fe and the South Platte River has the potential to absorb smaller format office uses (including medical office, smaller companies, etc.) over the near term. However, at least over the near term, this area is unlikely to develop as a larger format office node, serving the metro area. The area to the west of the South Platte River has the potential to develop as a revamped business park or similar type of development, providing space for a variety of users, including forms of light industrial. The repositioning of this part of Englewood could help to provide additional areas for employment-generating uses in the community over the long term.

### ***CityCenter Englewood Neighborhood***

The CityCenter Englewood area enjoys a strategic position in the metro area, with good access via the Southwest LRT line and the Santa Fe corridor, to Downtown Denver and to other suburbs to the north and south. Furthermore, the local street network provides good access to the Broadway corridor, to the east. However, the potential for redevelopment and growth in this area has been limited by the overall perception and orientation of the area to date. Most people in the Denver area continue to think of this part of Englewood as an area dominated by suburban big box and junior box stores and strip commercial centers oriented along aging corridors such as Hampden Avenue. The redevelopment of the area requires the creation of a new vision and a more detailed plan for different parts of the neighborhood that help to create a sense of place. From a site analysis perspective, while the area benefits from a strong grid of local streets and access to the Hampden and Santa Fe corridors, the fractured pattern of ownership in the area, legal restrictions in place around the CityCenter Englewood dating back to the redevelopment of the area in the early 2000s and limiting the flexibility of developers, and the perception of the area as a relatively tired suburban strip center area challenge prospects for redevelopment.

From a market perspective, the CityCenter Englewood area has the potential to support the following types of land uses:

**Retail:** Overall, demand does not exist for larger scale additional retail square footage in this neighborhood, as the area is currently saturated across the full spectrum of retail uses. Limited



additional demand is possible over the longer term. However, the redevelopment of the CityCenter Englewood area could reposition a number of retail spaces and the existing quantity of retail square footage in the area into more viable and updated versions of retail, with new tenants, and thus could help stimulate overall success of this district. In addition, potential exists to develop a number of additional restaurant spaces in the CityCenter Englewood area.

**Residential:** Over the longer term, the CityCenter Englewood area has the potential to support a few thousand additional residential units (townhome or apartment) depending on how potential redevelopment scenarios move forward (in terms of density and orientation).

**Office:** Over the longer term, the CityCenter Englewood area has the potential to emerge as a small node of office development, of a few hundred thousand square feet. While the Denver Tech Center and Downtown Denver will continue to dominate the nearby office markets, the favorable access of the Englewood area could present the opportunity for some additional office development over the longer term, particularly if the overall district is repositioned over time.

**Entertainment:** Over the longer term, the CityCenter Englewood could emerge as a subregional hub of entertainment uses, including family entertainment destinations (similar to concepts such as Dave and Busters or Gameworks) and uses geared to sports (in particular, youth sports). The area to the south of Hampden, given the larger parcel areas available for redevelopment, could accommodate larger format entertainment uses that require larger land areas (such as a regional youth sports or indoor aquatic center, or larger format concepts such as Top Golf).

### *South Neighborhood (Area East and South of Oxford Station Area)*

The presence of the elevated LRT line impedes visibility of the South Neighborhood from the Santa Fe corridor and, therefore, limits the potential market for development as residential and related neighborhood-oriented land uses. While the properties to the south of the Sheridan – Oxford station are owned by a diverse set of entities, the group as a whole is interested in redevelopment and sees the area as having potential for revitalization over the near term and long term.

The South Neighborhood has the potential to support the following land uses over time:

**Residential:** The study area, south of Oxford and east of the Southwest LRT line, has the potential to support up to 1,000 residential units (townhome or apartment) over the longer term. These units would likely be oriented as part of "mixed use" developments incorporating a small amount of retail uses as well.

**Office:** The South Neighborhood has limited potential for smaller format and creative office uses of no more than 10,000 square feet in total.

**Retail:** Given the lack of visibility to the Santa Fe corridor, the South Neighborhood is unlikely to attract a sizeable component of retail development. Total retail demand in this area is limited to 20,000 square feet in total and would likely include local-serving uses (such as a coffee shop, dry cleaner, etc.).



In addition, a portion of the industrial land uses may remain in the South Neighborhood over time, integrated with the new types of land uses that may result from redevelopment.

### **How can redevelopment strategies for the four neighborhoods be implemented?**

The Next Steps Study outlined a set of implementation strategies for each neighborhood area profiled in the market study. This section outlines the key strategies for each area, and the Next Steps Study report provides additional details and implementation recommendations for the community to use going forward.

#### ***North Neighborhood***

The Winslow Crane property is the primary development opportunity in this area. Given the nature of the neighborhood surrounding this area, this planned redevelopment could be sizeable enough with enough critical mass to start changing perceptions of the area. Mixed income housing can be a catalyst for area redevelopment. Metro area redevelopments have often seen the introduction of tax credit affordable, senior and rental housing as the first housing types into a market to help catalyze future area redevelopment. Although there is currently market support for the development, the creation of better connectivity to the CityCenter Englewood Station, as well as amenities along the South Platte River, is critical to attracting future residents to the area. A stronger, vibrant, more attractive Broadway corridor would also enhance the neighborhood's redevelopment potential.

The key implementation action steps for the North Neighborhood include the following. The Next Steps Study contains details about additional recommended action steps:

- ▶ Support the current development proposal for mixed income housing on the Winslow Crane property through the CHFA Low Income Housing Tax Credit approval process.
- ▶ Assist the developer of the Winslow Crane property with communications with neighborhoods and other stakeholders.
- ▶ Continue to seek funding for rail trail improvements that would enhance connectivity from the North Neighborhood to the CityCenter Englewood LRT station
- ▶ Assist the developer in attracting employment uses to the area
- ▶ Develop a subarea plan for the area
- ▶ Assist the developer with planning for the use of Tax Increment Financing (TIF) in concert with development activities
- ▶ Plan and pursue funding for the Dartmouth Avenue Separated Bikeway, US 85 / Dartmouth intersection improvements, and other intersection improvements along Dartmouth Avenue

#### ***West Neighborhood***

The West Neighborhood has the potential over the longer term to redevelop as an area geared to employment and a mixture of other land uses. However, in the near term, the cities of Englewood and Sheridan should continue to coordinate planning activities that will lay the



groundwork for redevelopment of this area over time. The implementation action items are outlined below, and the Next Steps Study provides additional details and recommendations for the cities to use going forward:

- ▶ The cities of Englewood and Sheridan should develop a Cross-Jurisdictional subarea plan identifying critical businesses to maintain in the area, potential parcels that could serve as the locations for catalytic redevelopment projects, prioritized connections to enhance the neighborhood and key amenities or destinations, primary infrastructure needs, and appropriate zoning to facilitate redevelopment.
- ▶ As part of the overall planning effort, Englewood and Sheridan should create a working group of officials to meet regularly to coordinate ongoing redevelopment efforts in this area.
- ▶ The cities should plan for and pursue funding for the potential bike and pedestrian bridge connecting the CityCenter Englewood LRT station to the area west of Santa Fe Drive.
- ▶ The cities should continue to collaborate inter-jurisdictionally to create improved and enhanced connections to the South Platte River.

### *CityCenter Englewood Area*

To realize the long-term goal of creating an activated and high-quality CityCenter Englewood station area, current market conditions require incremental infill development, phasing over time, the use of public private partnerships, and the potential use of tools such as a Downtown Development Authority (DDA), along with TIF. Additional potential tools include Title 32 Metropolitan Districts and Public Improvements Fees, both of which are tools not historically used in the City of Englewood.

A new master plan for the area should be developed, in conjunction with the creation of a DDA. The plan should be developed in concert with a detailed development strategy (planning, design, financial, and legal) that has the cooperation and buy-in of major property owners and large employers along both sides of Hampden Avenue. A new TIF district orchestrated through the DDA should be put into place with both sales and property tax TIFs used at the appropriate times to generate revenues to help fund needed public improvements.

Given the importance of the Broadway corridor to the CityCenter Englewood area, the DDA boundaries should include the CityCenter Englewood area and critical sections of the Broadway corridor. Given the breadth of the area, subareas should be designated with specific plans in place for each. Areas could be subdivided into:

- ▶ Property and businesses west of Wal-mart, as their focus tends to be CityCenter Englewood and the LRT station
- ▶ Property and businesses east of Wal-mart, as the focus tends to be Broadway
- ▶ Property and businesses along the Broadway corridor, north of Hampden
- ▶ Property and businesses along the Broadway corridor, south of Hampden



The City previously had a Business Improvement District (BID) along the Broadway corridor. An expanded DDA can undertake the same types of projects that a BID typically oversees.

The following outlines the key implementation action items for the CityCenter Englewood area and the Next Steps Study contains additional details and additional action items for consideration:

- ▶ The City should institute a DDA in the area, as well as other appropriate financial tools and mechanisms, including Title 32 Metropolitan Districts, other special districts, and Public Improvement and Retail Sales Fees.
- ▶ The City should investigate and potentially modify legal agreements in place for particular parcels in the CityCenter Englewood area to inform or help implement elements of the Vision / Master Plan for the area.
- ▶ The City should outline a financial plan for redevelopment concurrently with property owners in the area.
- ▶ The City should continue to refine and evolve the design of the Rail Trail as it passes through the CityCenter Englewood area to help facilitate and support redevelopment efforts in the area.
- ▶ The City should determine whether an Owner's Representative with development experience should represent the City during discussions about the CityCenter Englewood area, or whether a relationship with a Master Developer should be pursued.

### *South Neighborhood*

South of the Sheridan - Oxford Station, the former industrial area has begun transitioning to a mixed-use land use orientation. Given the current activity, rail trail improvements to help facilitate station connectivity and area redevelopment should be prioritized. Over the longer term, development of a shared parking strategy would help enhance area redevelopment. As mixed use retail develops in the area, the City should consider using Urban Renewal as a financial tool to capture sales (and property) tax increment to help pay for shared structured parking.

The following outlines some of the key implementation action items for the South Neighborhood:

- ▶ The City should develop TOD zoning regulations for this area that would allow a mixture of residential, retail, and office land uses, in addition to the existing industrial land uses present in the area.
- ▶ The City should work with developers and property owners to facilitate the creation of shared parking facilities in the area that would align with RTD's Transit Access Guidelines for parking. It should also work with RTD to secure additional parking spaces in the area and assist with securing properties that could be used for future parking facilities, and explore funding for additional park-n-Ride or Shared Use parking in the area. The City of Englewood and RTD do not anticipate acquiring property using eminent domain for parking. The City of Englewood and RTD would like to partner with land owners for additional park-n-Ride or Shared Use parking options.



- ▶ The City should continue to refine design and pursue funding of the Rail Trail that would connect the south side of Oxford with the LRT station.
- ▶ The City should continue to plan and pursue funding for intersection improvements at US 85 / Oxford, and at Oxford and Navajo.
- ▶ The City should also continue planning and secure funding for the Oxford Avenue Separated Bikeway improvements.

### ***Public Finance Tools***

The Next Steps Study outlines a roster of potential Public Finance tools available to help support ongoing redevelopment and revitalization in the various focus areas, including TIF, Urban Renewal Authorities, DDAs, General Improvement Districts, and Local Improvement Districts. The Next Steps Study outlines additional tools at the disposal of the City of Englewood to support development and to help fund public improvements associated with redevelopment or overall community revitalization.



## Acknowledgements

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## 1.0 Introduction

This Next Steps Study documents the results of a coordinated planning effort between the cities of Englewood and Sheridan to improve community-wide access to the Southwest Light-Rail Transit (LRT) Corridor Englewood (CityCenter Englewood) and Oxford – City of Sheridan (Sheridan – Oxford) stations, to encourage transit supportive development within the corridor, and to stimulate private investment. The cities of Englewood and Sheridan initiated the study to:

- ▶ Analyze existing and future challenges and opportunities for multimodal (bicycle, pedestrian, transit, and vehicle) connectivity to the LRT Corridor within the study area (using the year 2035 as a planning horizon),
- ▶ Evaluate further the previously proposed multimodal transportation infrastructure projects recommended in the *Englewood Light Rail Corridor Station Area Master Plan* and projects identified by the cities of Englewood and Sheridan staff,
- ▶ Identify potential Complementary Transportation Improvements that enhance connectivity to the LRT stations, in addition to those previously recommended,
- ▶ Conduct a real estate development and marketing/implementation strategy for the four areas in the city of Englewood adjacent to the LRT stations, and
- ▶ Prepare an action plan that prioritizes and identifies implementation strategies for the recommended transportation infrastructure projects.

This Next Steps Study was prepared in accordance with Denver Regional Council of Governments (DRCOG) *FY 14-15 Station Area/Urban Centers Studies – Project Eligibility Rules* (DRCOG, 2014) and the Regional Transportation District (RTD) *Transit Oriented Development (TOD) Policy* (RTD, 2006). In addition, the Federal Highway Administration (FHWA) Planning and Environmental Linkages (PEL) Questionnaire was completed (**Appendix A**) to facilitate incorporation of the study results into potential future National Environmental Policy Act (NEPA) efforts, if required, due to interaction with the State Highway system or if warranted due to potential funding scenarios.

The Next Steps Study is organized into eight chapters:

- ▶ **Chapter 1.0: Introduction.** Chapter 1.0 provides the study location, description, vision, objectives, and planning context of the study.
- ▶ **Chapter 2.0: Transportation System Conditions Assessment.** Chapter 2.0 summarizes the conditions of the existing transportation system within the study area and assesses deficiencies within the existing transportation system.
- ▶ **Chapter 3.0: Real Estate Market Analysis and Feasibility.** Chapter 3.0 summarizes the real estate feasibility study and implementation plan prepared as part of the Next Steps Study.
- ▶ **Chapter 4.0: Environmental Overview.** Chapter 4.0 summarizes the existing environmental conditions for several priority resources within the study area and summarizes additional resource assessments that could be required during any future project-level analysis.



- ▶ **Chapter 5.0: Transportation Improvements Analysis.** Chapter 5.0 describes the development, evaluation, and conceptual engineering design of alternatives for transportation improvements in the study area.
- ▶ **Chapter 6.0: Recommended Transportation Improvements.** Chapter 6.0 describes the package of Recommended Transportation Improvements resulting from the transportation improvements analysis conducted in this Next Steps Study.
- ▶ **Chapter 7.0: Community Engagement.** Chapter 7.0 summarizes the agency coordination and public outreach conducted with federal, state, and local government officials; regional transportation planning entities; community groups; businesses; and residents.
- ▶ **Chapter 8.0: Action Plan.** Chapter 8.0 presents an Action Plan to identify and prioritize the projects included in the Recommended Transportation Improvements and to identify potential funding sources for these improvements.

Figure 1-1 depicts the planning process for the Next Steps Study.

## 1.1 *Study Location and Description*

The Southwest LRT Line extends 8.7 miles south from the Interstate 25/Broadway LRT station in the City and County of Denver and includes five stations. Two stations, the CityCenter Englewood Station and the Sheridan - Oxford Station, are located within the cities of Englewood and Sheridan. To evaluate transportation improvements and connectivity to these stations, a study area was established. The study area extends from approximately Irving Street on the west to Clarkson Street on the east and from approximately Belleview Avenue on the south to Yale Avenue on the north (Figure 1-2).



Figure 1-1. Next Steps Study Planning Process

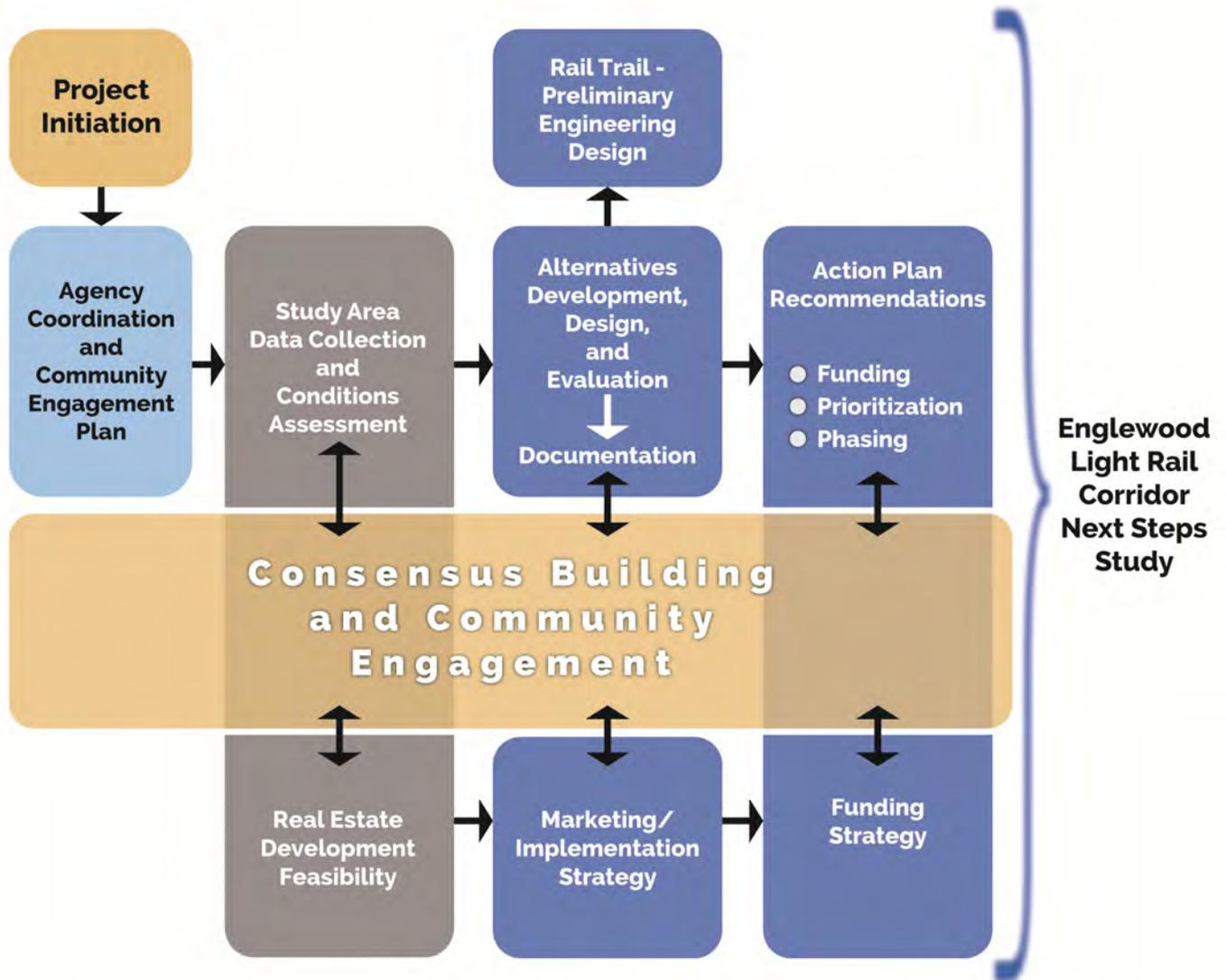
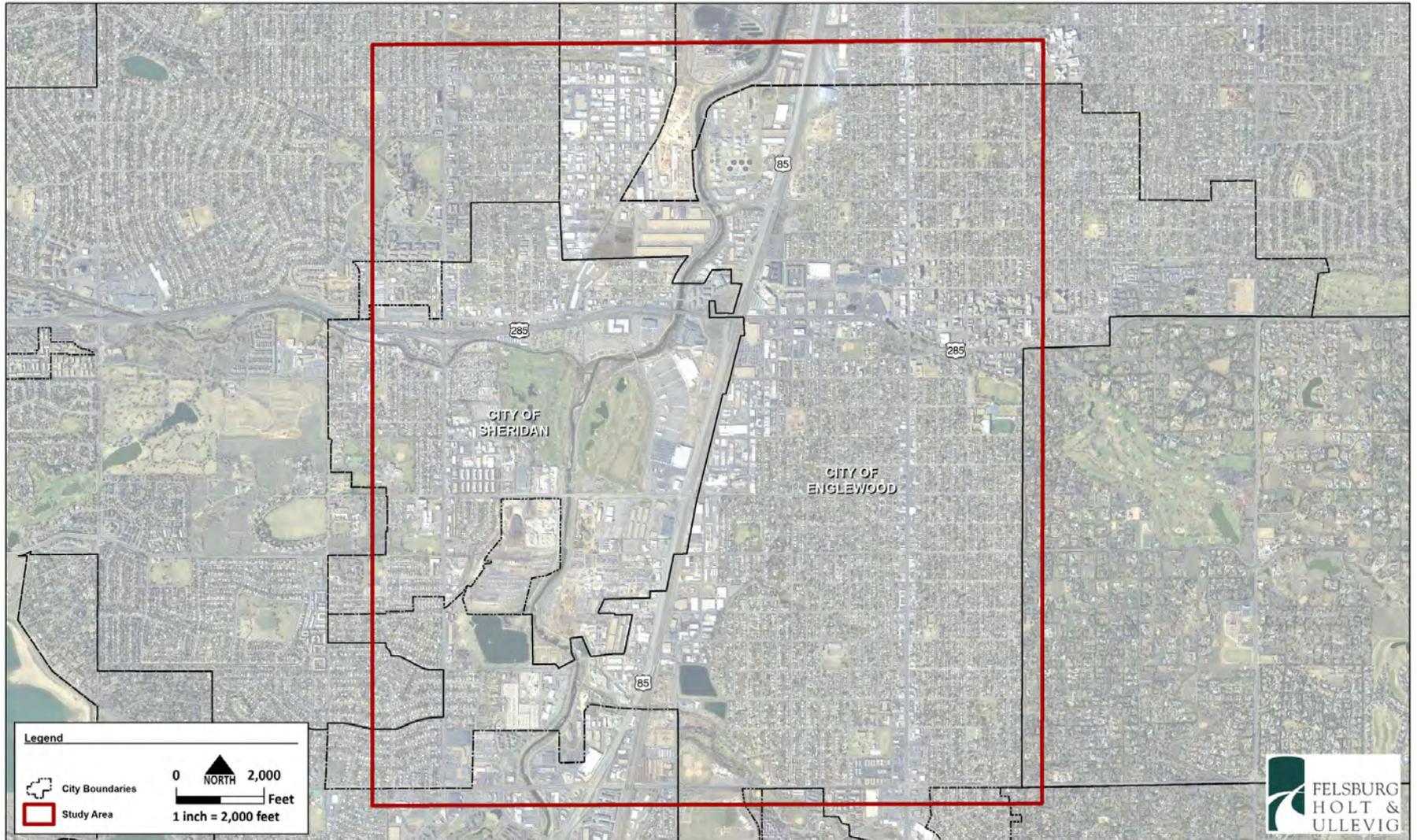


Figure 1-2. Study Area





## 1.2 Vision

The purpose of the transportation improvements is to enhance multimodal connections (bicycle, pedestrian, vehicle, and transit) to the CityCenter Englewood Station and the Sheridan - Oxford Station in a manner that enhances adjacent existing and planned land use. This vision is carried through the transportation improvements analysis process summarized in **Chapter 5.0**.

## 1.3 Objectives

The DRCOG transportation vision for the Denver metropolitan area is of a balanced, sustainable multimodal transportation system. The objectives of the Next Steps Study are based on the local goals identified in the *2035 Metro Vision Regional Transportation Plan (RTP)* (DRCOG, 2011) and on the goals of the cities of Englewood and Sheridan and the general public.

- ▶ Improve the efficiency of the transportation system
- ▶ Integrate with and support the social, economic, and physical land use plans of the cities of Englewood and Sheridan
- ▶ Provide mobility choices for people and goods that are safe, environmentally sensitive, efficient, and sustainable
- ▶ Protect and enhance the natural environment and local community while improving the performance of the transportation system

## 1.4 Planning Context

Many plans apply to the study area and inform the objectives and planning context of this study. These plans are described in the following sections and include:

- ▶ South Santa Fe Drive Corridor Improvements Study (Tri-City Planning Group, 1992)
- ▶ North Englewood Small Area Plan (City of Englewood, 1997)
- ▶ CityCenter Englewood: Redevelopment of the Cinderella City Mall (City of Englewood, 2000)
- ▶ Englewood Industrial Urban Renewal Plan and the General Ironworks Development Plan (Englewood Urban Renewal Authority, 2000)
- ▶ Southwest Light Rail Transit Line Major Investment Study (RTD, 2000)
- ▶ Englewood Civic Center Pedestrian Underpass Feasibility Study (City of Englewood, 2002)
- ▶ Englewood and Oxford Station Area Plan (City of Englewood, 2003)
- ▶ Roadmap Englewood: The 2003 Englewood Comprehensive Plan (City of Englewood, 2003) and Englewood Forward: The 2016 Englewood Comprehensive Plan
- ▶ Englewood Master Bicycle Plan (City of Englewood, 2004)
- ▶ City of Sheridan Comprehensive Plan (City of Sheridan, 2004)



- ▶ Ready, Set, Action! An Urban Design Action Plan for the Englewood Downtown & Medical Districts (City of Englewood, 2009)
- ▶ Arapahoe County 2035 Transportation Plan (Arapahoe County, 2010)
- ▶ 2035 Metro Vision Regional Transportation Plan (DRCOG, 2011)
- ▶ Complete Streets Toolbox (City of Englewood, 2011)
- ▶ Englewood Master Bicycle Plan Route Development Study and Implementation Program (City of Englewood, 2011)
- ▶ Oxford Station Transit Oriented Development (TOD) – Planned Unit Development (PUD) Site Plan (Littleton Capital Partners, 2012)
- ▶ Englewood Light Rail Corridor Station Area Master Plan (City of Englewood, 2013)
- ▶ Navajo Apartments TOD – PUD Site Plan (Else Partners, 2012)
- ▶ Sand Creek TOD – PUD Site Plan (Sand Creek Investors, 2012)
- ▶ WH Investors TOD – PUD Site Plan (WH Investors, 2013)
- ▶ Englewood Walk and Wheel Master Plan and Program (City of Englewood, 2015)

### **1.4.1 South Santa Fe Drive Corridor Improvements Study**

The cities of Englewood, Sheridan, and Littleton formed the Tri-City Planning Group in 1991 to work with the Colorado Department of Transportation (CDOT) in relation to the South Santa Fe Drive expansion project. The South Santa Fe Drive Corridor Improvements Study (Tri-City Planning Group, 1992) was developed from the Tri-City’s planning process. This study, collaboration among the three cities, local businesses, and CDOT, resulted in an overall development concept for improving the attractiveness, desirability, and accessibility of South Santa Fe Drive between Dartmouth Avenue on the north and C-470 on the south.

### **1.4.2 North Englewood Small Area Plan**

In August 1997, the City of Englewood staff began to develop an amendment to the Englewood Comprehensive Plan, the North Englewood Small Area Plan (NESAP) (City of Englewood, 1997). Working with citizens in North Englewood, staff identified problems and opportunities affecting the Bishop Elementary School area north of Floyd Avenue to the city limits at Yale Avenue and between South Santa Fe Drive and South Broadway. The range of issues included traffic, environmental, land use, light rail, investments in infrastructure, and private property. The project centerpiece was the proposed redevelopment of the General Ironworks site. The Planning Commission did not adopt this small area plan at the staff’s request due to neighborhood opposition.

### **1.4.3 CityCenter Englewood: Redevelopment of the Cinderella City Mall**

Englewood’s Cinderella City Mall, which was located immediately east of the CityCenter Englewood Station, closed in 1997. Community engagement identified the desire to create a multi-use development that would include civic and mixed use retail, residential, and office uses



east of the CityCenter Englewood Station, in addition to a major big box retailer. To achieve this vision, the City took on the role of master developer and completed the CityCenter Development Plan (City of Englewood, 2000). The new project would become known as CityCenter Englewood, Metro Denver's first TOD.

#### **1.4.4 Englewood Industrial Urban Renewal Plan and the General Ironworks Development Plan**

The Englewood Urban Renewal Authority became involved with the area around the General Ironworks site as a result of the NESAP (City of Englewood, 1997) process and the recognition that the area and the General Ironworks site offered a significant development opportunity for the City. The Authority also recognized potential impediments to redevelopment of this area that included environmental, economic, infrastructure, and land use and zoning issues (Englewood Urban Renewal Authority, 2000; Englewood Urban Renewal Authority, 2002).

Acquisition negotiations between the Englewood Urban Renewal Authority and RTD began in 2000 and progressed, along with the request for proposal issued by the Englewood Urban Renewal Authority for development of a portion of the General Ironworks site, anchored by a new LRT station located at Bates Avenue. As planned, RTD would acquire the entire site, retain the northern portion for the LRT maintenance facility, and transfer the southern portion to the Englewood Urban Renewal Authority for redevelopment. RTD acquired the northern portion for the Light Rail Maintenance facility, but redevelopment of the southern portion of the site did not occur.

#### **1.4.5 Southwest Light Rail Transit Line Major Investment Study**

RTD initiated a Major Investment Study to evaluate rapid transit alternatives for the Santa Fe Drive corridor between downtown Denver and Littleton in 1992. LRT was selected as the preferred technology in 1994, effectively extending the existing Central corridor running through the heart of Denver (RTD, 1994). Construction of the Southwest extension began in 1997 and was completed in 2000, opening to the public in July of that year.

#### **1.4.6 Englewood Civic Center Pedestrian Underpass Feasibility Study**

In 2002, the City of Englewood completed a design and cost feasibility study for a pedestrian underpass underneath Santa Fe Drive approximately 600 feet north of the intersection at Hampden Avenue and Santa Fe Drive (City of Englewood, 2002). The recommended alternative consists of a 350-foot underpass accessed from the east via a staircase at the northwest corner of the Englewood Civic Center parking structure and from the west via a staircase located in the center of the existing Santa Fe Drive frontage road cul-de-sac. The primary objective of the study was to assess the physical and financial feasibility of boring a pedestrian tunnel under Santa Fe Drive that would serve a new RTD park-n-Ride. The study did not include the potential for multimodal east/west access, such as bicycle connectivity.



## 1.4.7 Englewood and Oxford Station Area Plans

In 2002, the Englewood Community Development Department applied for and received a Heritage Planning grant from the Colorado Department of Local Affairs. The focus of this planning effort was to determine the extent of the influence the CityCenter Englewood Station and the Sheridan – Oxford Station would have on redevelopment opportunities (City of Englewood, 2003). The Station Area Plans provided the framework for future development and redevelopment around these stations to build on the region's investment in mass transit.

Three components make up the station area plans: land use inventory, market analysis, and master plan. The land use inventory identifies current uses within the LRT Station influence areas and provides a detailed land values analysis as a baseline for further analysis. The market analysis focuses on determining the most appropriate mix of uses for the station area and the critical mass of such uses necessary to ensure long-term sustainability. The master plan describes and documents preferred long-term development patterns surrounding the LRT Station areas.

## 1.4.8 Roadmap Englewood: The 2003 Englewood Comprehensive Plan and Englewood Forward: 2015 Comprehensive Plan Update

The City of Englewood is currently updating its comprehensive plan, *Roadmap Englewood: 2003 Englewood Comprehensive Plan*, in 2015 (City of Englewood, 2015). The 2003 Comprehensive Plan emphasized working with RTD to increase ridership through the creation of high-quality transit, bicycle, and pedestrian connections to LRT stations and focusing capacity improvements on pedestrian, bicycle, and transit modes. The revised Plan will establish a vision for Englewood's future and set forth broad principles to guide topics such as land use, housing, parks and open space, business and employment, transportation, and sustainability. Based on these principles, detailed policies and objectives outline how the vision can be realized. Strategies will be organized around the Plan's vision and will include monitoring and management recommendations for long-term implementation.

## 1.4.9 Englewood Master Bicycle Plan

In 2004, the City of Englewood prepared a Master Bicycle Plan (City of Englewood, 2004) to serve as an addendum to the 2003 Comprehensive Plan. The Master Bicycle Plan presented a more refined vision of a community-wide bicycling system to be achieved over the next 20 years. The plan provided justification for a series of bicycle routes, identified key missing links in the bicycle trail system, and provided a series of amenities to promote cycling by making it more convenient and safe.

## 1.4.10 City of Sheridan Comprehensive Plan

The City of Sheridan is in the process of updating its Comprehensive Plan (City of Sheridan, 2015). The previous Comprehensive Plan was prepared in 2004 (City of Sheridan, 2004). The purpose of the 2004 Comprehensive Plan was to guide development and redevelopment over the 2004 to 2024 twenty-year planning period. Objectives were to redevelop from Union Avenue to Hampden Avenue, west of Santa Fe Drive and east of the South Platte River; redevelop the Old



Hampden area; improve the Oxford Avenue and Platte River frontages; and construct pedestrian crossings over/under Santa Fe to improve access to the LRT stations.

#### **1.4.11 Ready, Set, Action! An Urban Design Action Plan for the Englewood Downtown & Medical Districts**

The City of Englewood developed conceptual streetscape designs in *Ready, Set, Action! An Urban Design Action Plan for the Englewood Downtown and Medical Districts* (City of Englewood, 2009) for segments of Broadway and Old Hampden Avenue in the City's Downtown and Medical Districts. The Downtown District is Englewood's night life and entertainment district along Broadway, and the Medical District serves the retail and dining needs of the local residents and the Swedish Medical Center and Craig Hospital users and employees. The CityCenter Englewood District, which is the location of the CityCenter Englewood Station, was not included in the plan. The emphasis of the streetscape designs was to improve the pedestrian experience.

#### **1.4.12 Arapahoe County 2035 Transportation Plan**

Arapahoe County completed a *2035 Transportation Plan* in November 2010. The *2035 Transportation Plan* evaluated future road needs based on land use projection, population growth, daily traffic volumes, and commuting destinations. Only 2 percent of residents within unincorporated Arapahoe County commute to work within the City of Englewood, as defined by DRCOG. Because the plan focuses on the unincorporated portions of Arapahoe County, no proposed transportation improvements were identified in the vicinity of the study area.

#### **1.4.13 2035 Metro Vision Regional Transportation Plan**

The DRCOG *2035 Metro Vision RTP* identified the needs, corridor strategies, and projects anticipated to be constructed over the next 20-plus years. The RTP consisted of both fiscally-constrained and fiscally-unconstrained vision components (DRCOG, 2011). In the *2035 Metro Vision Regional Transportation Plan*, the key fiscally constrained multimodal improvements included:

- ▶ Expanding the CityCenter Englewood Station park-n-Ride to 1,350 parking spaces, and
- ▶ Reconstructing Oxford Avenue between Federal Boulevard and Clay Street in the City of Sheridan.

#### **1.4.14 Complete Streets Toolbox**

In 2011, the City of Englewood conducted the Englewood Complete Streets Project and prepared the *Complete Streets Toolbox* (City of Englewood, 2011) as an initiative to take steps toward a community vision for mixed-use, pedestrian oriented development patterns in Englewood's Downtown and Medical Center Districts. The Englewood Complete Streets Project was identified as a critical next step project in the *Ready, Set, Action! An Urban Design Action Plan for the Englewood Downtown and Medical Districts* planning process. The *Complete Streets Toolbox* provided a series of recommended facilities, such as street restriping, asphalt overlays, traffic signal designs, etc., that could be implemented as funding was identified and made available.



#### **1.4.15 Englewood Master Bicycle Plan Route Development Study and Implementation Program**

The City of Englewood conducted an *Englewood Master Bicycle Plan Route Development Study and Implementation Program* (City of Englewood, 2011) to focus on immediately implementable improvements to the on-street bicycle system and to develop a comprehensive and understandable on-street bicycle route system. The implementation recommendations were to provide additional signs along Oxford Avenue, regional route signage (numbered routes), local route signage, comprehensive and understandable route mapping, and guide/destination signage. These recommendations were implemented by March 2012.

#### **1.4.16 Oxford Station Transit Oriented Development – Planned Unit Development Site Plan**

In 2012, Littleton Capital Partners proposed a development plan for the 3.5-acre former Martin Plastics site located at the southwest corner of the Navajo Street and West Oxford Avenue intersection. The development plan includes 252 dwelling units within two five-story buildings, underground parking with 140 spaces, and a surface lot accommodating 195 spaces (Littleton Capital Partners, 2012).

#### **1.4.17 Englewood Light Rail Corridor Station Area Master Plan**

In 2013, the City of Englewood prepared the *Englewood Light Rail Corridor Station Area Master Plan* (City of Englewood, 2013) in coordination with DRCOG and RTD to encourage transit supportive development for the Southwest LRT Corridor in Englewood. The plan identified complementary functions, character, uses, and design elements for each station area and associated public infrastructure to link to the corridor.

#### **1.4.18 Navajo Apartments TOD – PUD Site Plan**

Elsy Partners prepared a proposed development plan for the 2.13-acre property located south of the Martin Plastics site at 4201 S. Navajo Street. The development plan includes 130 dwelling units within two 5-story buildings and a surface lot accommodating 192 spaces (Elsy Partners, 2012).

#### **1.4.19 Sand Creek TOD – PUD Site Plan**

In 2012, Sand Creek Investors prepared a proposed development plan for the 10.61-acre property consisting of two parcels located at 601 W. Bates Avenue, which is located northwest of the Bates Avenue/Elati Street intersection. The development plan includes 12 buildings with 336 residential units and associated parking.

#### **1.4.20 WH Investors TOD – PUD Site Plan**

WH Investors prepared a proposed development plan for the 6.12-acre site consisting of several parcels generally located east of S. Galapago Street, south of W. Bates Avenue, north of



W. Dartmouth Avenue, and east of the CML railroad tracks and LRT line. The development plan includes seven buildings with 224 residential units and associated parking.

#### 1.4.21 Englewood Walk and Wheel Master Plan and Program

The City of Englewood is preparing a citywide pedestrian and bicycle plan, *Englewood Walk and Wheel Master Plan and Program*, in 2015 (City of Englewood, 2015). The purpose of the *Englewood Walk and Wheel Master Plan and Program* is to evaluate the City's current walking and bicycling conditions and activity, develop recommendations to strengthen walking and bicycling connectivity in Englewood, and encourage more people to include walking and bicycling in their daily activities. The *Englewood Walk and Wheel Master Plan and Program* will build on the previous Bicycle Master Plan completed in 2004 and the community-wide bicycle route signage program completed in 2012 and will identify Englewood's top priority projects for making upgrades to the bicycle and pedestrian networks throughout the community.



## 2.0 Transportation System Conditions Assessment

To provide transportation improvements that increase multimodal (bicycle, pedestrian, transit, and vehicle) connectivity to the CityCenter Englewood Station and the Sheridan - Oxford Station, an assessment of the existing facilities and conditions was performed. The following chapter presents existing transportation system data collected for the study area (**Figure 1-2**) and an assessment of deficiencies.

### 2.1 Existing Conditions

#### 2.1.1 Roadway

Roadway data collected includes network characteristics within the study area, and traffic volumes from field visits and available sources. Documenting these elements of the study area roadways assists in determining what kinds of improvements are appropriate and needed for motorized travel and transit, bicycle, and pedestrian modes (alternative modes).

#### Network Characteristics

Network characteristics involve the physical orientation of a roadway and how it is intended to function. The City of Englewood has established street classifications as part of their comprehensive plan, which defines the role of roadways within the city. Arterials, which include expressways and freeways, provide regional connections and are designed to carry large volumes of vehicles. Collectors are generally designed to provide access between arterials and local roads, which access residential areas and commercial centers. **Figure 1-2** shows the roadways and their classifications within Englewood, which have been extended into the City of Sheridan. The number of lanes along a roadway also plays a role in the capacity and character of a roadway. **Figure 2-1** shows the number of through lanes for non-local classified roadways, while **Figure 2-2** shows intersection layouts for important intersections within the study area.

In addition to regulation of legal traffic speeds, speed limits also play a role in how comfortable travelers might be to use alternative modes on the roadway. In general, arterials have higher speeds than collectors and local roads. The highest speed limits in the study area are on the expressways / freeways (US 85 and US 285 west of US 85), while the slowest speed limits are in busy and/or denser areas such as CityCenter Englewood, around the Swedish Medical Center – Craig Hospital complex, and retail uses southwest of the US 85 / US 285 interchange. These areas have larger volumes of pedestrians, bicyclists, and vehicles making turns into or out of parking facilities. **Figure 2-3** shows speed limits within the study area for non-local classified roadways.

Figure 2-1. Through Lanes

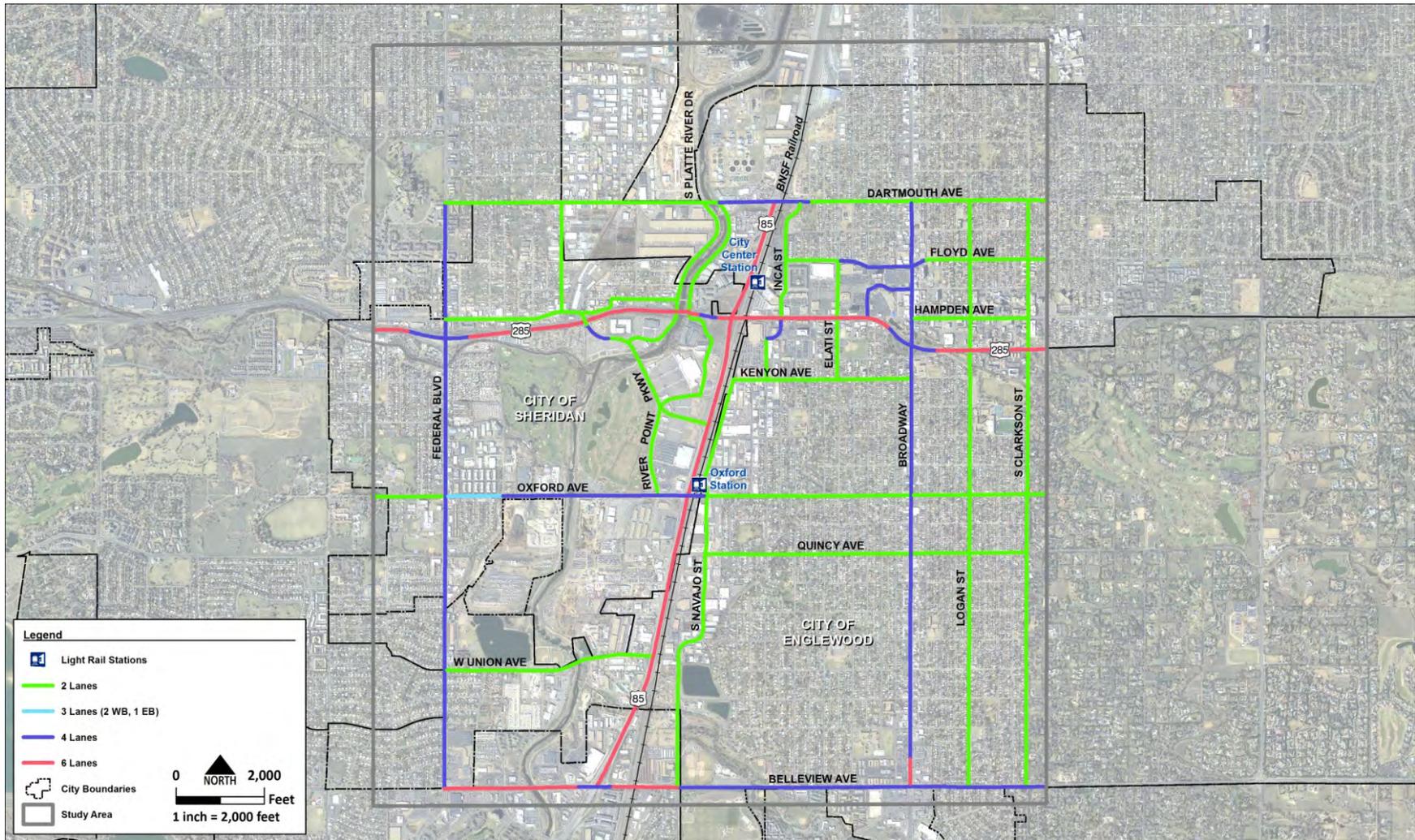


Figure 2-2. Existing Intersection Configurations

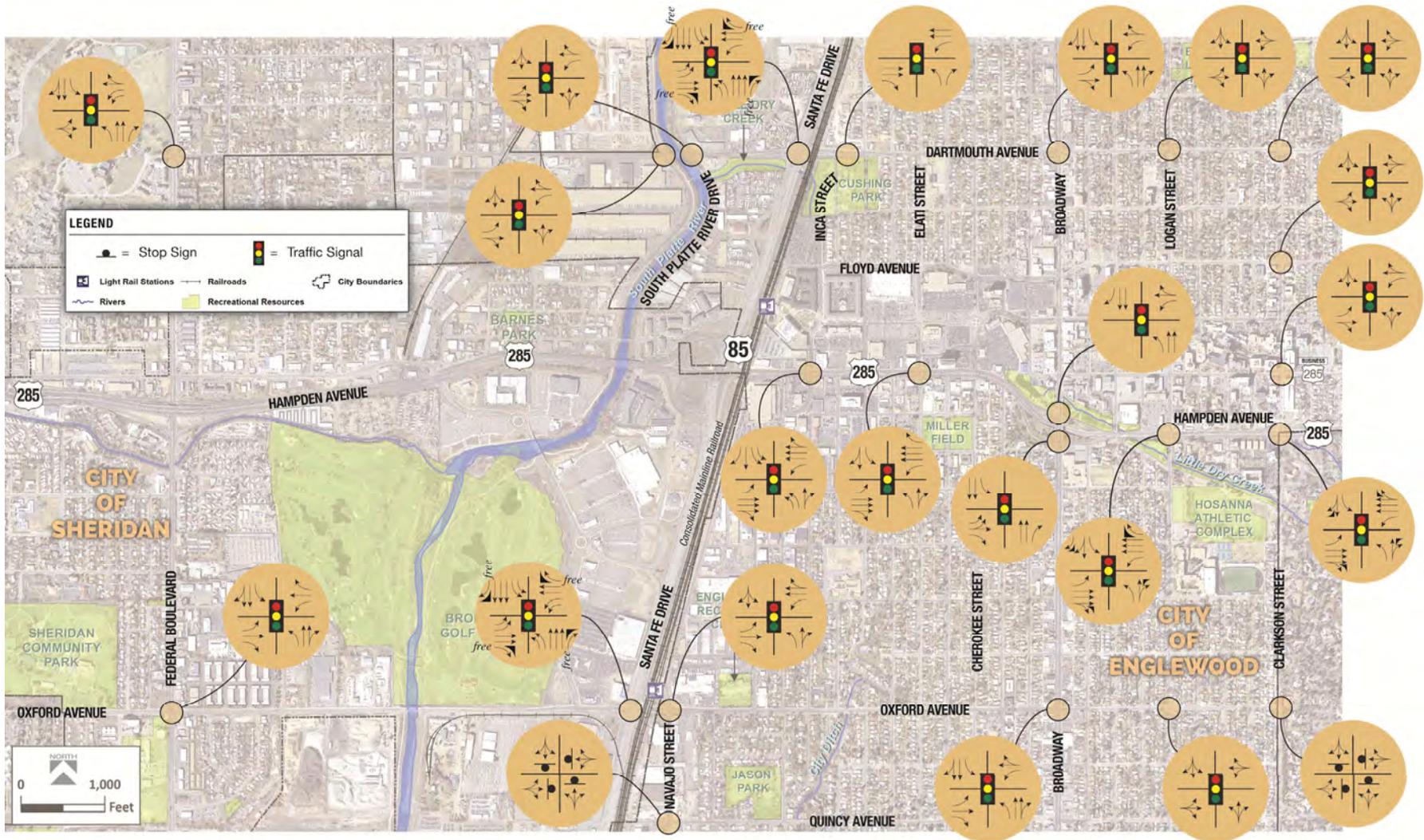
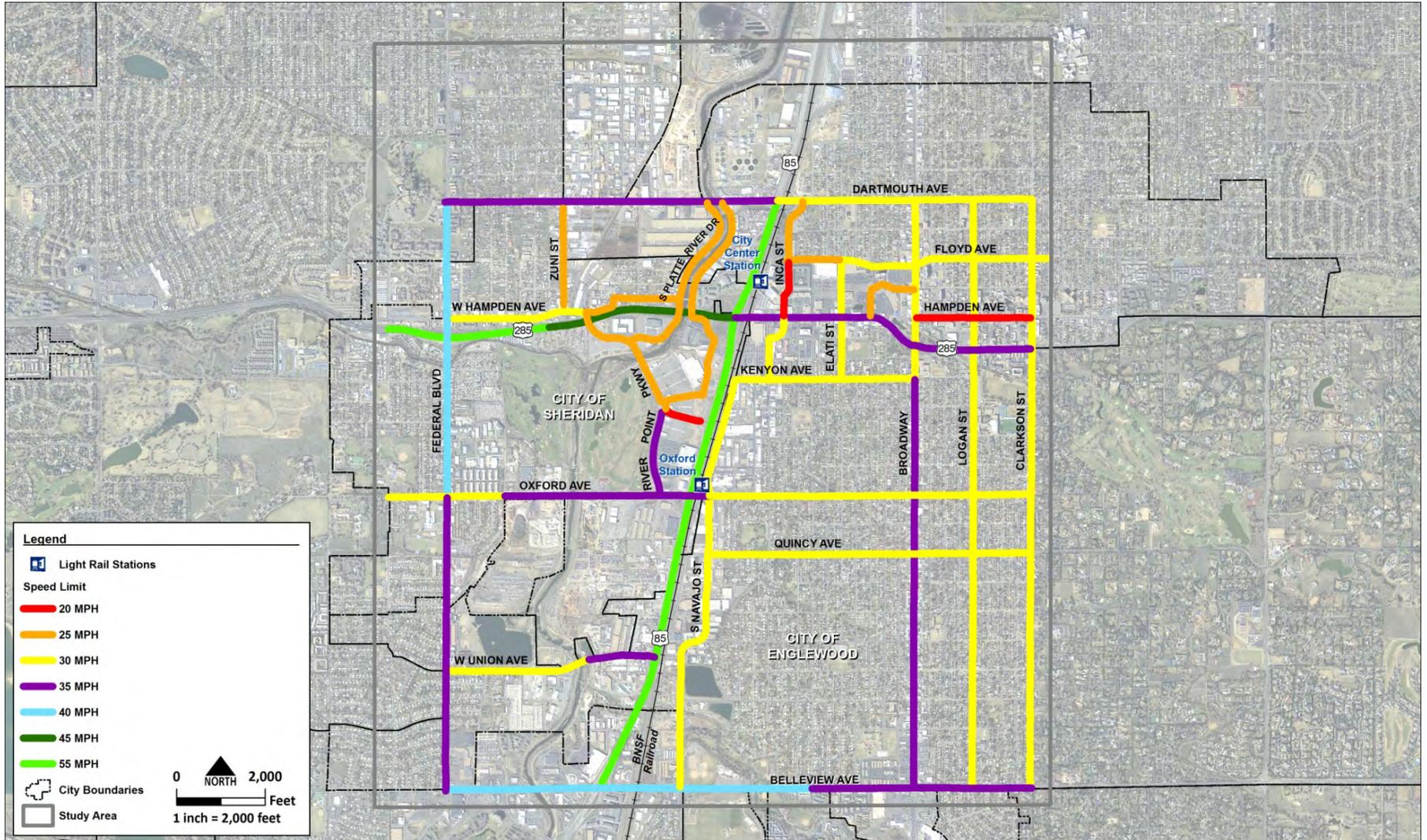


Figure 2-3. Speed Limits



## Existing Traffic

Daily traffic volumes and the percentage of those volumes that are trucks were obtained from CDOT and DRCOG, with supplemental counts conducted as part of this study by All Traffic Data (ATD). Daily traffic volumes and truck percentages help determine how much a roadway is being used. They also help identify what bicycle and pedestrian facilities might be needed to make users feel comfortable and safe using a particular route.

**Figure 2-4** shows the collected daily traffic volumes.

Peak hour morning and evening turning movement counts were also conducted at select intersections throughout the study area to determine each intersection's level of service (LOS). LOS is based on a letter grade measurement of how well the intersection operates. The LOS of an intersection is measured A to F, with A representing free-flow conditions and F representing highly congested. The Arapahoe County 2035 Transportation Plan generally accepted standards indicate a LOS of D or better as the desired peak period LOS for urban arterials and LOS of C or better as the desired level for all collectors.

**Figure 2-4** shows the peak hour turning movements and LOS for each selected intersection. Intersections with a LOS not meeting these levels include:

- ▶ US 85 and West Dartmouth Avenue (AM and PM)
- ▶ US 85 and West Oxford Avenue (PM)
- ▶ South Federal Boulevard and West Oxford Avenue (PM)

## Intersection LOS Definitions

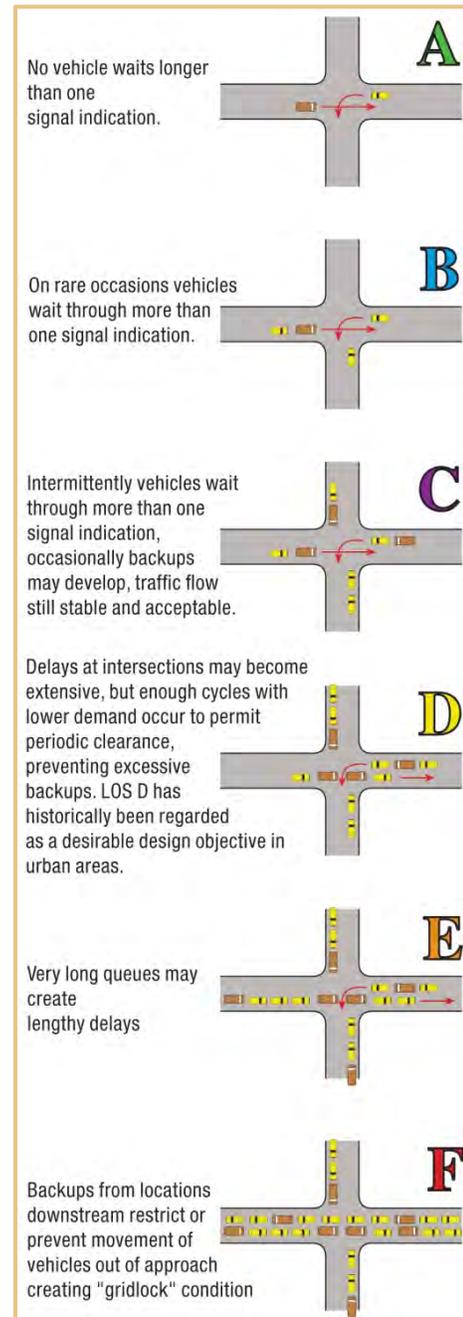


Figure 2-4. Existing Daily Traffic Volumes and Truck Data

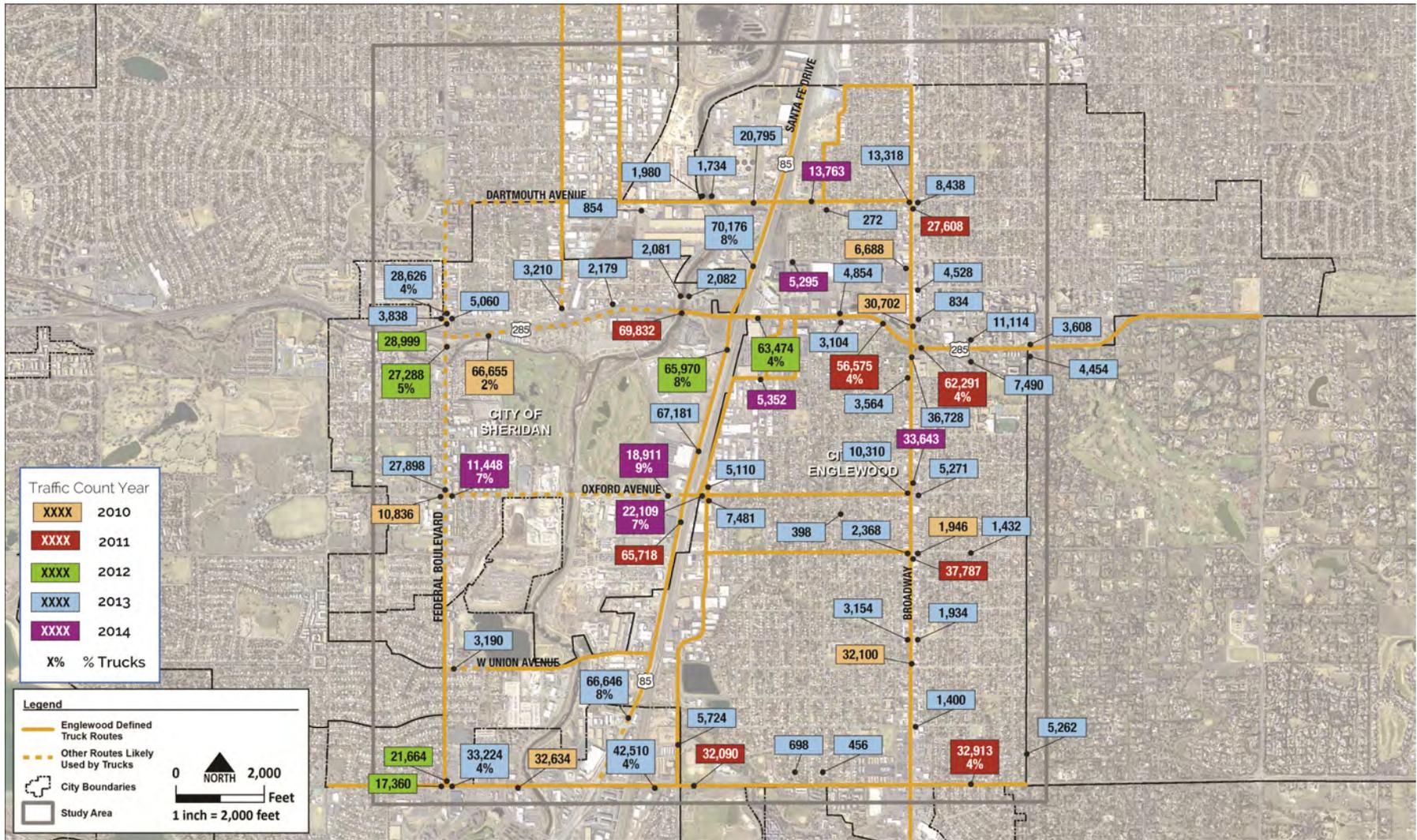
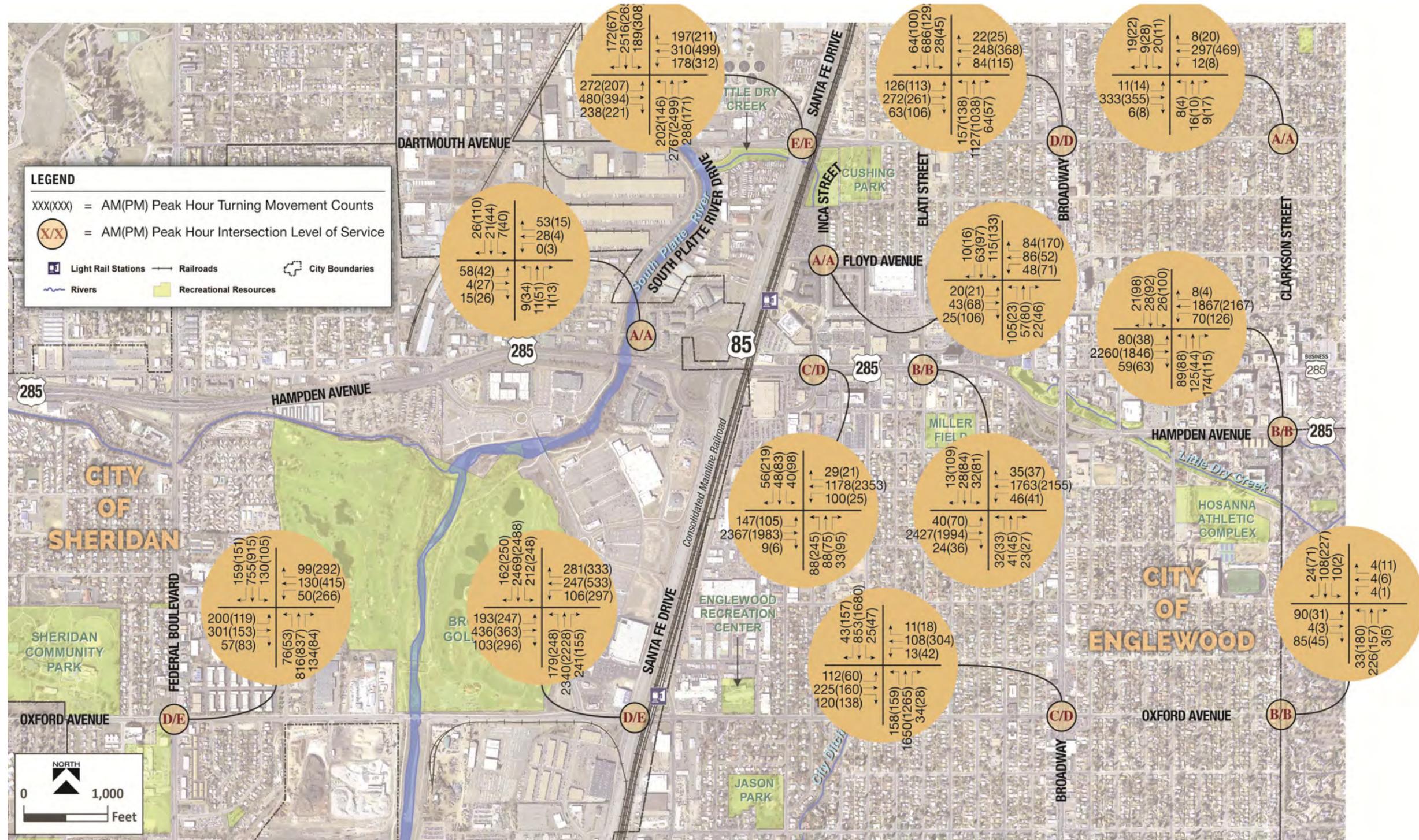


Figure 2-5. Existing Peak Hour Intersection Turning Movement Counts and Levels of Service





## Trucks

The study area is home to many industrial land uses that rely on trucks to move goods. The City of Englewood has defined truck routes to designate which roadways trucks should use when traveling through the area. In addition to daily traffic volumes, **Figure 2-4** shows these truck routes and the percent of daily traffic volumes that is truck traffic. Englewood's truck routes are generally along state highways and other arterials, with some collectors defined as truck routes to provide access between industrial uses and arterials.

Truck percentages were collected along West Oxford Avenue and were available for all state highways from CDOT. In general, a truck percentage under 2 percent would be considered low, with 2 to 5 percent considered moderate truck activity and greater than 5 percent considered high truck activity. All locations with available truck percentage data were along truck routes and have moderate or higher truck activity. Locations along US 85 and West Oxford Avenue west of US 85 experience high truck activity, with percentages of 7 to 9 percent observed.

### 2.1.2 Transit

RTD serves both the City of Englewood and City of Sheridan. RTD's Southwest LRT corridor runs parallel to US 85 and bisects the study area. Several bus routes serve the area, primarily the CityCenter Englewood and medical uses around Swedish Medical Center – Craig Hospital.

#### Lines, Stops, and Frequency

Two LRT lines serve the study area: one running between the Littleton-Mineral Station and Union Station, and the other between the Littleton – Mineral Station and 30<sup>th</sup> – Downing Station. Six bus routes provide service seven days a week, and four additional routes operate weekdays only. **Table 2-1** summarizes operating periods and frequency for each transit line serving the study area, while **Figure 2-6** illustrates their routing.

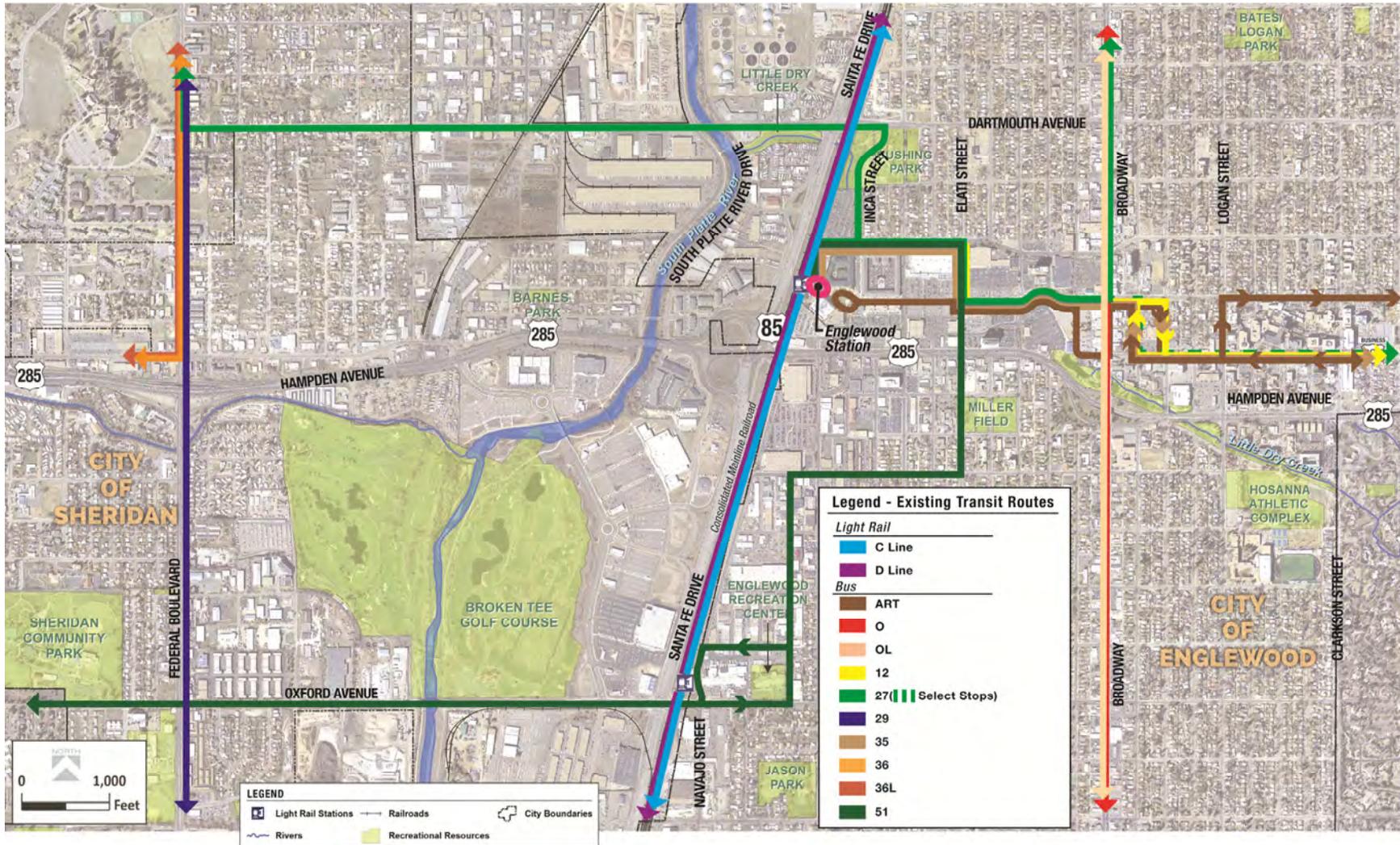


**Table 2-1. Weekday Study Area Transit Routes**

Route	ID	Days of Service	Weekday Span of Service	Frequency (minutes)	
				Weekday Peak	Weekday Off-Peak
<b>Light Rail</b>					
Union Station to Littleton – Mineral Station	C Line	7 days/wk	4:45 am – 8:00 pm	30	30
30 <sup>th</sup> – Downing to Littleton – Mineral Station	D Line	7 days/wk	4:00 am – 1:45 am	6-15	15-60
<b>Bus</b>					
South Broadway	0	7 days/wk	3:45 am – 2:30 am	10	30
South Broadway Limited	0L	Weekdays only	5:30 am – 7:00 pm	6-15	N/A
Downing/ N. Washington	12	7 days/wk	4:30 am – 1:00 am	15	30-60
Yale Avenue	27	7 days/wk	6:00 am – 8:00 pm	30	30
Riverbend	29	7 days/wk	5:45 am – 1:00 am	30	60
Hampden Avenue	35	Weekdays only	4:45 am – 8:00 pm	30	30
Fort Logan	36	7 days/wk	5:00 am – 12:00 pm	60	60
Fort Logan Limited	36L	Weekdays only	5:00 am – 7:00 pm	30	N/A
Sheridan Blvd.	51	7 days/wk	6:00 am – 11:00 pm	30	30-60
ART	ART	Weekdays only	6:30 am – 6:30 pm	15	15

Source: RTD, 2015

Figure 2-6. Existing Transit Routes





## Ridership

**Table 2.2** displays daily boardings and alightings (exits) for the two LRT stations for the past four RTD schedule periods, along with the station’s ridership ranking within RTD’s LRT system for each period.

**Table 2-2. Average Weekday Ridership at Study Area Light Rail Stations**

Period	Northbound		Southbound		Total	System Rank
	Board	Alight	Board	Alight		
<b>CityCenter Englewood Station</b>						
May '14	2,219	351	373	2,037	4,980	10/44
January '14	2,431	380	332	2,388	5,531	10/44
August '13	2,294	367	318	2,255	5,234	10/44
April '13	2,228	360	367	2,169	5,124	9/44
<b>Sheridan – Oxford Station</b>						
May '14	521	72	76	450	1,119	35/44
January '14	521	72	76	450	1,119	36/44
August '13	484	75	78	427	1,064	37/44
April '13	436	77	79	411	1,003	35/44

Source: RTD, 2015

Of the two LRT stations within the study area, CityCenter Englewood Station has the highest ridership, ranking within the top quarter of LRT stations over the past year. This is due to the station’s g10-space park-n-Ride and the presence of the CityCenter Englewood’s dense and diverse land uses. Review of 2010 RTD Parking and Mode of Access data to the CityCenter Englewood Station and the Sheridan - Oxford Station shows 55 percent of those accessing the CityCenter Englewood Station do so by driving directly to the station, whereas 70 percent arrive to the Sheridan - Oxford Station by bus transfers. **Table 2-3** summarizes the mode of access data from RTD. The Englewood Station park-n-Ride averaged 90 percent utilization of its g10 parking spots from 4<sup>th</sup> quarter 2013 through 3<sup>rd</sup> quarter 2014.

**Table 2-3. Study Area Light Rail Stations Mode of Access (2010)**

Mode of Access	Englewood Station	Oxford-City of Sheridan Station
Walk Directly	10%	30%
Drive Directly	55%	0%*
Bus Transfers	35%	70%

\* Does not include vehicles that park along South Windermere Street



The 2010 data report contains information on how far people drove to park at the CityCenter Englewood Station park-n-Ride. Just over 10 percent traveled between 0.5 to 2 miles. Another 27 percent drove between 2 to 5 miles, while nearly half drove 5 to 10 miles and 15 percent drove over 10 miles. December 2013 park-n-Ride patron origin maps from RTD show most drivers came from west, southwest, or south of the station beyond the 2-mile radius. However, a dense cluster of origin dots are also from the residential areas just east of the station, particularly north of US 285 between South Broadway and South University Boulevard, and some even west of South Broadway. There is also a small cluster of origin dots at the multi-family complex located in the northwest corner of the US 85 / US 285 interchange, which is just over 0.5 mile away. **Table 2-4** presents daily ridership for bus stops with over 150 total boardings/alightings within the study area.

**Table 2-4. Top Study Area Bus Stops by Total Daily Boardings and Alightings**

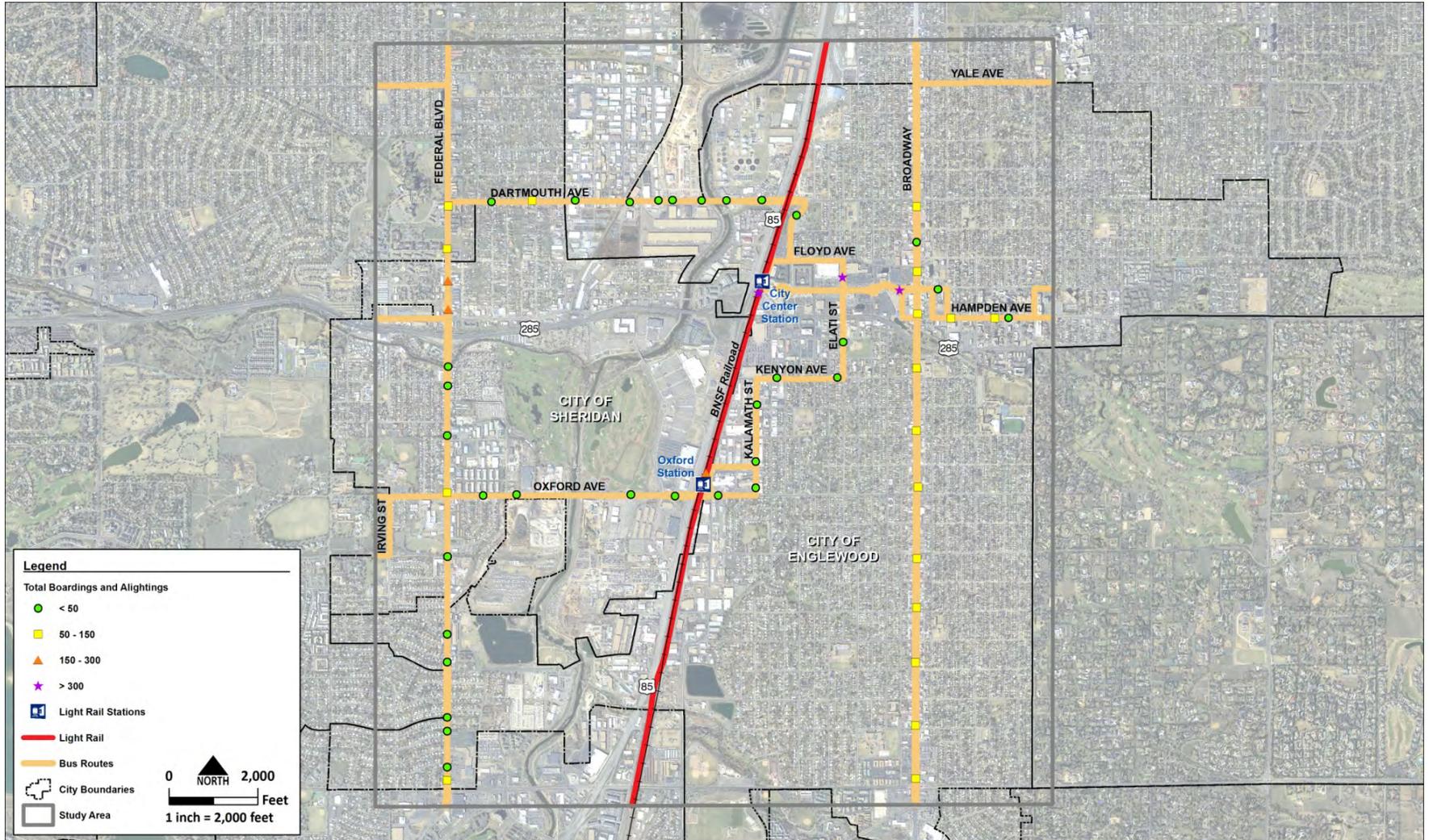
Stop(s)	Boarding	Alighting	Total
CityCenter Englewood Station*	1,284	1,151	2,435
Englewood Parkway/South Acoma Street	378	295	673
Englewood Parkway/South Elati Street	218	246	464
Sheridan - Oxford Station*	79	104	183
South Federal Boulevard/West Girard Avenue	97	70	167
South Federal Boulevard/West Hampden Avenue	88	63	151

\* Light rail station Source: RTD, 2015

The top three bus stops in terms of total daily boardings and alightings are all within the CityCenter Englewood. Bus boarding and alighting are by far most active at the CityCenter Englewood Station, which is to be expected given the number of routes that serve the station. The stop at the Sheridan - Oxford Station is the next highest. The two remaining stops are both on South Federal Boulevard near West Hampden Avenue.

Most other notably busy bus stops are along South Broadway within the study area, likely due to the frequency of service the 0 and 0L routes provide. Some stops along South Federal Boulevard and near Swedish Medical Center-Craig Hospital are also active. **Figure 2-7** shows all bus stops within the study area within ridership ranges (ridership by stop was not available for the ART shuttle).

Figure 2-7. Average Daily Ridership at Study Area Bus Stops





### 2.1.3 DRCOG Traffic Model

The DRCOG travel demand model was used to estimate future traffic conditions and see where the Metropolitan Planning Organization anticipates households and employment growth within the study area.

#### Households and Employment

The DRCOG travel demand model uses the placement of households and employment within traffic analysis zones (TAZs) to estimate future traffic volumes. **Figure 2-8** illustrates households and employment by TAZ for 2010 (the base existing conditions year) and 2035, along with the growth experienced between 2010 and 2035. **Table 2-5** and **Table 2-6** provide the actual households and employment by TAZ within the DRCOG models.

**Table 2-5. DRCOG Households by Traffic Analysis Zone**

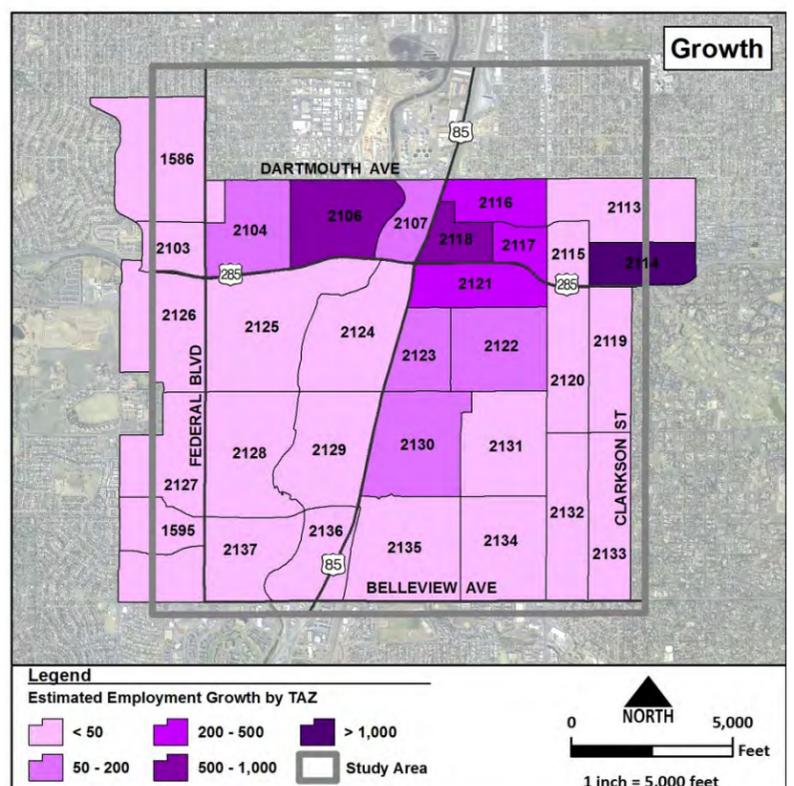
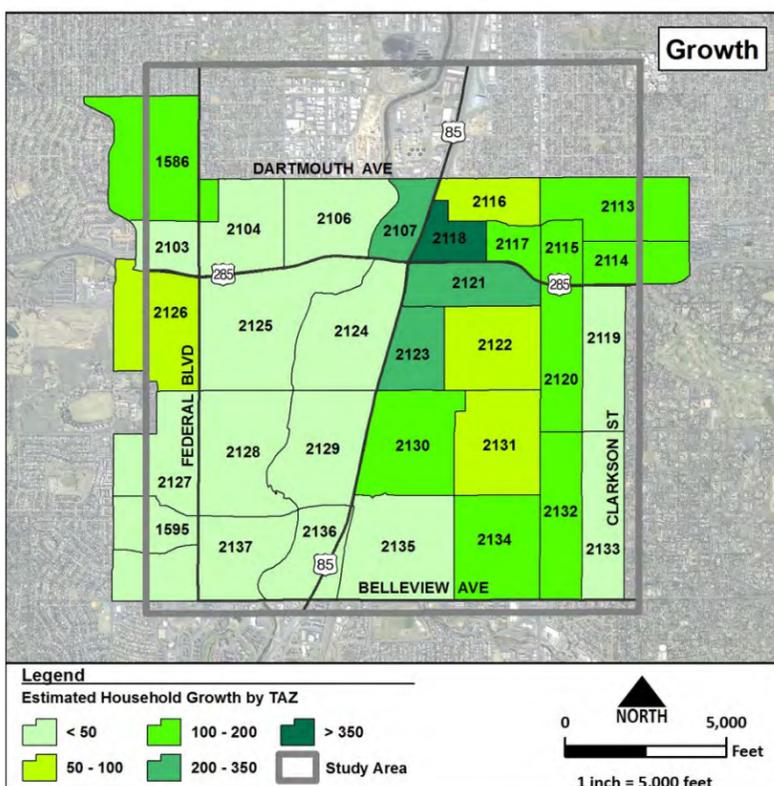
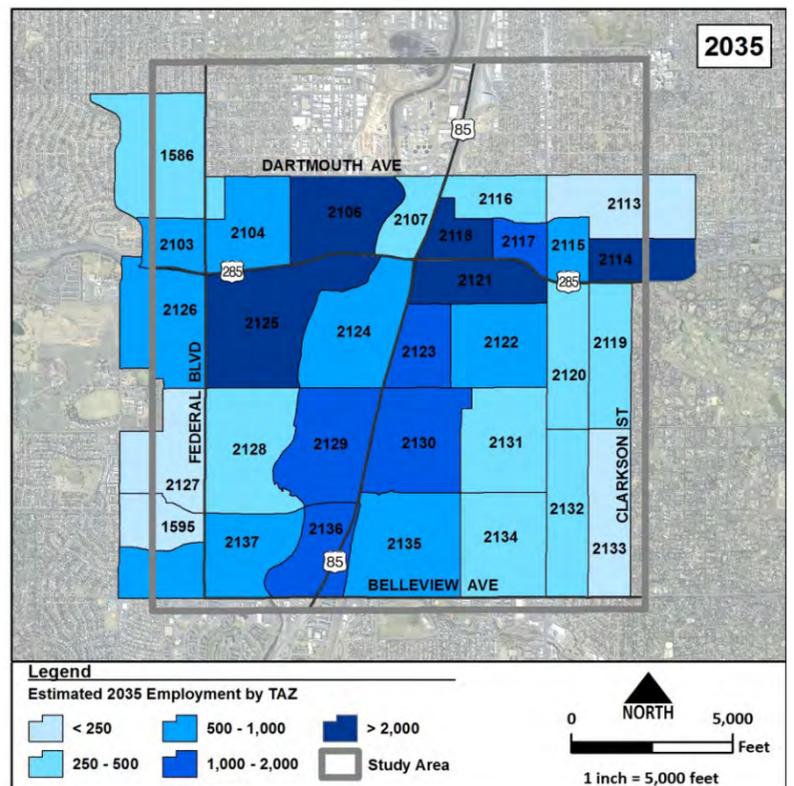
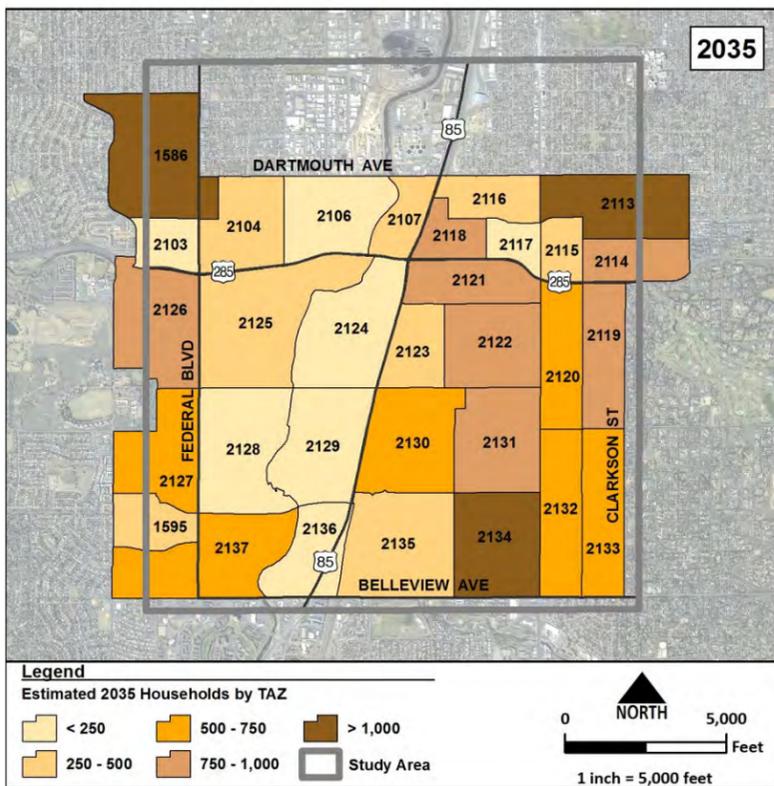
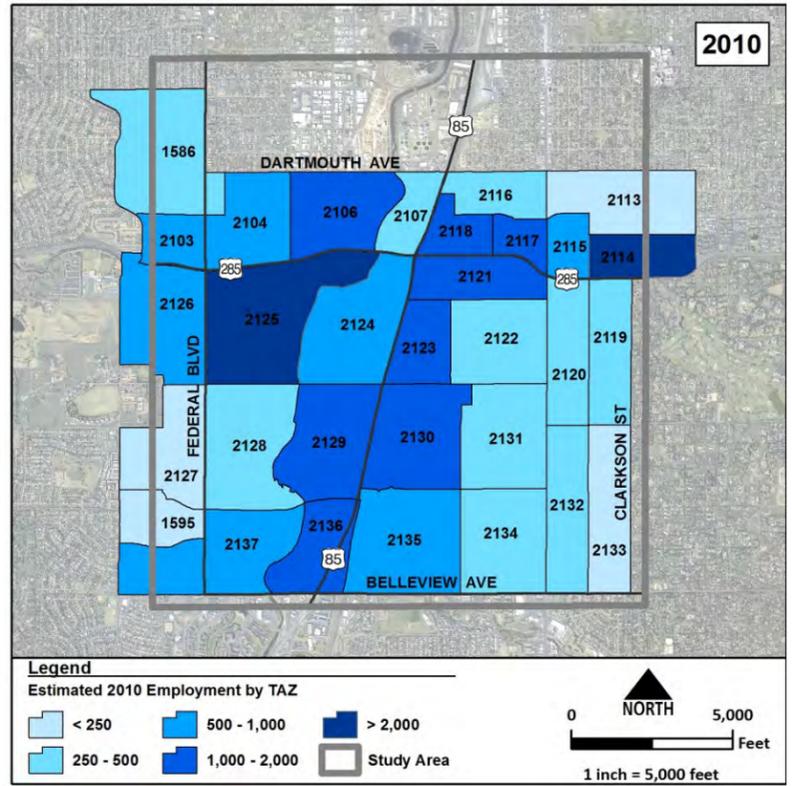
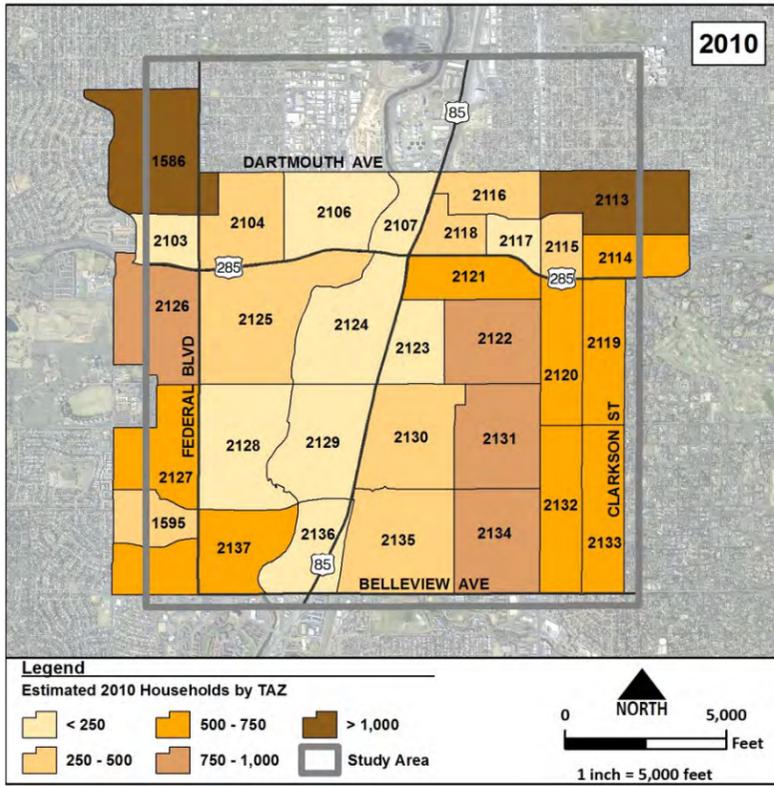
TAZ	2010	2035	Growth	TAZ	2010	2035	Growth
1586	1,367	1,492	125	2123	137	450	313
1595	273	309	36	2124	39	50	11
2103	181	202	21	2125	363	368	5
2104	408	415	7	2126	776	855	79
2106	93	113	20	2127	553	579	26
2107	201	491	290	2128	209	220	11
2113	1,179	1,298	119	2129	36	57	21
2114	744	869	125	2130	400	543	143
2115	339	492	153	2131	824	923	99
2116	380	445	65	2132	571	676	105
2117	36	187	151	2133	602	641	39
2118	488	879	391	2134	972	1,117	145
2119	737	775	38	2135	297	307	10
2120	619	727	108	2136	9	16	7
2121	583	900	317	2137	716	745	29
2122	783	876	93	Total	14,915	18,017	3,102

Source: DRCOG 2010 and 2035 Travel Demand Models

Figure 2-8. Estimated Existing and Future Households and Employment by Traffic Analysis Zone

**Estimated Existing and Future Households by TAZ**

**Estimated Existing and Future Employment by TAZ**





**Table 2-6. DRCOG Employment by Traffic Analysis Zone**

TAZ	2010	2035	Growth	TAZ	2010	2035	Growth
1586	317	322	5	2123	1,306	1,447	141
1595	3	3	0	2124	761	761	0
2103	553	553	0	2125	2,599	2,599	0
2104	804	861	57	2126	520	553	33
2106	1,030	2,005	975	2127	216	216	0
2107	326	418	92	2128	473	473	0
2113	197	244	47	2129	1,574	1,583	9
2114	2,115	4,199	2,084	2130	1,011	1,064	53
2115	977	977	0	2131	356	363	7
2116	273	476	203	2132	401	412	11
2117	1,529	1,820	291	2133	22	24	2
2118	1,464	2,220	756	2134	337	355	18
2119	414	414	0	2135	858	858	0
2120	397	431	34	2136	1,208	1,213	5
2121	1,867	2,264	397	2137	978	978	0
2122	500	562	62	Total	25,386	30,668	5,282

*Source: DRCOG 2010 and 2035 Travel Demand Models*

Most households in 2010 were located along the eastern third and western fringe of the study area, with the largest concentrations within the extreme northwest corner and just north of the Swedish Medical Center – Craig Hospital complex. This pattern holds true in 2035, with most of the growth in households being east of US 85 and the railroad tracks, specifically around the CityCenter Englewood area. Growth is also anticipated for the land located in between West Dartmouth Avenue, US 85, US 285, and the South Platte River.

The study area is home to a significant amount of employment, which is primarily aligned along US 85, although the TAZ with the highest amount of employment is the one in which the Swedish Medical Center – Craig Hospital complex lies. Significant employment growth by 2035 is expected for the Swedish Medical Center – Craig Hospital area as well, along with areas around the CityCenter Englewood and the TAZ west of the South Platte River and north of US 285.



## Future Traffic

**Figure 2-9** shows daily traffic projections for 2035 that were developed at existing traffic count locations by using growth results from the DRCOG travel demand models. As expected, freeways/expressways such as US 85 and US 285, along with state highways such as SH 88 (South Federal Boulevard and West Belleview Avenue), are projected to experience the highest net growth. However, points along West Oxford Avenue between Broadway and South Federal Boulevard are projected to experience some of the highest growth in the study area. West Floyd Avenue west of Broadway and South Clarkson Street north of US 285 are also expected to experience a significant increase in traffic by 2035 due to the growth in land use around those areas. In general, the growth in traffic volumes is projected to be between 10 and 50 percent, with growth above 50 percent along some roadways north of US 285, primarily near the CityCenter Englewood.

## Transit Use

The DRCOG travel demand models perform mode selection for each person trip when assigning traffic to the transportation system. **Figure 2-10** shows the percent of each TAZ's trip generation assigned to transit in 2010 and 2035, along with the same information but only for home-based work trips (commuting trips between the home and workplace). This information helps show how attractive transit is, and home-based work trips are specifically highlighted because they are typically the most likely to be taken by transit. **Table 2-7** and **Table 2-8** provide the percentages displayed in **Figure 2-10**.

Figure 2-9. 2035 Daily Traffic Projections

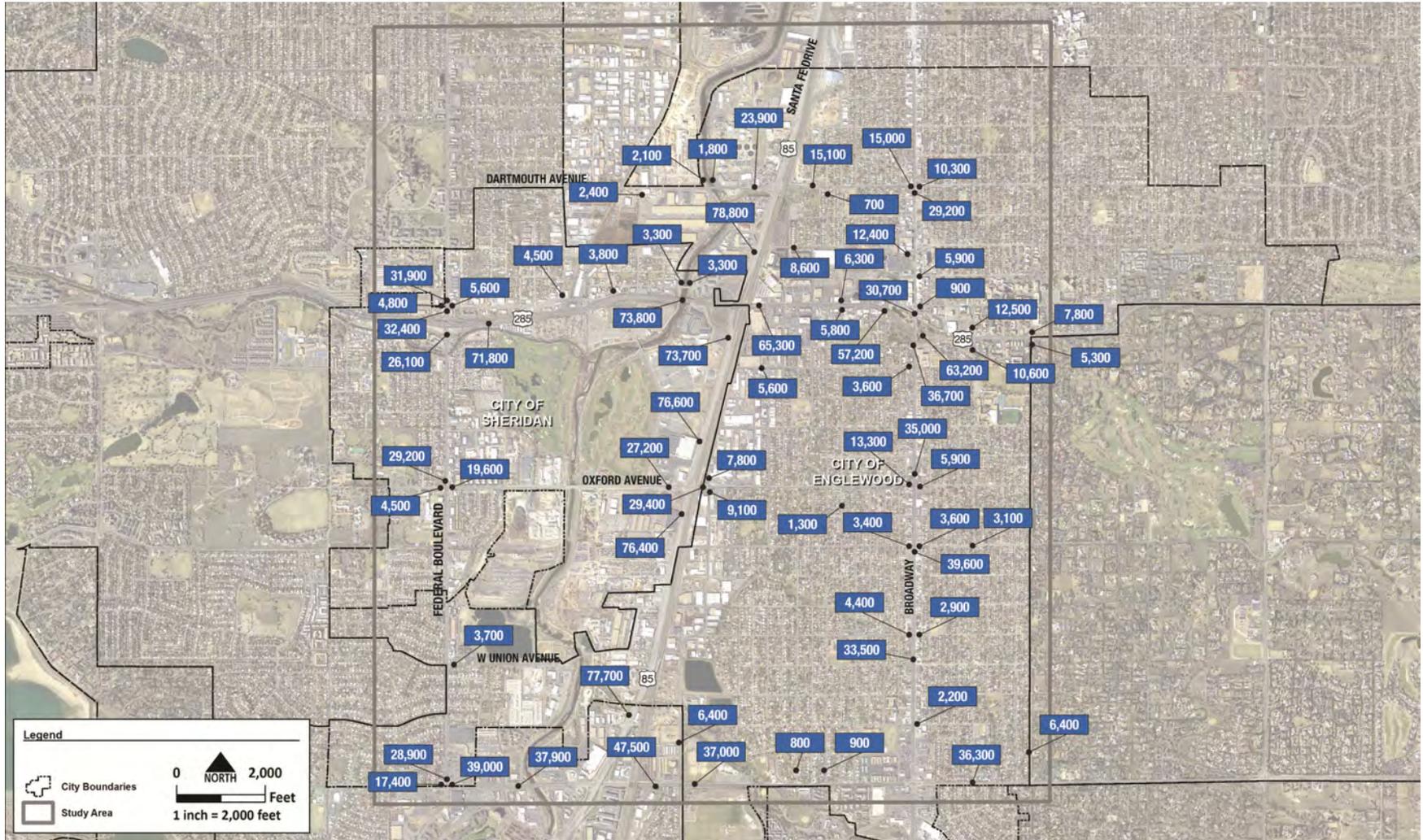
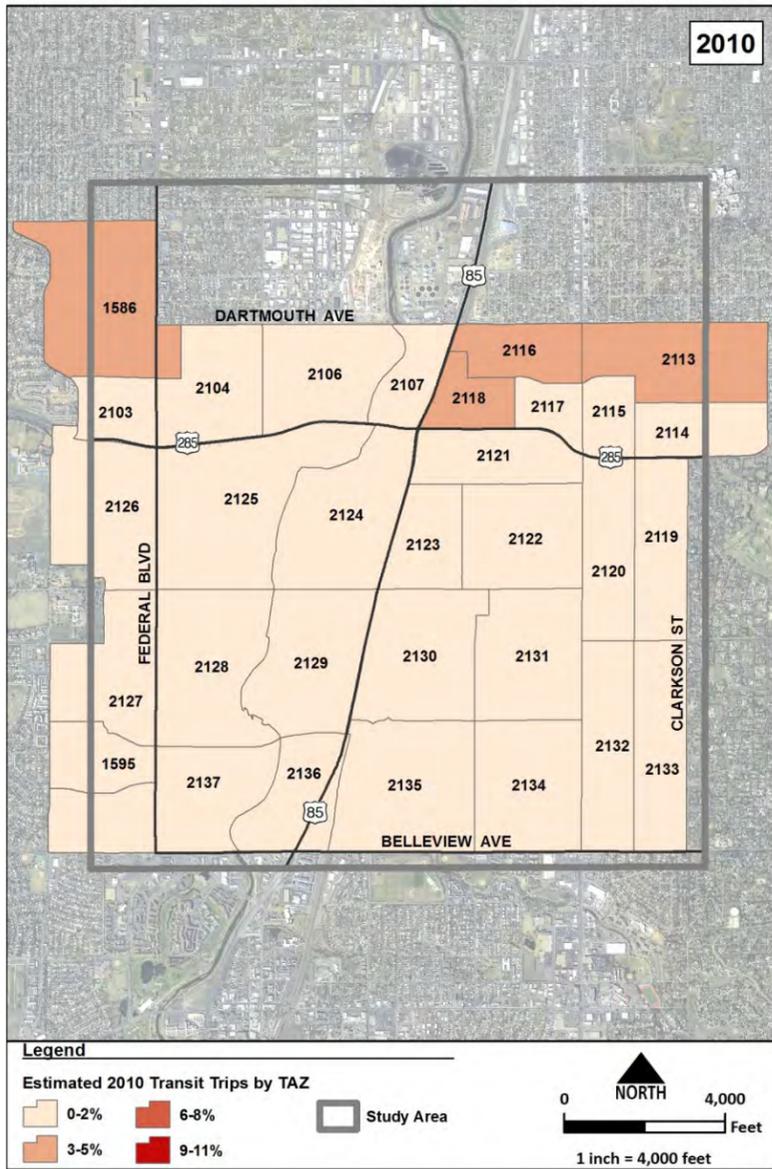
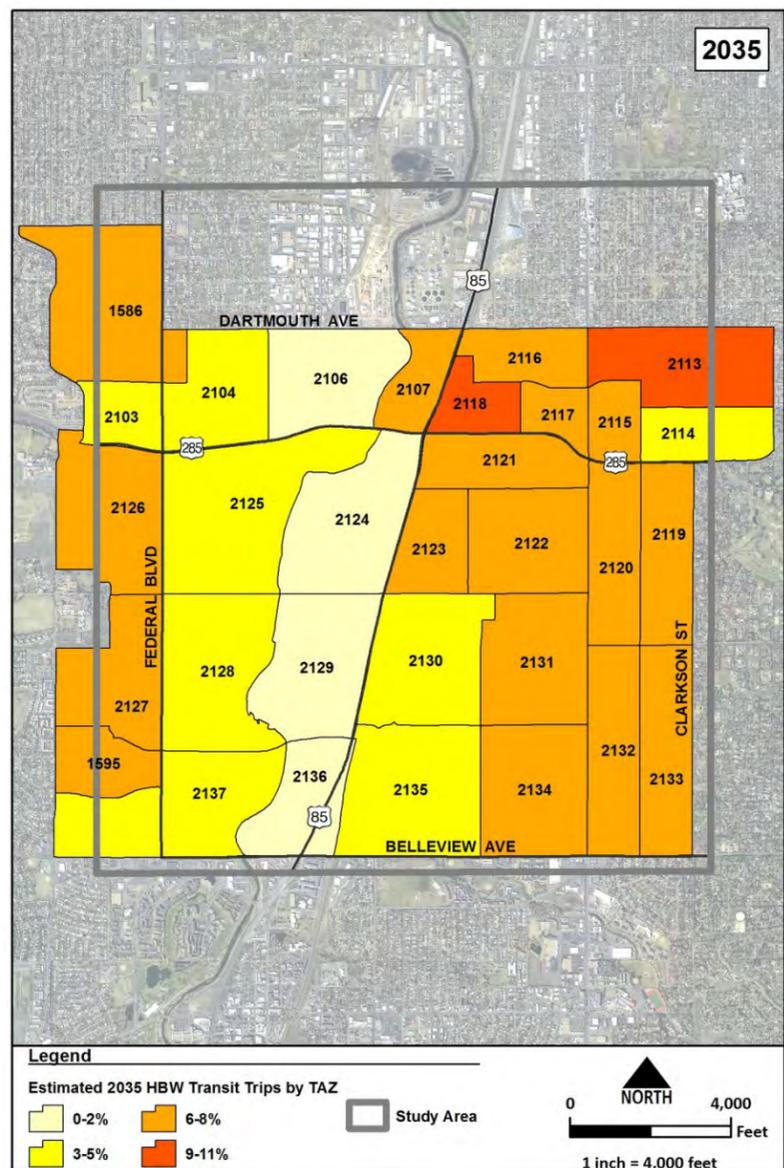
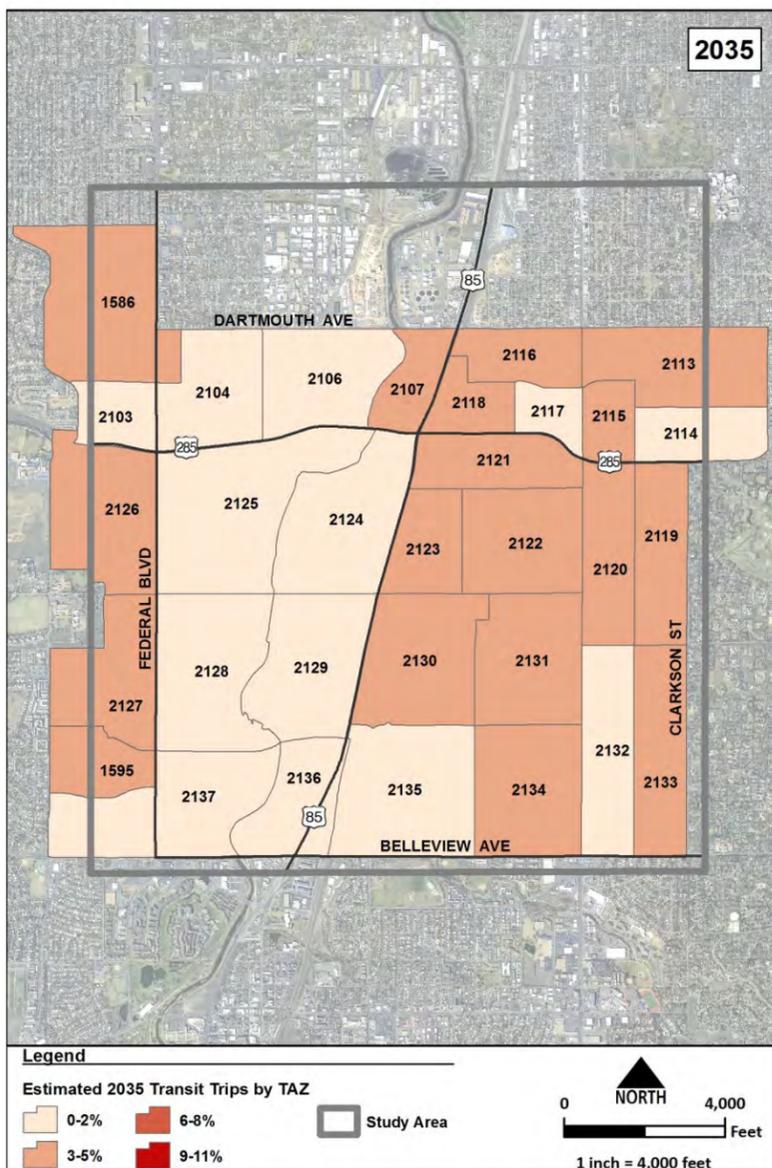
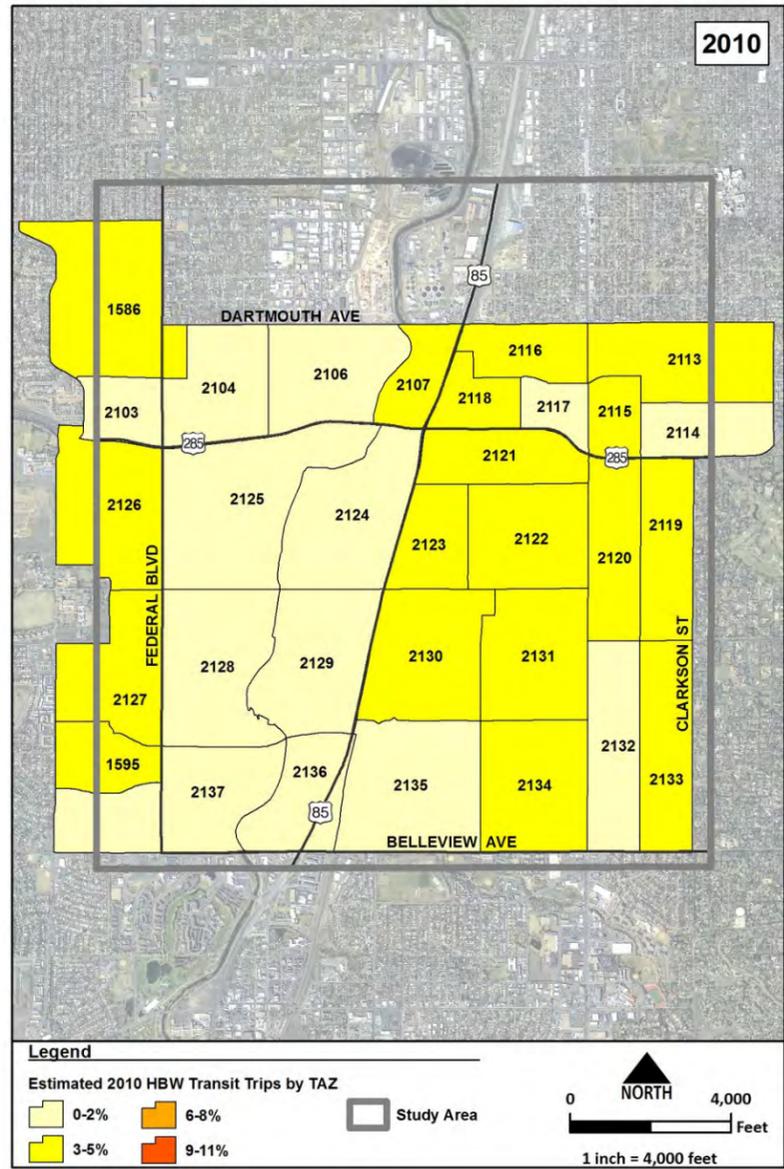


Figure 2-10. Estimated Existing and Future Transit Trips and Home-based Work Transit Trips by Traffic Analysis Zone

**Estimated Existing and Future Transit Trips by TAZ**



**Estimated Existing and Future Home-based Work Transit Trips by TAZ**





**Table 2-7. DRCOG Transit Total Trip Share by Traffic Analysis Zone**

TAZ	% in 2010	% in 2035	Increase	TAZ	% in 2010	% in 2035	Increase
1586	3%	4%	1%	2123	2%	3%	1%
1595	2%	3%	1%	2124	1%	1%	-
2103	1%	1%	-	2125	1%	1%	-
2104	2%	2%	-	2126	2%	3%	1%
2106	1%	1%	-	2127	2%	3%	1%
2107	2%	3%	1%	2128	2%	2%	-
2113	3%	4%	1%	2129	1%	1%	-
2114	2%	2%	-	2130	2%	3%	1%
2115	2%	3%	1%	2131	2%	3%	1%
2116	3%	3%	-	2132	2%	2%	-
2117	2%	2%	-	2133	2%	3%	1%
2118	4%	5%	1%	2134	2%	3%	1%
2119	2%	3%	1%	2135	1%	1%	-
2120	2%	3%	1%	2136	1%	1%	-
2121	2%	4%	2%	2137	1%	1%	-
2122	2%	3%	1%				

Source: DRCOG 2010 and 2035 Travel Demand Models



**Table 2-8. DRCOG Transit Home-based Work Trip Share by Traffic Analysis Zone**

TAZ	% in 2010	% in 2035	Increase	TAZ	% in 2010	% in 2035	Increase
1586	5%	8%	3%	2123	4%	6%	2%
1595	4%	6%	2%	2124	2%	2%	-
2103	2%	3%	1%	2125	2%	3%	1%
2104	4%	5%	1%	2126	4%	6%	2%
2106	2%	2%	-	2127	4%	6%	2%
2107	4%	6%	2%	2128	3%	4%	1%
2113	7%	11%	4%	2129	2%	2%	-
2114	5%	5%	-	2130	3%	5%	2%
2115	6%	8%	2%	2131	4%	6%	2%
2116	6%	7%	1%	2132	5%	7%	2%
2117	4%	6%	2%	2133	5%	8%	3%
2118	8%	11%	3%	2134	5%	6%	1%
2119	5%	8%	3%	2135	2%	3%	1%
2120	6%	8%	2%	2136	1%	1%	-
2121	5%	8%	3%	2137	3%	4%	1%
2122	4%	6%	2%				

Source: DRCOG 2010 and 2035 Travel Demand Models

Few TAZs exceed 3 percent of all their current and future (2035) trips by transit. The TAZ (TAZ 2118) with the highest existing and future transit percentage contains the CityCenter Englewood Station (4 percent existing, 5 percent in 2035), while other notable TAZs (TAZs 1586, 2113, and 212) are adjacent to the CityCenter Englewood Station or near major bus routes.

When evaluating home-based work trips, transit percentages are significantly higher. Most TAZs have an existing percentage of 3 percent or greater, and many have a percent of 6 percent or higher by 2035. The CityCenter Englewood Station TAZ (TAZ 2118) and the TAZs north of the Swedish Medical Center-Craig Hospital complex (TAZ 2116 and 2118) have the highest percentages, with 7 to 8 percent of existing home-based work trips occurring on transit and 11 percent occurring in 2035.

## 2.1.4 Bicycles and Pedestrians

### On-Street Bicycle Facilities

The study area includes many bike routes signed on local and collector level streets, as shown on **Figure 2-11**. The only dedicated bicycle facility within the study area has striped shared bicycle and parking lanes on each side of West Oxford Avenue from South Lipan Street to South Acoma Street. These lanes are roughly 10 feet in width and occasionally have small 5-foot-wide



raised median buffers that create a short bike-only lane protected from the adjacent travel lane. **Figure 2-11** shows these shared lanes along with local and regional bike routes traversing the study area.

## Sidewalks

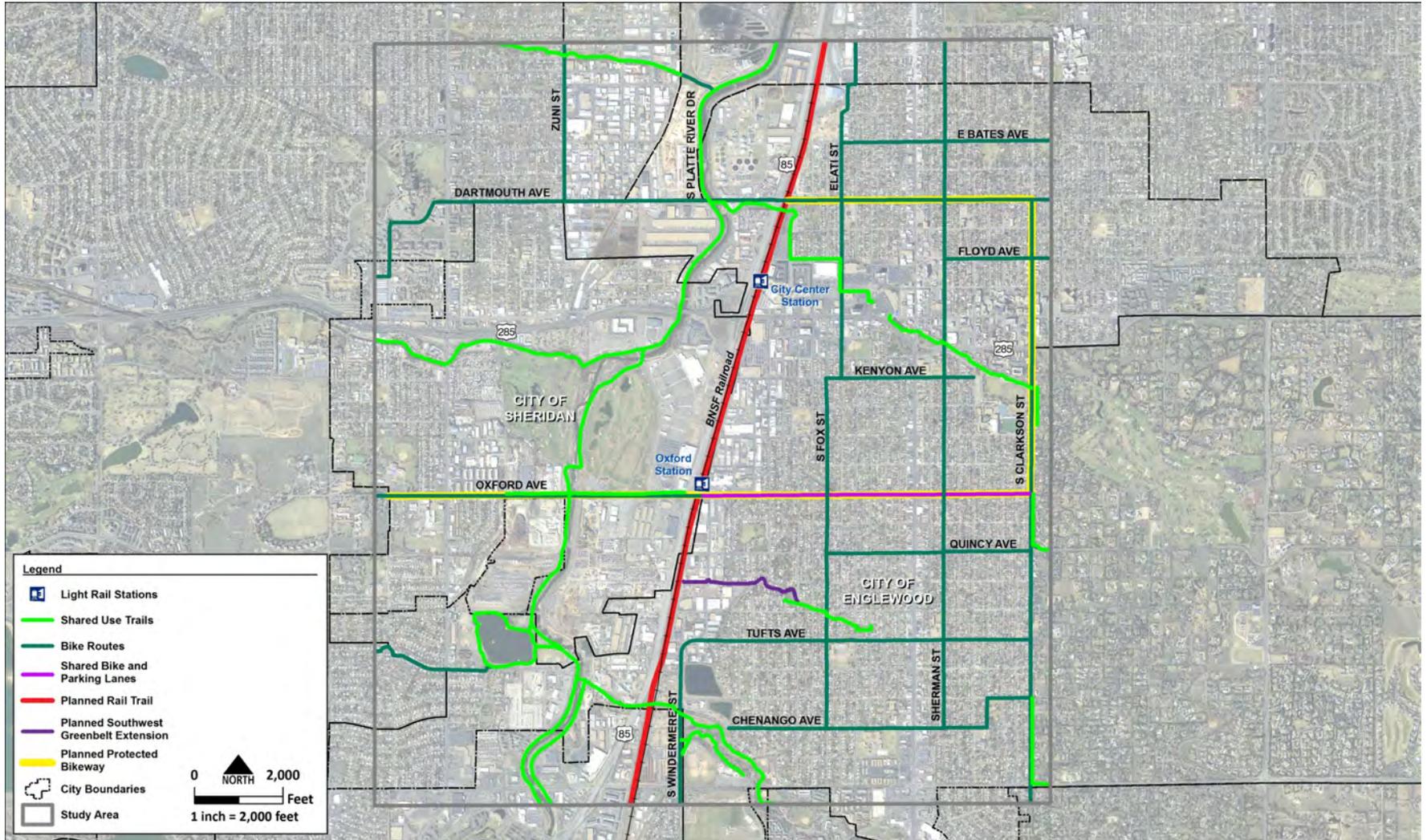
The study area is well connected with sidewalks given the grid nature of the roadway network, although many sidewalks are narrow within the older residential areas. Older portions of neighborhoods a few blocks east and west of Broadway tend to have wider sidewalks, including detached facilities. Analysis into missing pedestrian connections can be found in the subsequent section that discusses deficiencies.

## Shared Use Trails

Many shared use trails provide regional and local access within the study area. **Figure 2-11** illustrates the shared use trails within the study area in addition to the other bicycle facilities. The Little Dry Creek Trail provides east-west connectivity along the Little Dry Creek, including access into and through the CityCenter Englewood via wide sidewalks. The trail is one of only two non-roadway crossings of US 85, and provides a connection to the Mary Carter Greenway, which is a major north-south regional trail running along the South Platte River. The Mary Carter Greenway provides a non-roadway crossing of US 285 and connects with the Bear Creek Trail that runs west along the south side of US 285. The Greenway also connects with the Big Dry Creek Trail, which runs southeast from near Centennial Park to Littleton High School, providing a crossing of US 85 and West Belleview Avenue and passing through Belleview Park.

Other smaller but notable trails include the Southwest Greenbelt, which is a local trail that runs along a drainage facility through Rotolo Park, providing a pathway through an area whose grid road network is often interrupted by rapidly changing topographical features. The Oxford Avenue Trail is a wide sidewalk path that runs along the north side of West Oxford Avenue from US 85 to South Clay Street, and the Clarkson Street Trail is a discontinuous paved path along the east side of numerous segments of South Clarkson Street between East Belleview Avenue and the Little Dry Creek Trail. These segments of pathway link with the Belleview Avenue Trail and Quincy Avenue Trail, both of which run eastward from South Clarkson Street to the University Boulevard Trail, which is a major regional north-south trail.

Figure 2-11. Bicycle Routes and Facilities





## Bicycle Counts

Bicycle counts, shown in **Figure 2.12**, were extracted from the vehicle turning movement counts, with additional counts provided by the Englewood Walk and Wheel Master Plan and Program. These counts include bicycles on the roadway and on the sidewalk from 7 to 9 AM in the morning and 4 to 6 PM in the evening. Intersections with Broadway, East Dartmouth Avenue, and South Clarkson Street had the highest number of bicycle movements, while intersections with US 85 had the least, although some bicyclists likely crossed US 85 via dirt paths along US 285 given counts at the US 285 / Inca Street intersection. The US 285 / Elati Street and Englewood Parkway / Inca Street intersections also had a large number of bicycle movements during the observation periods. The high number of movements from and onto Broadway is a bit surprising, though Broadway offers connections to high-frequency bus routes. Numerous movements were also observed near the CityCenter Englewood Station.

## 2.2 Deficiencies

### 2.2.1 Traffic Congestion

Existing peak hour traffic conditions for at-grade crossings of US 85 (West Dartmouth Avenue and West Oxford Avenue) are at or approaching a failing level. With US 285 having limited access west of US 85, these poor operations could mean any redevelopment along US 85 could experience difficulties accessing employment and/or shopping locations on the opposite side of the expressway. Given increases in future daily traffic projections for these crossings, it can be assumed that congestion at these intersections will only continue to worsen. Adding crossings of US 85 could help improve access along the corridor. Specifically, improving bicycle and pedestrian crossings and their connections could help reduce the dependency on driving to these attractions, especially since trip distances could be shortened to acceptable levels for travel by alternative modes.





## 2.2.2 Alternative Modes Safety Concerns

### Bicycle and Large Vehicle Conflicts

Many local and regional bike routes traverse the study area on the road network without any dedicated bicycle facilities, such as bike lanes. Furthermore, these routes occasionally overlap and/or intersect routes used by large vehicles such as transit buses and trucks, potentially creating safety conflicts that can lead to conditions that may deter some travelers from traveling by bike. **Figure 2-13** combines bike routes, bus travel routes, and truck routes to identify road segments that may benefit from improved bike facilities or the possibility of redirecting a mode's routing to avoid the conflict.

When looking at where bike routes overlap with routes of large vehicles, several locations stand out. One of the greatest overlaps occurs along West Dartmouth Avenue between South Federal Boulevard and South Broadway, where a bike route without striping exists and both transit buses and trucks use this roadway for nearly its entire length. Furthermore, much of this stretch of West Dartmouth Avenue currently has higher daily traffic volumes compared to other roadways with an un-striped bike route. The Little Dry Creek Trail is a shared use trail running parallel to West Dartmouth Avenue with a grade-separated crossing of US 85; however, it only runs between Inca Street and the South Platte River.

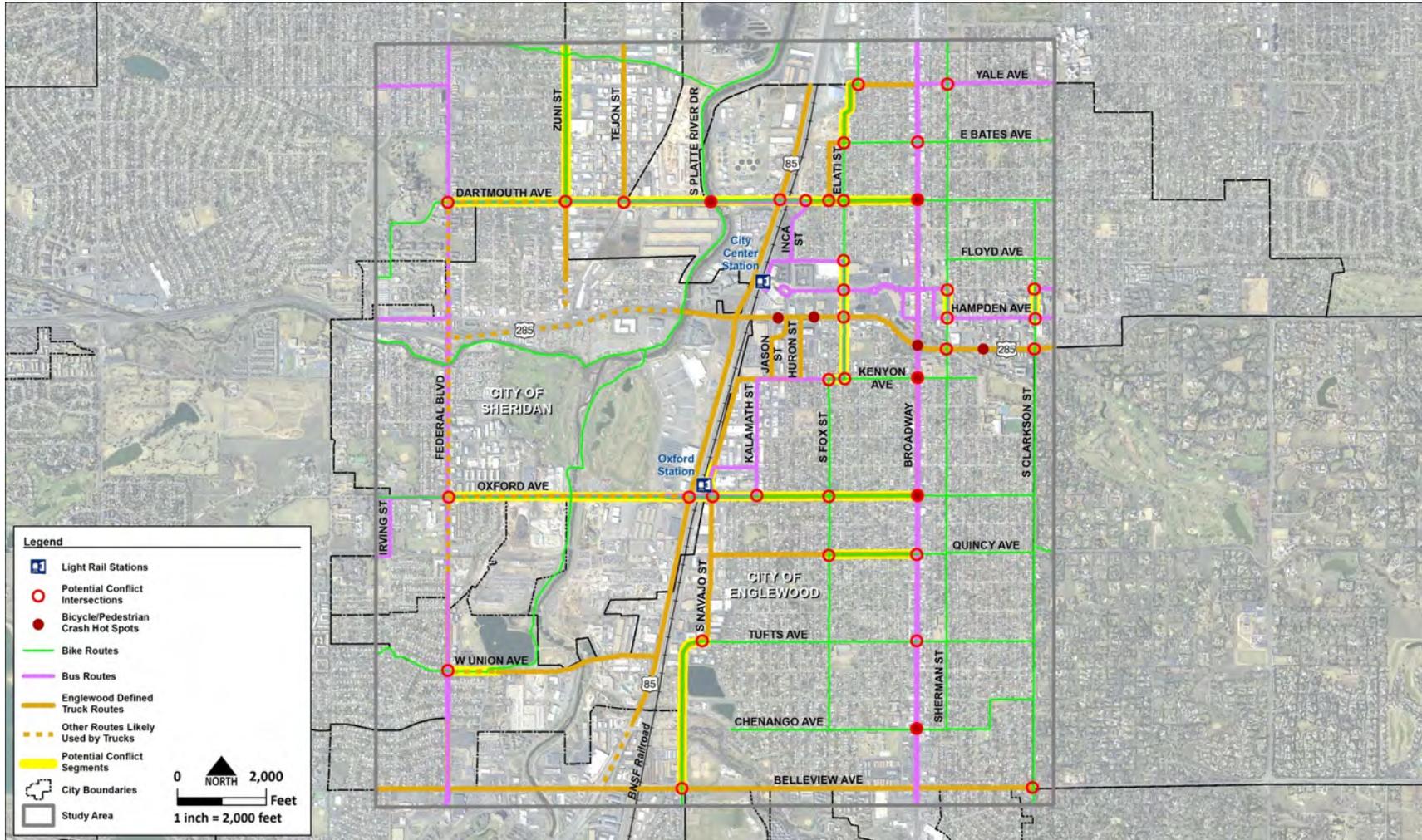
West Oxford Avenue has a similar overlap between South Federal Boulevard and South Broadway and also has higher existing and future projected daily traffic volumes compared to other roadways with an un-striped bike route. However, it does have a shared bike and parking lane along each side between South Lipan Street and South Broadway and also has the Oxford Avenue Trail running along the north side of the roadway from US 85 to South Clay Street. Gaps between these facilities do exist, including through the busy intersection with US 85. The City of Sheridan Oxford Avenue Construction project, which will begin construction in 2015, includes construction of an 8-foot sidewalk between Federal Boulevard and Clay Street on the south side of Oxford Avenue.

Other overlaps of notable distances include bike routes and truck routes running along:

- ▶ South Windermere Street from West Tufts Avenue to West Belleview Avenue,
- ▶ West Quincy Avenue from South Fox Street to South Broadway, and
- ▶ A bike route and transit bus route along South Elati Street from West Floyd Avenue to West Kenyon Avenue.

**Figure 2-13** highlights these overlaps, along with other shorter overlaps not listed and crossings of bike routes with truck routes and/or transit bus routes.

Figure 2-13. Potential Bicycle and Pedestrian Conflict Areas





## Bicycle and Pedestrian Safety Hotspots

CDOT provided data on crashes involving bicycles and pedestrians from 2009 through 2013 at major intersections and along important roadway segments throughout the study area to determine if there are any locations of concern. Any location with three or more incidents over the five-year analysis period was flagged as a “hot spot” for possible conflicts between motorized vehicles and bikes or pedestrians. **Figure 2-13** shows these “hot spots,” along with bike routes and large vehicle routes. **Table 2-9** lists the number of crashes at each location, including the number of crashes involving bicycles and the number involving pedestrians.

**Table 2-9. Bicycle/Pedestrian Crash Hot Spots**

Location	# of Crashes 2009-2013 (Bike/Ped)
US 285 at South Broadway	8 (5/3)
US 285 near South Inca Street	6 (1/5)
US 285 east of South Logan Street	6 (2/4)
US 285 at South Galapago Street	4 (2/2)
West Dartmouth Avenue at the South Platte River	3 (2/1)
South Broadway at Dartmouth Avenue	3 (1/2)
South Broadway at Kenyon Avenue	3 (3/0)
South Broadway at Oxford Avenue	3 (2/1)
South Broadway at Chenango Avenue	3 (2/1)

A notable crash trend was found at the US 285 / South Broadway interchange, the highest bicycle/pedestrian accident location. Based on the crash reports, four of the five crashes involving bicyclists occurred with bicyclists traveling northbound on South Broadway and the vehicle traveling eastbound on the exit ramp from US 285 to South Broadway. This pattern suggests the bicyclists are riding on the sidewalk along the west side of South Broadway, and vehicles exiting the ramp do not see the bicyclists traveling in that direction.

Although there were five crashes that involved pedestrians at US 285 near South Inca Street, a consistent pattern was not present. Because this is a busy area with significant commercial and office land uses nearby, driver attention may be an issue. Some crashes also involved pedestrians illegally crossing a roadway.

Lastly, nearly all bicycle crashes at intersections with South Broadway, other than US 285, occurred along a bicycle route crossing of South Broadway.



## 2.2.3 Connecting Alternative Modes

### Barriers to Alternative Modes

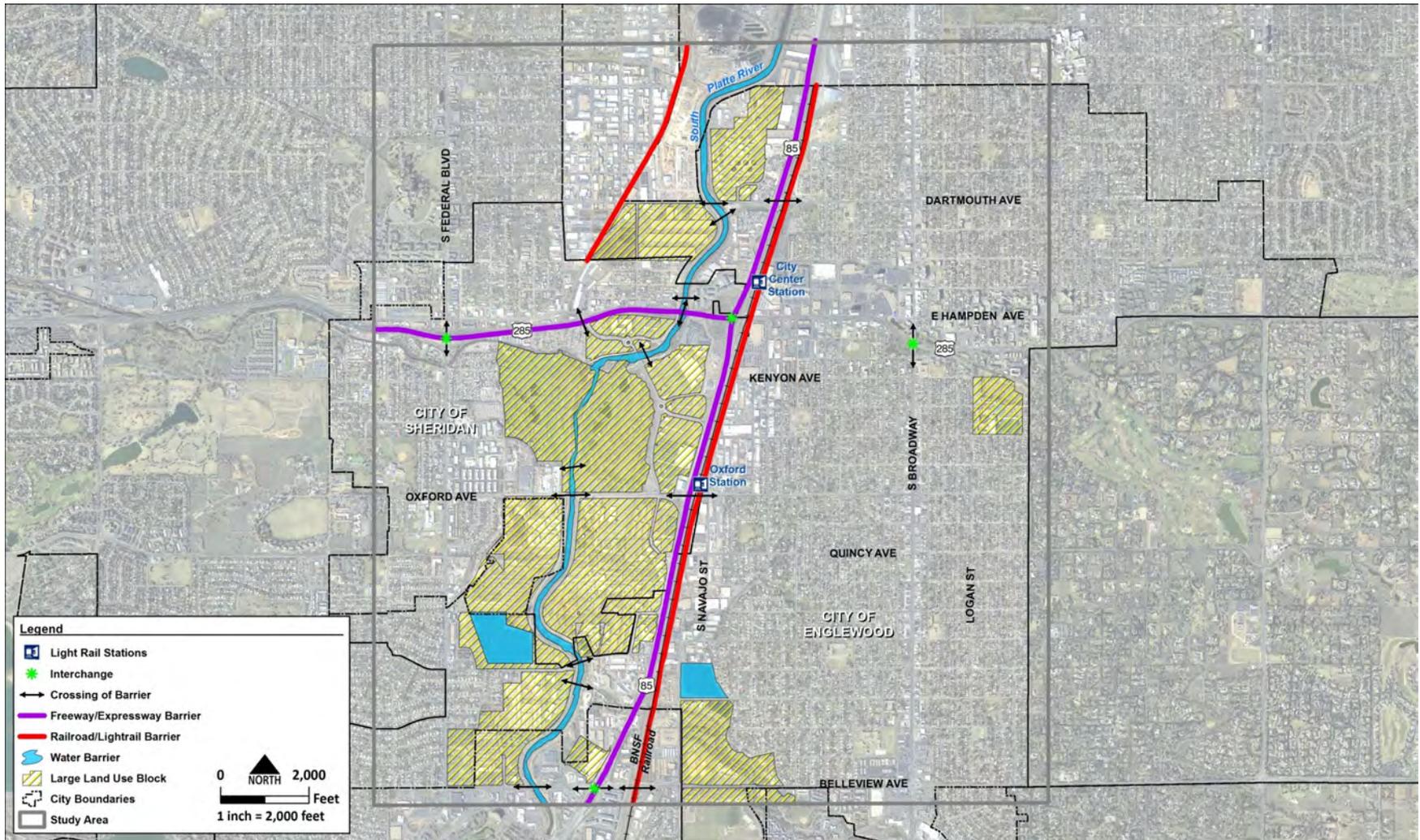
Barriers to alternative modes prevent connectivity and access, and force travelers to go out of their way to make a connection. Although these barriers can be assets to the area for other reasons such as recreation or vehicular travel, they can lead to unsafe travel or discourage the use of alternative modes. These barriers can exist in many forms, both natural and man-made. Many common forms of barriers to alternative modes include limited-access highways, interchanges, railroads, and bodies of water. **Figure 2-14** identifies barriers to bicyclists and pedestrians within the study area.

The largest barriers in the study area are US 85 and the railroad tracks that run parallel to the expressway. The railroad is grade-separated with West Dartmouth Avenue and West Oxford Avenue. The railroad crosses over the remainder of the expressway. Railroad tracks cannot be crossed with the exception of two shared use trail crossings (one at West Dartmouth Avenue and one near West Layton Avenue). Should any of the industrial parcels along US 85 be redeveloped into higher density residential, especially west of US 85, travel by alternative modes to the LRT stations would be difficult. This is already prevalent at the interchange of US 85 and US 285, which does not have any sidewalk or path facilities along US 285 through the interchange, yet dirt paths have been formed by pedestrian travelers wishing to travel this route to access commercial uses and the Englewood LRT station.

The other major barrier within the study area is the presence of large industrial and big box land uses. These uses, although important for employment and tax revenue, often take up large tracts of land that cannot be traversed because there is no public street structure connecting through them or large areas of parking make doing so unsafe.

Other major barriers are US 285 west of US 85 and the South Platte River. However, a number of crossings of US 285 exist, and there is likely less demand for a crossing in other locations given the industrial nature of the area along US 285 and the presence of the Broken Tee Englewood Golf Course, which itself is a large barrier. Likewise, the South Platte River has several crossings, including both roadway crossings and non-roadway crossings.

Figure 2-14. Major Barriers to Bicycle and Pedestrian Movement





## 3.0 Real Estate Market Analysis and Feasibility

**Chapter 3.0** summarizes the real estate market analysis feasibility study and implementation plan prepared as part of the Next Steps Study. **Appendix B** includes the full real estate feasibility study and implementation plan.

The study team analyzed the local real estate markets and the feasibility of real estate development for four study areas within the Englewood and Sheridan communities:

- ▶ The "North" Neighborhood (including the area east of the LRT line, generally west of Delaware, north of Dartmouth, and south of Yale);
- ▶ The "West" Neighborhood (the areas in both Sheridan and Englewood, to the north of Hampden Avenue, south of Dartmouth Avenue, and west of Santa Fe);
- ▶ The CityCenter Englewood Station area (including areas between Floyd Avenue and Kenyon Avenue, and between the LRT line on the west and Broadway on the east);
- ▶ The "South" Neighborhood anchored by the Sheridan - Oxford Station (including areas both north and south of Oxford Avenue, and east of the LRT line)

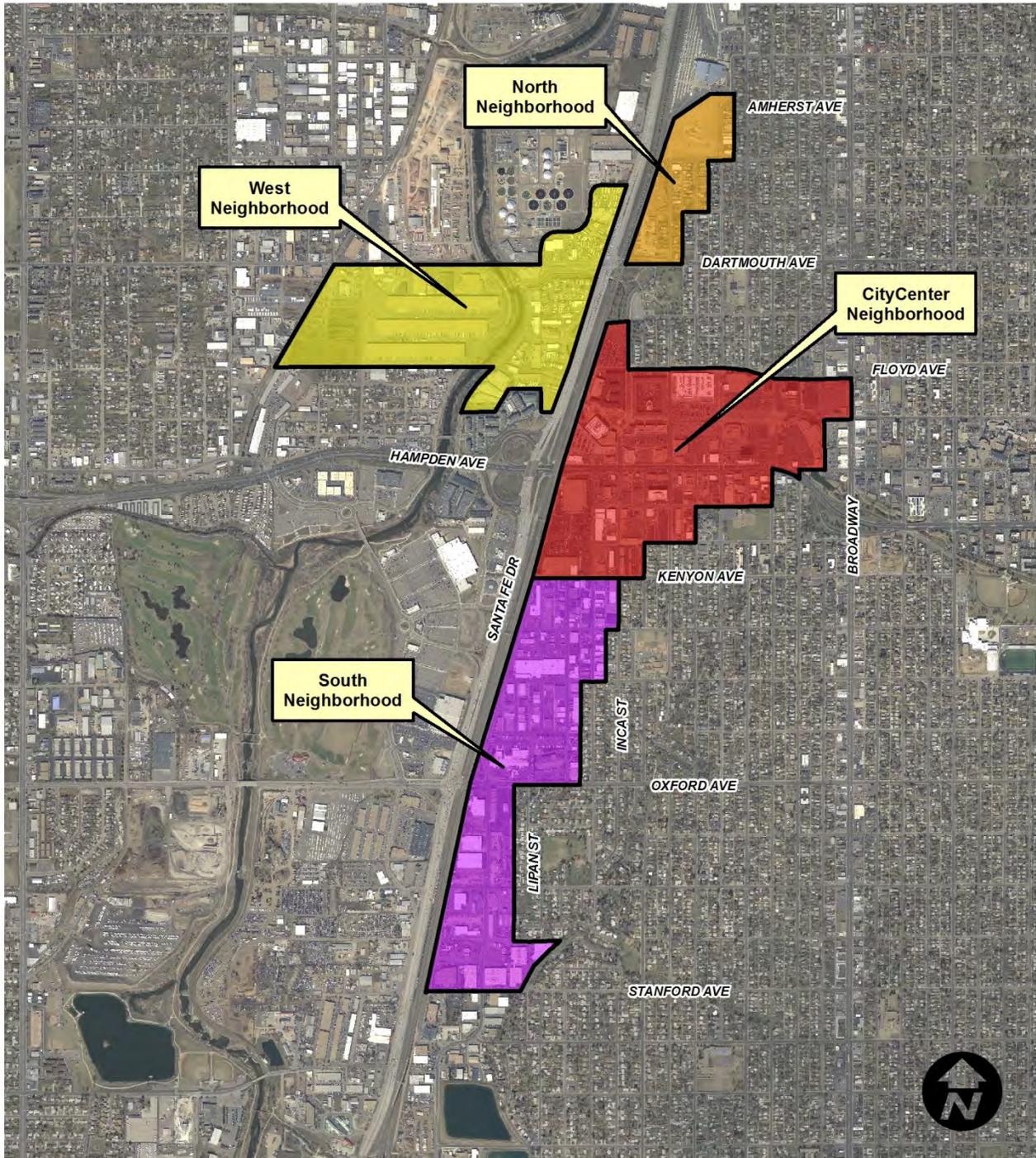
These areas are shown on **Figure 3-1**.

The City of Englewood and the City of Sheridan are centered strategically in the Denver metro market, midway between Downtown Denver and some of the most rapidly revitalizing and growing inner neighborhoods of Denver (including Washington Park, Highlands, Golden Triangle, and others) and some of the more wealthy southern suburbs in the metro area (including Littleton, Centennial, Cherry Hills Village, and nearby communities). Demographers and market analysts expect the Denver metro area to continue to grow at rates far above the national averages (percentage-wise) in terms of population and employment, over the next few decades. Current estimates from the Metro Denver Economic Development Council project that the overall population of the Denver-Aurora-Lakewood MSA will grow from around 3 million (in 2014) to over 4 million by 2035. Projections from DRCOG indicate that a good deal of the growth (in terms of residential development and nearby retail development that would serve residential growth) will occur to the north and east of Denver, along the I-25 corridor and near Denver International Airport. However, based on recent trends in real estate development in the region, a good deal of the population growth and development will occur along and near the LRT lines that serve the region, including the LRT line that connects from Denver through Englewood and Littleton, and in "infill" areas that enjoy adjacency and proximity to the various amenities present in the heart of the metro region.

Over the long term, the continued growth and economic strength of the Denver metro region will translate into a strong opportunity for Englewood and Sheridan to capitalize on their pivotal location in the region, at the junction of major arterials (Hampden Avenue, Santa Fe Drive) and with the LRT line. If the community is able to work with the private sector to guide redevelopment and create highly marketable districts and projects. The four study areas have the potential to redevelop as office, residential, retail, and entertainment districts.



Figure 3-1. Focus Areas





Over the short term, however, various site attributes of the four study areas may limit the real estate potential of each area. Various impediments of the four study areas, in terms of limited or insufficient access, less than ideal visibility, issues with parcel assemblage, and the overall “look” and “feel” of the particular areas, limit the short term potential of each study area, to varying degrees, for near-term real estate development.

The following outlines the overall conclusions of the market study and feasibility analysis for each study area, for both short term (next five years) and long term (beyond five years, and up to 20 years) perspectives.

### *3.1 North Neighborhood – Bates Avenue / Elati Street Area*

This area suffers from lack of visibility from the Santa Fe Drive corridor and historically has been perceived primarily as a gritty industrial area. However, strong interest in the potential redevelopment of the Winslow Crane parcel and adjacent parcels to the east, toward Delaware Street, could yield a successful mixed use development over the near term (within the next five to ten years) centered on the following components:

**Residential:** The North Neighborhood study area could absorb several hundred residential units, including a mixture of for-sale units (townhomes) and for-rent units (apartments).

**Retail:** Given the lack of visibility from Santa Fe and other key arterials, the North Neighborhood study area would likely be able to support only local-serving retail needs (such as a coffee shop, bank, hair salon, etc.) that would serve the everyday needs of residents in the study area, and residents of adjoining areas of Denver and Englewood.

**Office:** Given the orientation of the study area, the North Neighborhood study area would likely absorb only small quantities of office uses over the long term (limited to less than 20,000 square feet [SF] in aggregate). This study area is not positioned to serve as a regional office hub, for example, and would be a more logical location for smaller format office (including medical office, small professional offices, etc.). The area has the potential to serve as an area for creative employment uses, given the relative proximity of the area to the southern portion of the City and County of Denver and the access provided by the Santa Fe corridor to the larger metro area. Office development in the North Neighborhood area may also benefit from the rapidly escalating rent rates for office in Downtown Denver and nearby districts in the city. The North Neighborhood area could serve as a higher quality, yet cheaper, option for smaller companies looking to operate in a location central to the metro area.

**Entertainment:** Given the lack of visibility of the North Neighborhood area to major transportation corridors and the LRT, the North Neighborhood area is less likely to contain any entertainment components (of a material size) in the future.

### *3.2 West Neighborhood*

The eastern edges of the West Neighborhood, between the South Platte River and Santa Fe Drive, enjoy greater visibility from the LRT line and the Santa Fe corridor, and are more likely to redevelop over the near term (next five to ten years) compared to the area west of the South



Platte River (which is more likely to develop over a much longer time frame). The overall redevelopment of the entire neighborhood is challenged by fragmented patterns of ownership throughout the area and the presence of industrial and commercial uses that are unlikely to relocate or convert to redevelopment anytime soon. The overall area west of Santa Fe Drive and north of Hampden Avenue has a very industrial flavor, with a sewer plant and a wide range of industrial uses present to the north of Dartmouth Avenue, that are not likely to change over time. In addition, as one travels farther to the west from Santa Fe Drive, the surrounding environment is more and more removed from the drivers of “energy” that may help to translate redevelopment energy and buzz south from Denver (including the Santa Fe and Broadway corridor). The area to the west of the South Platte River is surrounded by less affluent communities to the west that are less likely to redevelop over the next few decades.

Discussions with various stakeholders in the area indicate that this part of Englewood and Sheridan, along and west of the South Platte River, represents some of the last areas in the heart of the Denver metro area where larger scale commercial businesses and industrial users may operate. As marijuana grow houses and mixed use redevelopments have replaced traditional industrial areas in the core of the Denver metro area over the last 10 to 15 years, the core of the metro area now has a reduced inventory of land available for traditional commercial and employment-driving land uses. Businesses seeking lands for operations now must look to the fringes of the metro area (near DIA and along the I-76 and north I-25 corridors) for available properties. Given its central location in the metro area, parts of the West neighborhood may be best positioned to serve as higher quality employment generators for this part of the metro area over the long term.

**Retail:** Overall, demand does not exist for larger scale additional retail square footage in this part of the metro area, given the recent development of River Point in Sheridan and the potential development of the Gates property at I-25 and Santa Fe Drive into some retail-related uses. Over the near term, a mixed use development along the west edge of Santa Fe Drive could attract a small amount of retail uses to take advantage of adjacency to the Santa Fe corridor (including a coffee shop, drive through uses, and other inline retail). However, the right in/right out (as opposed to full movement) intersections along the west side of Santa Fe Drive (between Dartmouth Avenue and Hampden Avenue) limit the potential for larger scale retail development along the west side of Santa Fe Drive.

**Residential:** Over the near term, demand exists for a few hundred residential units (either apartments or townhomes) in the area between Santa Fe and the South Platte River, assuming that a developer could assemble a sufficient area of land / parcels to execute a viable residential project. Residential uses would not be viable in the short term, to the west of the South Platte River. Residential development would logically proceed from east to west, from Santa Fe Drive to the west, over time. Over the longer term, residential uses may be viable to the west of the South Platte River, but the feasibility analysis suggests that commercial or business park uses may be a better use of this part of the study area, going forward.

**Office / Business Park:** The area between Santa Fe and the South Platte River has the potential to absorb smaller format office uses (serving smaller tenants such as medical offices, smaller companies, etc.) over the near term. However, at least in the near term, this area is unlikely to



develop as a larger format office node, serving the metro area. The area to the west of the South Platte River has the potential to develop as a revamped business park or similar type of development, providing space for a variety of users. The repositioning of this part of Englewood could help to provide additional areas for employment-generating uses in the community over the long term.

**Entertainment:** The development of entertainment land uses to the west of Santa Fe Drive would likely succeed based primarily on access from and adjacency to the Santa Fe corridor. The market for movie theaters and similar land uses appears satisfied in the local market, over the short term and long term. A developer could attempt to include certain entertainment land uses (such as a Dave and Busters or similar concepts) in this area, given its regional connectivity via Santa Fe Drive. However, this type of land use is more likely to succeed as part of a mixed-use redevelopment of parts of the CityCenter Englewood area.

### 3.3 *CityCenter Englewood Area*

#### 3.3.1 Near Term (5 – 10 years)

**Residential:** The overall CityCenter Englewood area has the potential to support an additional one to two apartment or condo projects (750 to 1,000 total units)

**Office:** The CityCenter Englewood area has the potential to support a relatively small area of additional office uses, geared to smaller users (medical offices, small businesses, etc.) and encompassing no more than an additional 20,000 SF in aggregate.

**Retail:** The overall market area centered on the CityCenter Englewood area is currently saturated across the full spectrum of retail uses. The feasibility study suggests limited additional retail demand over the next five to ten years.

**Entertainment:** The market area centered on the CityCenter Englewood area may support smaller entertainment land uses (including a pub or similar) of a few thousand square feet.

**Hotel:** The area around the CityCenter Englewood has the potential to support one limited service hotel (100 to 150 keys), such as a Hampton Inn, Holiday Inn Express, etc.

#### 3.3.2 Long Term (10 Years-Plus)

**Residential:** Over the longer term, the CityCenter Englewood area has the potential to support a few thousand additional residential units (apartment or condo) depending on how potential redevelopment scenarios move forward (in terms of density and orientation).

**Office:** Longer term, the CityCenter Englewood area has the potential to emerge as a sub-regional node of office development of a few hundred thousand square feet. This level of office development could encompass a handful of larger scale corporate offices. Office development in the CityCenter Englewood area would move forward most likely in a scenario in which the CityCenter Englewood was repositioned as a higher quality mixed use redevelopment or district (similar to Belmar in Lakewood). Given the access, the area enjoys to the greater metro area (in terms of not only arterials such as Hampden Avenue and Santa Fe Drive, but also from the LRT



system), the CityCenter Englewood area could evolve into a key office and employment node of a few hundred thousand square feet, over the longer term. This level of office development could encompass a handful of larger scale corporate offices. Office development in the CityCenter Englewood area would move forward most likely in a scenario in which CityCenter Englewood is repositioned as a higher quality mixed use redevelopment or district (similar to Belmar, in particular).

In addition to a larger scale repositioning of the overall CityCenter Englewood area, this change would also require development of larger areas south of Hampden Avenue.

**Entertainment:** Over the longer term, the CityCenter Englewood could include some entertainment uses that may draw from a regional or sub-regional audience, including concepts such as a Gameworks, Lucky Strikes, or similar entertainment concepts (similar to Dave and Busters) that combine food service and drinking options with entertainment components (such as golf, bowling, etc.). The area south of Hampden Avenue, given the larger parcel areas available for redevelopment, could also accommodate larger format entertainment uses serving a regional market (such as a regional youth sports center combined with food and beverage options, or larger format "concepts" such as Top Golf, etc.).

### *3.4 South Neighborhood – Sheridan - Oxford Station Area*

The presence of the LRT line impedes visibility of this study area from the Santa Fe corridor. In addition, discussions with stakeholders indicate that the Meadow Gold dairy and other uses to the north of Oxford Avenue are unlikely to change over the near to mid term. Therefore, the focus of the real estate feasibility analysis was on properties to the south of Oxford Avenue, and east of the LRT line. The following outlines the potential for various real estate types in this area around the Sheridan - Oxford Station:

**Residential:** The study area south of Oxford Avenue has the potential to support up to 1,000 residential units (townhome or apartment) longer term as part of two or three different projects. These units would likely be oriented as part of "mixed use" developments incorporating a small amount of retail uses as well.

**Office:** This study area has limited potential for smaller format office uses of no more than 10,000 SF in total and focused on smaller format offices for local tenants (including medical offices or smaller companies). The study area enjoys access via the Santa Fe corridor to the larger metro area. However, the Sheridan - Oxford Station area is not centrally located at the junction of two key arterials (as is the case at Hampden Avenue). While this area may support a small collection of offices, integrated into a mixed use orientation, it is unlikely to develop into a larger scale "node" of office development. It is likely that office demand in the Sheridan - Oxford Station area would result over the longer term (10 years plus) given that the character of the area would need to materially change to attract a sizeable number of potential office users. The most likely scenario for the Sheridan - Oxford Station area would involve residential development moving forward initially, followed by office development in later stages.

**Retail:** Given the lack of visibility of the Sheridan - Oxford Station area from the Santa Fe corridor, this area is unlikely to attract a sizeable component of retail development. Any retail



development in this area would be local serving (such as a coffee shop, dry cleaner, etc.) and would likely serve only the residents of the immediate area, east of Santa Fe. Total retail demand in this area would likely not exceed 20,000 SF in aggregate. Retail development is more likely in the Sheridan - Oxford Station area over the longer term (beyond five to ten years), after initial residential developments move forward and materially change the character of this study area.

**Entertainment:** Given the lack of visibility of the study area to the Santa Fe corridor, this study area is unlikely to develop entertainment components over either the short term or the long term.

### 3.5 *Implementation*

There are differing development and implementation strategies for the four areas with varying levels of public investment needed, depending on market timing and developer interest.

- ▶ The primary development opportunity at the Bates Avenue / Elati Street area would require a private joint venture with the family owning the land. The biggest challenge in this area is lack of visibility and connectivity to transit lines and stations. The suggested public and transportation improvements focusing on this area, particularly any around Dartmouth Avenue, should be timed with new development activity in this area.
- ▶ While both Sheridan and Englewood have indicated a long-term desire to see the West neighborhood transition to a more mixed use community, there are critical infrastructure challenges. A cross-jurisdictional subarea plan for this area is recommended, recognizing the important role of industrial as well as better connections to the South Platte River. Public infrastructure is a challenge in this area. Working with the Urban Drainage and Flood Control District, exploring special district tools for sidewalk and street improvements, and prioritizing capital improvements through each City's Capital Improvement Plan would be necessary to address these critical issues and make the area more attractive for development.
- ▶ In the CityCenter Englewood area, interviews with major businesses and other stakeholders in the area indicated a strong interest in revitalizing the core CityCenter Englewood area. Recommendations include developing a detailed vision with these property owners focused on creating additional density in critical locations and addressing the legal agreements currently in place so as to not inhibit change. A potential tool to help finance necessary public improvements would be the creation of a Downtown Development Authority (DDA) to help generate Tax Increment Financing (TIF).
- ▶ At the Oxford Station, a developer is leading land use change on the south side of Oxford. Working with property owners on developing shared parking south of the station as well as better connections through a General Improvement District and prioritizing the Rail Trail connection in this area, would help catalyze development south of Oxford Avenue more quickly.



## 4.0 Environmental Overview

This chapter summarizes the existing environmental conditions for several priority resources within the study area (**Figure 4-1**) and summarizes additional resource assessment needs that could be required during any future project-level analysis. The environmental overview was conducted to identify potential environmental issues that could influence any future transportation improvements, such as the type, location, or design of improvements recommended as part of this study.

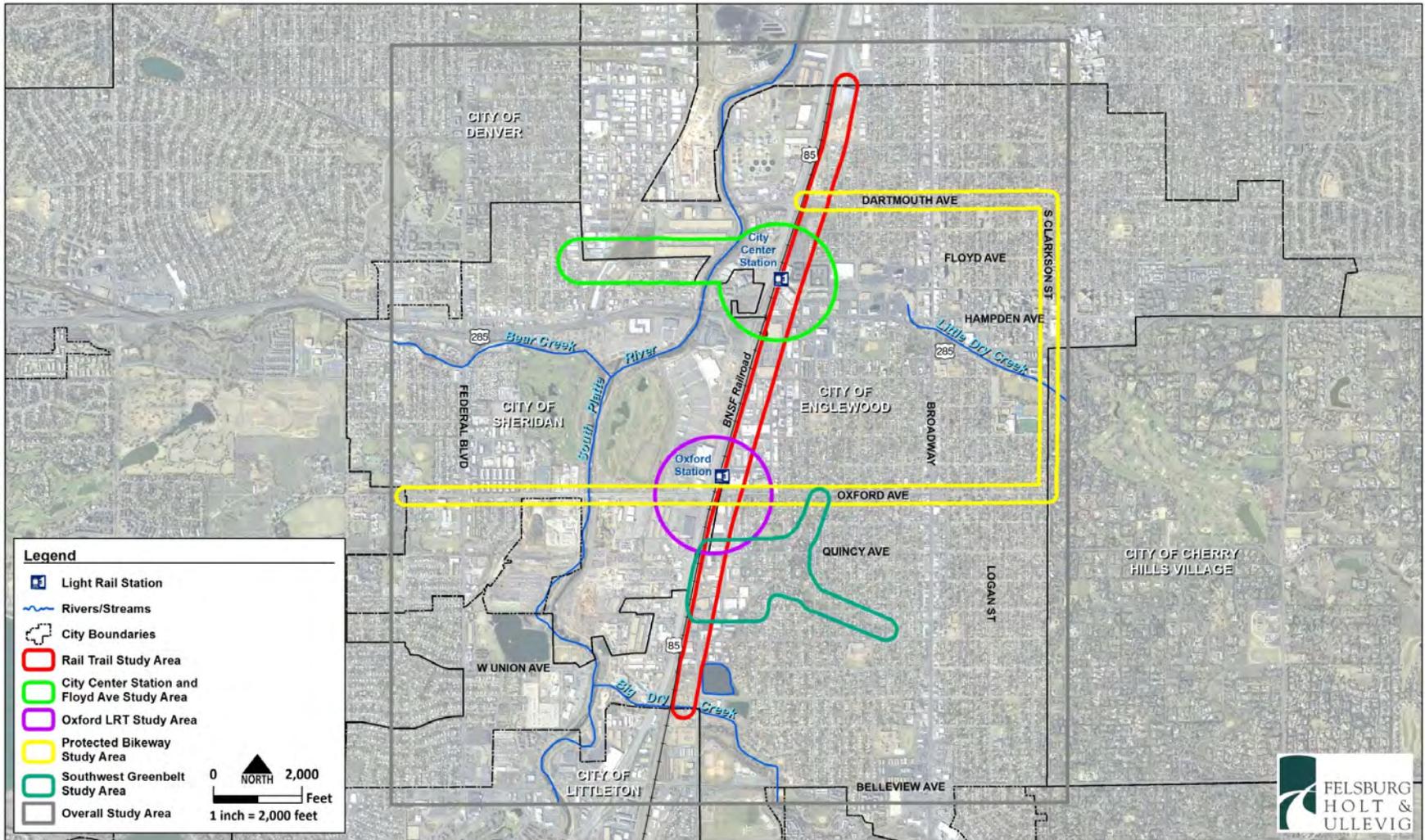
### 4.1 Environmental Focus Study Areas

**Section 1.1** describes the study area for this project. Environmental resources were analyzed within five environmental Focus Study Areas based on the main transportation infrastructure study elements, including the protected bikeway loop, rail trail, Southwest Greenbelt Trail and Extension, Floyd Avenue Extension/ CityCenter Englewood Station, and the Sheridan - Oxford Avenue Station (**Appendix C**). **Table 4-1** defines the Focus Study Area buffers. The Focus Study Areas represent the areas surrounding the proposed improvements that could have direct or indirect impacts during any future construction activities (**Figure 2-14**).

**Table 4-1. Environmental Focus Study Areas**

Focus Study Area	Study Area Buffer
Bikeway Loop	Adjacent parcels
Floyd Avenue Extension/ CityCenter Englewood Station	500 feet – Floyd Avenue Extension CityCenter - 0.25 mile
Rail Trail	500 feet east of the existing rail
Sheridan - Oxford Station	0.25 mile radius
Southwest Greenbelt Trail and Extension	Adjacent parcels

Figure 4-1. Environmental Focus Study Areas





## 4.2 Analysis Methods

Existing conditions were assessed by conducting a desktop review of information for several priority resources, including previous studies, geographic information system (GIS) data, and other available information from relevant agencies, such as the City of Englewood and the US Fish and Wildlife Service (USFWS) (Figures C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, and C-10 in Appendix C). Priority resources include those that can potentially affect any future alternatives development and selection process, including:

- ▶ Parks and Recreational Resources
- ▶ Historic Resources
- ▶ Hazardous Materials
- ▶ Waters of the US/Wetlands
- ▶ Threatened/Endangered Species and Migratory Birds
- ▶ Floodplains/Water Quality

Future resources analysis needs will depend on the type of transportation improvements and funding sources and will need to be determined at the project-level stage. Other resources that were not considered at this planning-level stage but may require future inventory and analysis at the project-level include air quality, noise, vegetation/noxious weeds, social resources (including environmental justice), and archaeological/paleontological resources.

## 4.3 Parks and Recreational Resources

Parks and recreational resources are important community facilities that warrant consideration early in the planning process, specifically when a project has federal agency involvement. These resources include parks, trails, and open space areas that offer opportunities for recreation, including both passive and active activities.

Information was collected about existing and planned parks and recreational resources within the Focus Study Areas by reviewing GIS data and parks and recreation master plans. Additional details about parks and recreation resources, such as ownership, size, and amenities, were obtained from accessing the City of Englewood and City of Sheridan websites in November 2014. The following documents were reviewed:

- ▶ City of Englewood Parks and Recreation Master Plan (City of Englewood, 2006)
- ▶ South Suburban Parks and Recreation Website (2014)

### 4.3.1 Findings

Table 4-2 identifies parks and recreational resources. Section 2.1.4 discusses in detail bicycle and pedestrian trail facilities, including Little Dry Creek Trail, Mary Carter Greenway, Bear Creek Trail, Southwest Greenbelt Trail, Oxford Avenue Trail, and Clarkson Street Trail.



**Table 4-2. Park and Recreational Resources**

Resource Name	Location	Description	Resource Type	Managed by
<b>Focus Study Area: Protected Bikeway</b>				
Broken Tee Golf Course <sup>1</sup>	North of Oxford Avenue/West of Santa Fe Drive Address: 2101 W. Oxford Avenue	Amenities: Open year-round, driving range / practice area, 18-hole golf course	Public Golf Course	City of Englewood Parks and Recreation
Hosanna Athletic Complex <sup>1</sup>	Adjacent to Englewood High School Address: 3750 S. Logan Street	Size: 18.21 acres Amenities: Baseball / softball field, two soccer / football fields, 8 tennis courts with lights, restrooms, off-street parking, and concessions. Adjacent to Little Dry Creek greenbelt.	Sports Complex	City of Englewood and Englewood School District (tennis courts)
Sheridan Community Park <sup>2</sup>	3325 W. Oxford Avenue	Amenities: Tennis courts, basketball / multi-purpose court, skate park, baseball / softball field, soccer field, picnic shelter, restrooms, minor trails.	Community Park	South Suburban Parks and Recreation
Little Dry Creek Open Space <sup>1</sup>	North side of Hosanna Athletic Complex	Size: 14.20 acres	Visual Green Space	City of Englewood Parks and Recreation
Cushing Park <sup>1</sup>	South of Dartmouth Ave. and East of Existing LRT Line Address: 700 W. Dartmouth Avenue	Size: 11.15 acres Amenities: Picnic areas, two picnic shelters, one playground, informal baseball/softball field, basketball court, horseshoe pits, multi-purpose playfield, skateboard park, limited bicycle / pedestrian path, off-street parking, restrooms. Little Dry Creek trail runs through the park.	Community Park	City of Englewood Parks and Recreation



Resource Name	Location	Description	Resource Type	Managed by
Englewood Recreation Center	1155 W. Oxford Avenue	Amenities: Indoor track, swimming pool, gymnasium, sand volleyball courts, racquetball courts, cardiovascular training area, and weight training area.	Recreation Center	City of Englewood Parks and Recreation
<b>Focus Study Area: Rail Trail</b>				
Cushing Park <sup>1</sup>	South of Dartmouth Ave. and East of Existing LRT Line Address: 700 W. Dartmouth Avenue	Size: 11.15 acres Amenities: Picnic areas, two picnic shelters, one playground, informal baseball / softball field, basketball court, horseshoe pits, multi-purpose playfield, shuffleboard courts, skateboard park, limited bicycle / pedestrian path, off-street parking, restrooms. Little Dry Creek trail runs through the park.	Community Park	City of Englewood Parks and Recreation
<b>Focus Study Area: Floyd Avenue Extension/CityCenter Englewood Station</b>				
Mary Carter Greenway/South Platte River Trail	N/A	An eight miles multi-use trail along the South Platte River from Chatfield State Park to the City of Englewood  Amenities: Whitewater facility along the South Platte River. Bicycle / pedestrian concrete trail and adjacent crusher fines trail, Parking facilities.	Multi-use Trail	South Suburban Park Foundation
<b>Focus Study Area: Sheridan – Oxford Station</b>				
Englewood Recreation Center	1155 W. Oxford Avenue	Amenities: Indoor track, swimming pool, gymnasium, sand volleyball courts, racquetball courts, cardiovascular training area, and weight training area.	Recreation Center	City of Englewood Parks and Recreation



Resource Name	Location	Description	Resource Type	Managed by
<b>Focus Study Area: Southwest Greenbelt Trail and Extension</b>				
Jason Park <sup>1</sup>	4299 S. Jason Street	Size: 8.11 acres Amenities: Basketball court, soccer field, multi-purpose playfield, baseball / softball field, playground, picnic shelter, restrooms, off-street parking, designated off-leash dog area.	Neighborhood Park	City of Englewood Parks and Recreation
Rotolo Park <sup>1</sup>	4401 S. Huron Street	Size: 3.25 acres Amenities: Picnic tables, baseball / softball field, multi-purpose playfield without goal, playground, and restrooms. Connects to Southwest Greenbelt.	Neighborhood Park	City of Englewood Parks and Recreation
Southwest Greenbelt and Trail <sup>1</sup>	Rotolo Park to S. Cherokee Street	Size: 5.51 acres Amenities: Bicycle / pedestrian path, picnic tables, scattered benches. Trail through Rotolo Park - extends to S. Cherokee Street.	Open Space / Local Trail	City of Englewood Parks and Recreation

<sup>1</sup> City of Englewood, 2006

<sup>2</sup> South Suburban Parks and Recreation Website

### 4.3.2 Next Steps

Future projects could require an additional evaluation for parks and recreational resources, including a Section 4(f) evaluation and Section 6(f) evaluation, which are described below. Additionally, the park boundaries and amenities for the resources identified in **Table 4-2** should be verified during any future project-level analysis.

#### Section 4(f) Evaluation

Section 4(f) resources are protected under the US Department of Transportation Act (DOT Act), as defined in 23 Code of Federal Regulations 774 and include publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites.

If any future project with federal funding involves the use of a Section 4(f) property, then a Section 4(f) evaluation would be required for that particular resource.



## Section 6(f) Evaluation

Section 6(f) resources include land or facilities that have been purchased or improved with Land and Water Conservation Funds (LWCF). Section 6(f) would apply to all transportation projects involving possible conversions of any Section 6(f) land or facility and would need to be considered for any projects with CDOT involvement (including oversight).

### 4.4 Historic Resources

Historic resources include buildings, bridges, railroads, roads, and other structures that are at least 50 years old (45 years old for transportation projects). Resources that meet this age-eligibility criteria are potentially eligible to be included on the National Register of Historic Places (NRHP). The Arapahoe County Assessor’s Office database was reviewed to determine whether parcels within the environmental Focus Study Areas contain structures that meet the minimum age requirement of 45 years old. This study did not include a COMPASS database search (Office of Archaeology and Historic Preservation).

#### 4.4.1 Findings

**Table 4-3** summarizes the number of parcels within the Focus Study Areas (defined in **Section 4.1**) that have structures that meet the minimum age-eligibility requirement of 45 years old.

**Table 4-3. Number of Parcels with Structures 45 Years Old or Greater**

Focus Study Area	Number of Parcels
Floyd Avenue Extension/CityCenter Englewood Station	83
Bikeway Loop	234
Sheridan – Oxford Station	64
Rail Trail	87
Southwest Greenbelt Trail and Extension	102

**Table C-1** in **Appendix C** includes address information for parcels with buildings that meet the minimum age-eligibility requirement of 45 years old and considered potentially eligible to the NRHP.

#### 4.4.2 Next Steps

Any future projects with federal funding or federal agency involvement would require compliance with Section 106 of the National Historic Preservation Act (NHPA), which requires the consideration of the effects of their undertakings upon significant NRHP-listed or eligible historic properties. Section 106 of the NHPA, as amended, requires federal agencies to: identify historic properties, evaluate effects to those properties, and develop mitigation for adverse effects to



properties. The process involves consultation with the State Historic Preservation Officer (SHPO) and other interested parties, known as consulting parties.

Any future project would require a review of the COMPASS database to determine whether previously determined eligible or listed historic properties are present. Any future project would also require a field assessment. Also, if a Clean Water Act (CWA) Section 404 permit is required for any future project, a Section 106 clearance is also required before a permit can be issued.

## 4.5 Hazardous Materials

This hazardous materials overview includes a review of sites within the Focus Study Areas (**Figure 4.1**) with known (current and historic) soil and/or groundwater contamination, which are distinguished as sites with recognized environmental conditions (RECs). The American Society for Testing and Materials (ASTM) Standard 1527-13 defines RECs as: "...the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property." When potential regulated materials concerns could not be confirmed without additional inspection or investigation, the sites are distinguished as sites with potential RECs.

Sites with known or potential RECs include facilities with indications of an existing release, past release, or material threat of a release of any regulated materials into the ground (soil), groundwater, or surface water; the possibility of migration from the contaminant source; and the potential to present a materials management and/or work health and safety issue during the construction of any future project. Examples include:

- ▶ Sites with reported hazardous materials releases, such as National Priorities List (NPL), Resource Conservation and Recovery Act (RCRA) Corrective Action (CORRACTS), Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), and Voluntary Clean Up (VCUP)
- ▶ Mine, landfill (LF), or solid waste disposal facility (SWF) sites, RCRA large-quantity generator (LQG) sites, RCRA small-quantity hazardous waste generator (SQG) with reported violations
- ▶ Facilities with active/closed leaking underground storage tanks (LUSTs)

The methodology used to identify sites with potential hazardous materials concerns included reviewing previous studies conducted by the City of Englewood in the vicinity of the study area (E-21 Engineering Inc. and Major Environmental Services, Inc. 2003a; 2003b; 2003c) and a review of previously collected local, state, and federal environmental agency databases obtained from Satisfi, Inc.



## 4.5.1 Findings

The review identified total of 120 sites with RECs or potential RECs within the study area (Table C-2 in Appendix C). Most of these are associated with LUST, RCRA CORRACTS, and VCUP sites.

Hazardous materials are most likely to be encountered during ground-disturbing activities near sites with recognized or potential environmental conditions. LUST sites that are closed still have the potential to have residual contamination present and should be investigated more thoroughly during any future project. Additionally, any development along the South Platte River has the potential to encounter landfill materials from historic in-filling along the banks of the river over time.

## 4.5.2 Next Steps

All hazardous materials sites located within the environmental Focus Study Areas (defined in Section 4.1) have the potential to present a materials management and worker health and safety issue during future construction. This overview was prepared with a level of detail appropriate for the development and screening of future design alternatives. During any future project development, a formal hazardous materials assessment, including site verification, to identify any hazardous materials issues would be required. The purpose of conducting a more detailed hazardous materials assessment is to provide information needed to plan for known and potential hazardous issues and assist with future avoidance options or material management / mitigation measures that may be required during construction.

## 4.6 Waters of the US/Wetlands

Waters of the United States (WUS), including wetlands, are protected under Section 404 of the CWA (33 United States Code [USC] 1344). The US Army Corps of Engineers (USACE) defines WUS as all navigable waters and their tributaries, all interstate waters and their tributaries, all wetlands adjacent to these waters, and all impoundments of these waters. The USACE definition does not include wetlands that lack a surface connection to and, therefore, are isolated from, regulated waters. However, isolated wetlands are protected under Executive Order 11990 Protection of Wetlands (Environmental Protection Agency, 1977). Wetlands, as defined by the USACE, include:

“those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.”

Potential wetlands were identified through a review of the US Geological Survey (USGS) National Hydrological Dataset. The initial purpose of this review was to identify areas of known surface water, including streams, ditches, ponds, and lakes that would be areas containing potential wetlands or open water that would be considered WUS. The USFWS National Wetlands Inventory (NWI) was also reviewed to identify any specific locations of wetlands within the Focus Study Areas (defined in Section 4.1).



## 4.6.1 Findings

Table 4-4 identifies potential wetlands and WUS.

Table 4-4. Potential Wetlands and Waters of the US within the Focus Study Areas

Focus Study Area	Description
Floyd Avenue Extension/CityCenter Englewood Station	Potential wetlands are associated with the South Platte River at Floyd Avenue Extension over the South Platte River.
Bikeway Loop	Potential wetlands are associated with Little Dry Creek at the crossing of South Clarkson Street, and the South Platte River along Oxford Avenue. Also, potential wetlands are associated with a private property in the southeast corner of Hampden Avenue and South Clarkson Street.

No potential wetlands were identified in the Rail Trail, Oxford Avenue LRT Station, and Southwest Greenbelt Trail Extension Focus Study Areas. Additional areas with potential wetlands and WUS in the vicinity of the transportation improvements include Big Dry Creek and the City Ditch.

## 4.6.2 Next Steps

Any future project, regardless of funding source or other agency involvement (i.e., FHWA/CDOT/ Federal Transit Administration (FTA)) would require a formal wetland delineation to verify the accuracy of the WUS/wetland resource areas identified through the GIS mapping assessment and identify any additional WUS/wetlands within the Focus Study Areas that may not have been identified as part of the preliminary desktop assessment.

## 4.7 Threatened/Endangered Species and Migratory Birds

Federally listed threatened and endangered species are protected under the Endangered Species Act (ESA) (16 USC 1531 et seq.). Under Section 7 of the ESA, a consultation and clearance process with the USFWS is required if federally listed species or its habitat will be affected by project activities. A preliminary assessment was conducted to identify potential habitat for federally listed species within the Focus Study Areas (Figure 4-1). The preliminary assessment included collecting data from the USFWS Information, Planning, and Conservation System (IPAC) to identify any potential species within the Focus Study Areas. A detailed habitat evaluation was not performed as part of this assessment.

### 4.7.1 Findings

Table 4-5 lists threatened and endangered species located in Arapahoe County and potentially within all Focus Study Areas.



Table 4-5. Threatened/Endangered Species Located in Arapahoe County

Name	Status	Description
<b>Mammals</b>		
Preble's meadow jumping mouse (PMJM) <i>(Zapus hudsonius preblei)</i>	T	Inhabits riparian areas near standing or running water in lowland areas that are dominated by forested wetlands, shrub dominated wetlands, and grass/forb dominated wetlands between 4,000 and 8,000 ft in elevation. The project area is located in the Block Clearance Zone for PMJM in the Denver metro area.
<b>Birds</b>		
Interior least tern <i>(Sterna antillarum athalassos)</i>	E	Water depletions in the South Platte River may affect the species and/or critical habitat in downstream reaches of the Platte River in other states.
Mexican spotted owl <i>(Strix occidentalis lucida)</i>	T	Nest in steep canyons with dense stands of large ponderosa pine or pinyon-juniper with Douglas-fir, and in mature to old-growth mixed-conifer forest with high canopy closure and open understory. Favored stands generally are multi-storied, with snags and downed logs.
Piping plover <i>(Charadrius melodus)</i>	T	Water depletions in the South Platte River may affect the species and/or critical habitat in downstream reaches of the Platte River in other states.
Whooping crane <i>(Grus Americana)</i>	E	Water depletions in the South Platte River may affect the species and/or critical habitat in downstream reaches of the Platte River in other states.
<b>Fish</b>		
Pallid sturgeon <i>(Scaphirhynchus albus)</i>	E	Water depletions in the South Platte River may affect the species and/or critical habitat in downstream reaches of the Platte River in other states.
<b>Plants</b>		
Ute ladies'-tresses orchid <i>(Spiranthes diluvialis)</i>	T	Occurs along riparian edges, gravel bars, old oxbows, high flow channels, and moist to wet meadows along perennial streams.
Western prairie fringed orchid <i>(Platanthera praeclara)</i>	T	Water depletions in the South Platte River may affect the species and/or critical habitat in downstream reaches of the Platte River in other states.

T =Threatened Species; E = Endangered Species

Source: USFWS, IPAC, 2013. Accessed January 1, 2014.

Natural Diversity Information Source – Colorado Parks and Wildlife (<http://ndis.nrel.colorado.edu>), accessed January 1, 2014.



Migratory birds, including raptors, are protected under the Migratory Bird Treaty Act (MBTA) (16 USC §§ 703-712). The MBTA also provides protection for the eggs and active nests of migratory birds. The MBTA prohibits activities that may harm or harass migratory birds during the nesting and breeding season. This includes the removal of active nests, which could result in the loss of eggs or young. The environmental overview did not include a detailed habitat evaluation for migratory birds. However, suitable migratory bird habitat may be present.

#### 4.7.2 Next Steps

Any future project, regardless of funding sources and agency involvement (i.e., FHWA/ CDOT / FTA) would require an updated review of threatened/endangered species, a field survey within the Focus Study Areas, and the completion of a coordination and clearance process with the USFWS.

Projects with CDOT involvement (including oversight) would also be required to consult with the Colorado Parks and Wildlife on any project affecting streams, stream banks, and any tributaries under Colorado Senate Bill 40 (SB 40). A programmatic SB 40 certification process and documentation or formal SB 40 certification process and documentation would be required, depending on the level of impact from any future projects.

#### Migratory Birds

Field surveys would be required to identify locations of any nests before construction of any future project, regardless of funding source or agency involvement (i.e., FHWA/CDOT).

### 4.8 Floodplains and Water Quality

Major floodplains were analyzed for the Focus Study Areas. Floodplains were identified by reviewing Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the study area. Floodplains in the study area have one or more of the following flood zone designations:

- ▶ Zone AE corresponds to the 1-percent-annual-chance (100-year) flood hazard area where a detailed study has occurred and base flood elevations (BFEs) have been determined.
- ▶ Floodway corresponds to the channel of the stream, plus any adjacent floodplain areas, that must be kept free of encroachment so that the 100-year flood can be carried without substantial increases in the flood heights. In Colorado, that increase is defined as a maximum of 0.5 feet.
- ▶ Zone X corresponds to areas outside the 0.2-percent-annual-chance (500-year) floodplain, areas within the 500-year floodplain, areas of 100-year flooding where average depths are less than 1 foot, areas of 100-year flooding where the contributing drainage area is less than 1 square mile, and areas protected from the 100-year flood by levees. No BFEs or base flood depths are shown within this zone.



### 4.8.1 Findings

Table 4-6 and Figure C-11 in Appendix C identify drainageways with FEMA designated floodplains in the study area.

**Table 4-6. FEMA Designated Floodplains in the Study Area**

Drainageway	Description
South Platte River	Zone AE Zone X
Little Dry Creek	Zone AE Floodway Zone X
Big Dry Creek	Zone AE Floodway Zone X

### 4.8.2 Water Quality

This study did not assess water quality conditions associated with the South Platte River, Bear Creek, Big Dry Creek, and Little Dry Creek. Water resources are managed through federal, state, and local regulations that establish the standards and management actions necessary to protect the water quality. The Colorado Department of Public Health and Environment (CDPHE) Water Quality Control Commission (WQCC) has the authority to establish and enforce water quality standards within the state. The primary water quality concern associated with transportation infrastructure results from the discharge of stormwater to receiving waters.

### 4.8.3 Next Steps

Any future project, regardless of funding sources and agency involvement (i.e., FHWA/ CDOT/ FTA), that involves work within the floodplains of the South Platte River, Bear Creek, Little Dry Creek, and Big Dry Creek will require an assessment of potential floodplain impacts.

If the affected drainageway has a floodplain and floodway, impacts to the floodplain can be incorporated without triggering the Conditional Letter of Map Revision (CLOMR)/Letter of Map Revision (LOMR) process. However, any impacts to the floodway will require analysis at the project-level to determine if a "no rise" condition can be achieved. A "no rise" condition means that there is a 0.00 foot rise in the water surface elevations when comparing the existing conditions to proposed conditions. If a "no rise" condition cannot be achieved, the CLOMR/LOMR process will be triggered. If the affected drainageway has a floodplain but no floodway, relatively small impacts to the floodplain may be incorporated without triggering the CLOMR/LOMR process, but the drainageway will need to be analyzed at the project level to determine the impacts.



Additionally, if any proposed work associated with future projects occurs in an existing surface water resource, such as the South Platte River, Bear Creek, Little Dry Creek, or Big Dry Creek, a water quality assessment and coordination with the CDPHE will be necessary.

#### 4.9 *Other Resources*

Future environmental resource analysis needs are dependent on project funding sources and individual project characteristics and may include:

- ▶ A project noise analysis following relevant methods (e.g., FTA or FHWA)
- ▶ A project air quality analysis following relevant methods (e.g., FTA or FHWA)
- ▶ An evaluation of minority and low-income populations (i.e., environmental justice populations)



## 5.0 Transportation Improvements Analysis

**Chapter 5.0** describes the development, evaluation, and conceptual engineering design of alternatives for transportation improvements in the study area. Included in the alternatives development and evaluation process were public involvement and outreach efforts with the cities of Englewood and Sheridan and with local businesses and neighborhoods. **Chapter 7.0** summarizes the community engagement activities conducted for this project.

### 5.1 Alternatives Development

#### 5.1.1 Previously Proposed Projects

The alternatives development began with the identification of seven multimodal transportation infrastructure projects recommended in the *Englewood Light Rail Corridor Station Area Master Plan* (City of Englewood, 2013), and those the cities of Englewood and Sheridan had previously identified (**Figure 5-1**, **Figure 5-2**, **Figure 5-3**, and **Figure 5-4**), including :

- ▶ Rail Trail (Big Dry Creek Trail Connection to Bates Avenue)
  - Constructing a 10-foot-wide multi-use bicycle/pedestrian trail with bridges over Oxford Avenue, Hampden Avenue, and Dartmouth Avenue
- ▶ Oxford Avenue, Dartmouth Avenue, Clarkson Street Separated Bikeway Loop
  - Constructing a bi-directional 6- to 8-foot-wide protected bikeway along Dartmouth Avenue from Inca Street to Clarkson Street, Clarkson Street from Dartmouth Avenue to Oxford Avenue, and Oxford Avenue from Clarkson Street to Irving Street
- ▶ Southwest Greenbelt Trail Improvements
  - Reconstructing the existing 8-foot-wide asphalt trail in Rotolo Park from Cherokee Street to Huron Street with a 10-foot-wide multi-use trail and constructing a new 10-foot-wide multi-use trail from Huron Street to the Rail Trail
- ▶ Englewood Parkway Extension and Bus Transfer/Piazza Redesign
  - Extending the 29-foot-wide Englewood Parkway roadway (two 12-foot through lanes with 2.5-foot curb and gutter) and associated bus transfer/pedestrian piazza from Inca Street to the CityCenter Englewood access road
- ▶ CityCenter Englewood Station Platform Shelter
  - Reconstructing the CityCenter Englewood Station Platform Shelter
- ▶ Floyd Avenue Extension (Inca Street to Zuni Street)
  - Extending the 59-foot-wide Floyd Avenue roadway and associated bicycle and pedestrian improvements (two 12-foot through lanes with 2.5-foot curb and gutter, 10-foot sidewalk, and 5-foot bicycle lanes) from Inca Street to Zuni Street, with grade separated crossings of the LRT tracks, CML railroad tracks, US 85 (Santa Fe Drive), and the South Platte River.
- ▶ Sheridan - Oxford Station Connection
  - Constructing a 12-foot-wide pedestrian grade-separated crossing of the LRT tracks, CML railroad tracks, and US 85 (Santa Fe Drive) at the Sheridan - Oxford Station.

Figure 5-1. Previously Proposed Projects



Figure 5-2. Previously Proposed Projects and Complementary Transportation Improvements - CityCenter Englewood Station Area

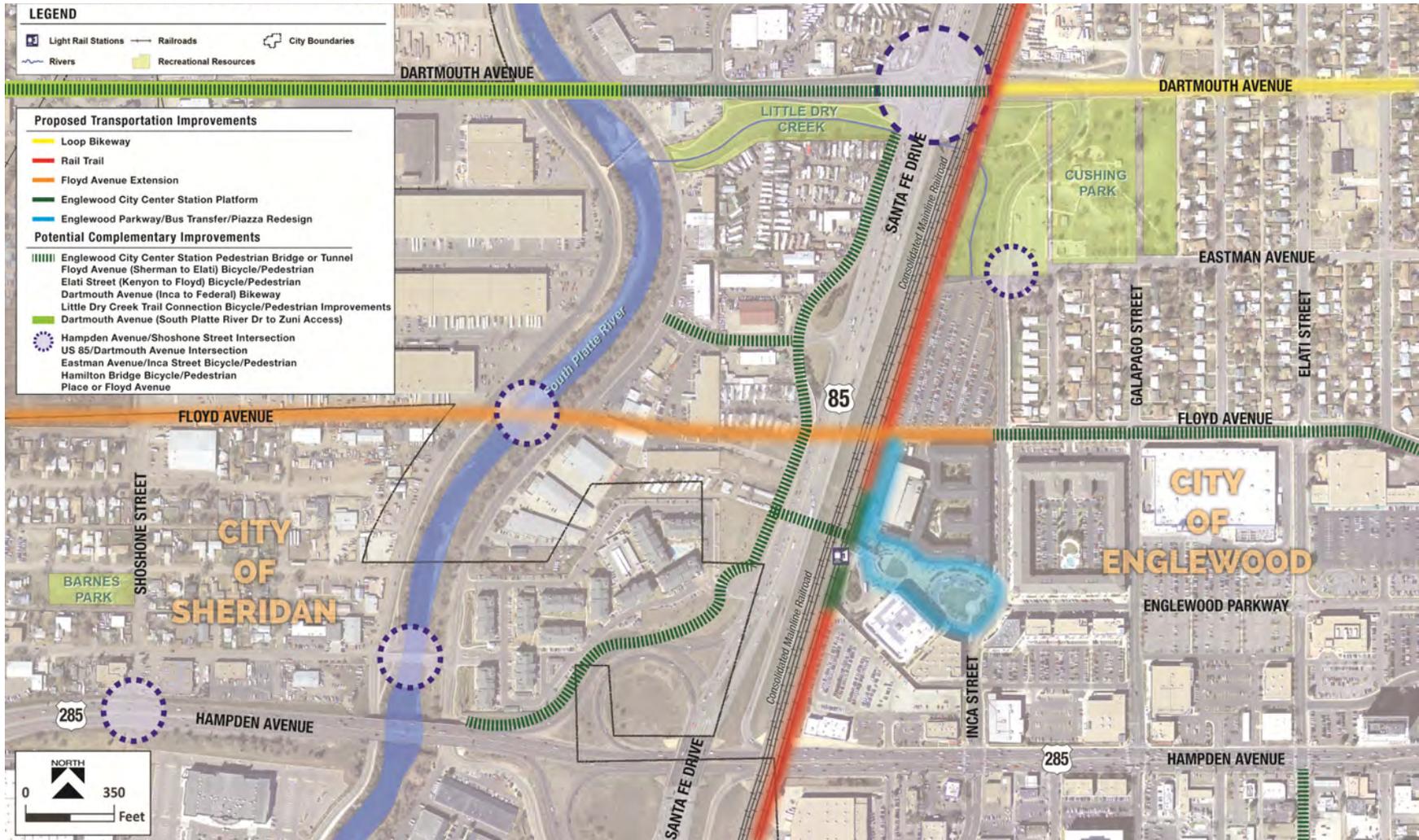
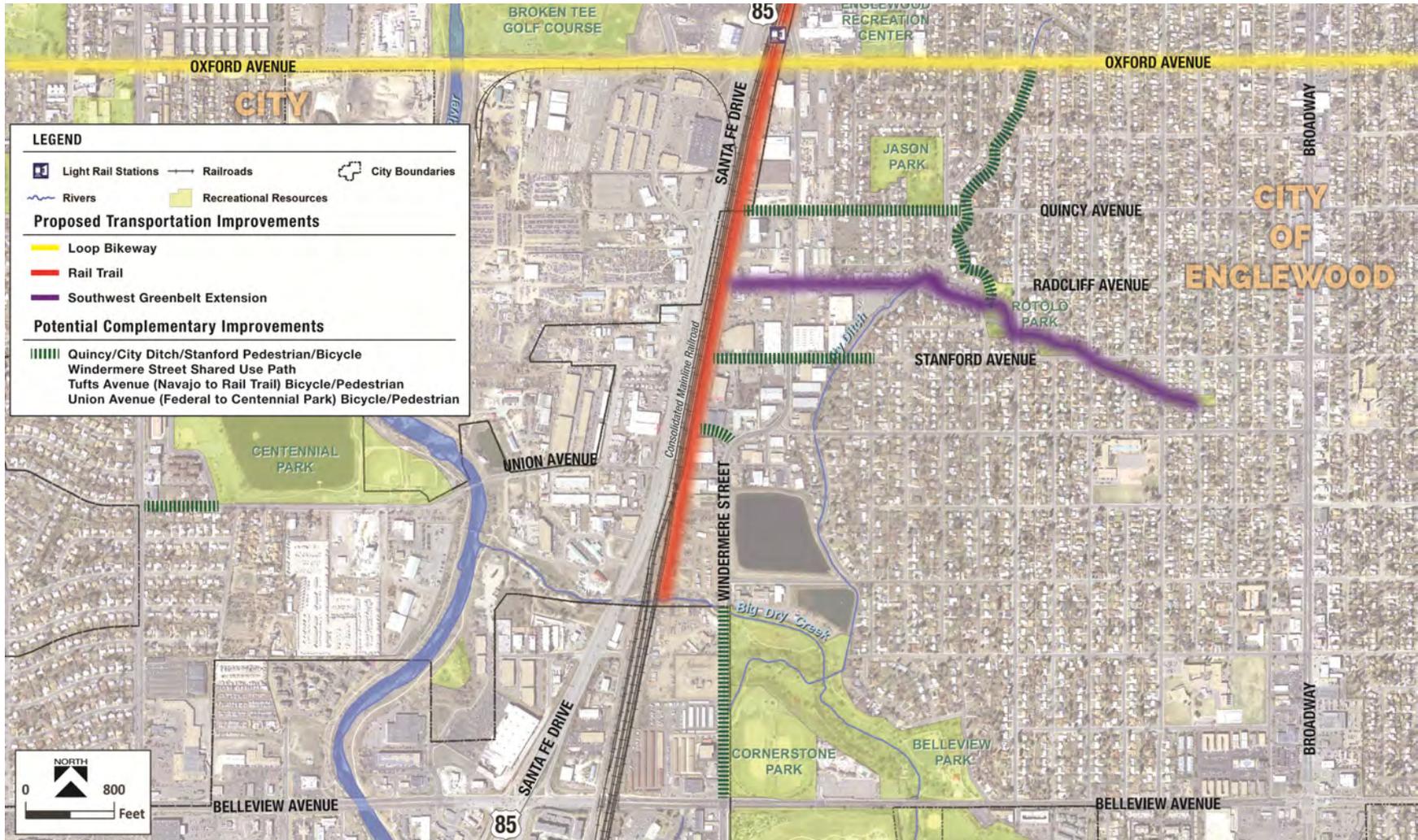


Figure 5-3. Previously Proposed Projects and Complementary Transportation Improvements – Sheridan - Oxford Station Area



Figure 5-4. Previously Proposed Projects and Complementary Transportation Improvements – South of Oxford Avenue





## 5.1.2 Potential Complementary Transportation Improvements

In addition to the previously identified planned alternatives, an analysis was conducted to identify additional transportation improvements that could complement the existing transportation system or the previously proposed projects. This analysis is based on specifically improving bicycle and pedestrian connectivity to the CityCenter Englewood Station and the Sheridan - Oxford Station and on addressing traffic congestion and safety conflicts to improve vehicle and bus access to the stations. Consequently, the previously proposed projects were supplemented with 24 potential Complementary Transportation Improvements (**Table 5-1** and **Figure 5-1**, **Figure 5-2**, **Figure 5-3**, and **Figure 5-4**).

These Complementary Transportation Improvements include bicycle/pedestrian improvements, intersection/access improvements, and other improvements.

### Bicycle/Pedestrian Improvements

- ▶ Eastman Avenue/Inca Street Area Bicycle/ Pedestrian Improvements
  - Widening the existing sidewalk between the Inca Street and Cushing Park parking lot to a shared use trail cross-section
  - Developing a shared use trail connection along the south side of the Cushing Park parking lot between the existing sidewalk and Eastman Avenue
- ▶ Floyd Avenue Bike Lanes (CityCenter Englewood Station to Sherman Street)
  - Restriping to include 5-foot bike lanes in both directions, requiring the removal of the center turn lane from the CityCenter Englewood Station to Elati Street, and a road diet from four lanes to two lanes with a possible center turn lane from Elati Street to Sherman Street
- ▶ Dartmouth Avenue Separated Bike Lanes (Platte River Trail to Federal Boulevard)
  - Extending the construction of a bi-directional, 6 to 8-foot wide protected bikeway along Dartmouth Avenue from the Little Dry Creek Trail to Federal Boulevard
- ▶ Elati Street (Kenyon Avenue to Floyd Avenue) Bicycle/Pedestrian Improvements
  - Adding/improving bicycle/pedestrian facilities, including at the intersection with US 285
- ▶ Kenyon Avenue or Mansfield Avenue Bike Lanes (Logan Street to Rail Trail)
  - Restriping to include 5-foot bike lanes in both directions to connect a possible bicycle/pedestrian overpass over US 85 and all railroad tracks with access from one of these roadways, requiring the removal of on-street parking
- ▶ City Ditch Shared Use Path (Rotolo Park to Oxford Avenue)
  - Developing a paved shared use path along the City Ditch easement
- ▶ Windermere Shared Use Path Extension (Batting Cages at Cornerstone Park Entrance to Englewood Canine Corral Entrance)
  - Replacing the existing sidewalk with an extension of the existing 8-foot shared use path along the east side of Windermere Street (Bellevue Avenue to the Batting



Cages at Cornerstone Park entrance) north to the Englewood Canine Corral entrance, providing connectivity to the Big Dry Creek Trail.

- ▶ Tufts Avenue Bicycle and Pedestrian Improvements (Navajo Street to Rail Trail)
  - Extending the sidewalk along the south side of Tufts Avenue to connect with the future Rail Trail where Tufts Avenue turns north into Windermere Street
  - Painting bike sharrows and installing "Share the Road" signs
  - Installing crosswalks where Tufts Avenue turns north into Windermere Street (including ADA compliant ramps), where Windermere Street continues south from Tufts Avenue, and where Navajo Street continues north from Tufts Avenue
- ▶ River Point Parkway (South Platte River Trail to Oxford Avenue) Bicycle Improvements
  - Adding/improving bicycle facilities
- ▶ Union Avenue (Federal Boulevard to Centennial Park) Bicycle/Pedestrian Improvements
  - Adding/improving bicycle/pedestrian facilities
- ▶ US 85/Hampden Avenue Interchange Pedestrians Improvements
  - Extending the existing sidewalk along the north side of Hampden Avenue through the US 85/Hampden Avenue interchange to South Platte River Drive
- ▶ Little Dry Creek Trail Connection Bicycle/Pedestrian Improvements (Along the frontage road west of US 85 to Little Dry Creek Trail, Mary Carter Greenway [South Platte Trail], and west across the South Platte River)
  - Adding/improving bicycle/pedestrian facilities along the frontage road west of US 85 to Little Dry Creek

## Intersection/Access Improvements

- ▶ US 85 / Dartmouth Avenue Intersection Improvements
  - Providing a fourth northbound and southbound through-lane along US 85 to the next largest intersections (US 85/Hampden Avenue and US 85/Evans Avenue)
- ▶ US 85 / Oxford Avenue Intersection Improvements
  - Providing a fourth northbound and southbound through-lane along US 85 to the next largest intersections (US 85/Hampden Avenue and US 85/Belleview Avenue)
- ▶ Oxford Avenue / Windermere / Navajo Street Intersection Improvements
  - Improving bus circulation to the Sheridan – Oxford Station
- ▶ US 285 / Shoshone Street Right-In / Right-Out
  - Working with CDOT to construct a right-in/right-out to/from US 285 and Shoshone Street to provide easier vehicular access to areas west of US 85 and north of US 285
- ▶ Dartmouth Avenue Intersection Improvements (South Platte River Drive to Zuni Street)
  - Providing intersection and access control improvements along Dartmouth Avenue from the South Platte River Drive to Zuni Street as the street grid is reestablished (Dartmouth Avenue/Shoshone Street, Dartmouth Avenue/Quivas Street, etc.)



## Other Improvements

- ▶ Sheridan - Oxford Station park-n-Ride / Shared Use Parking
  - Redeveloping the nearby parcel into a RTD park-n-Ride facility or working with a developer to construct a shared use parking structure as part of a mixed-use redevelopment where a portion of parking would be dedicated to RTD riders using the Sheridan - Oxford Station
- ▶ Hamilton Place or Floyd Avenue Bridge Bicycle and Pedestrian Improvements
  - Widening the Hamilton Place Bridge to accommodate 8-foot sidewalks and 5-foot bike lanes on each side or providing a separate adjacent bicycle/pedestrian only bridge and/or providing a separate Floyd Avenue Bridge over the South Platte River.

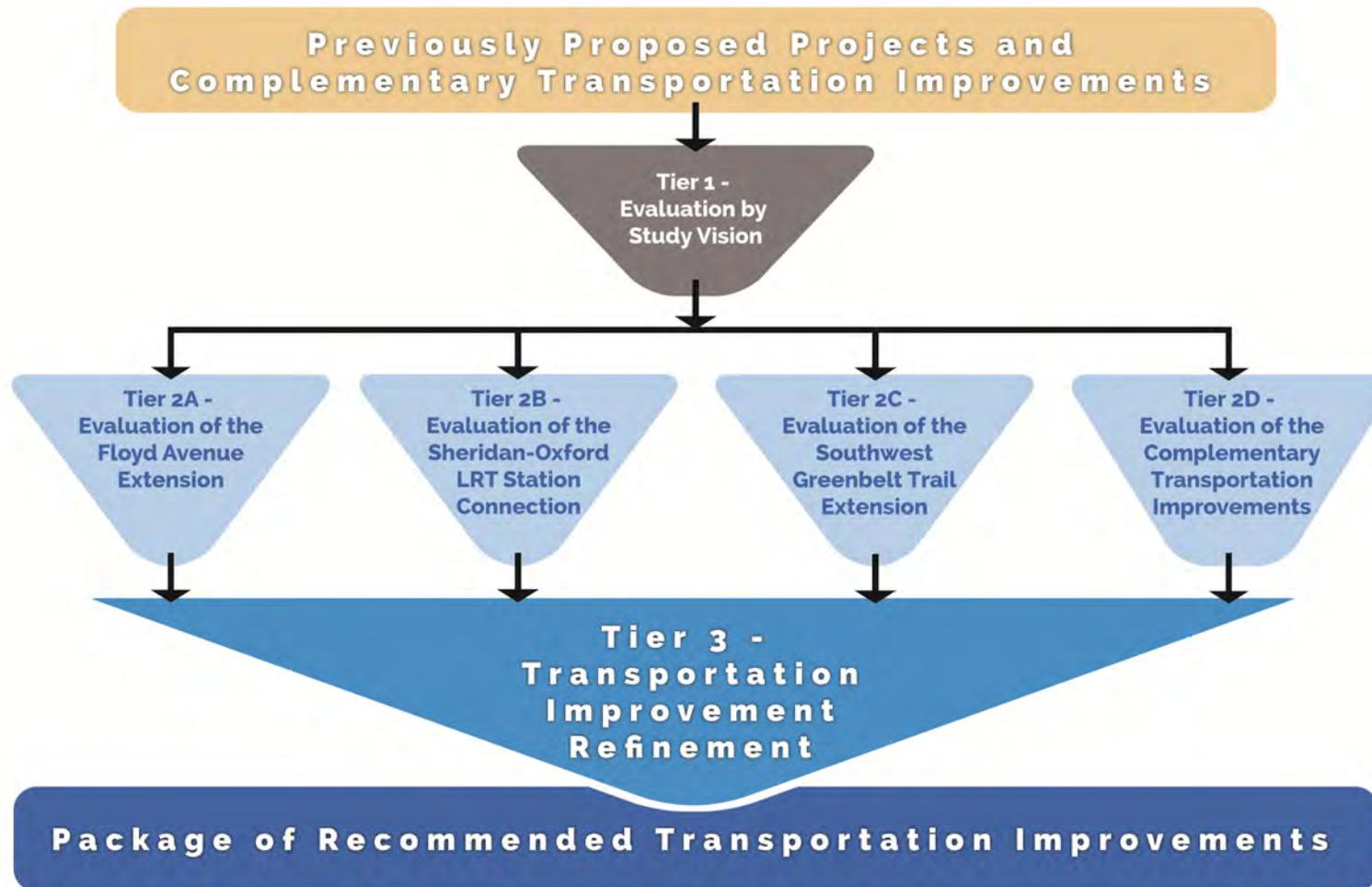
## 5.2 Alternatives Evaluation

A three-tier evaluation process was used to identify a recommended set of transportation improvements. The following is a general overview of the alternatives evaluation process depicted in

Tier 1 of the evaluation process assessed if the planned alternatives and proposed Complementary Transportation Improvements met the project vision (**Section 1.2**). Alternatives were then advanced from the Tier 1 evaluation (**Section 5.3** and **Table 5-1**) to the Tier 2 evaluation. Each transportation improvement was evaluated based on criteria relevant to that particular improvement. The evaluation included:

- ▶ Tier 2A: Evaluation of the Floyd Avenue Extension (**Section 5.4** and **Table 5-2**)
  - Above or below grade separation of Floyd Avenue with the LRT tracks, CML railroad tracks, US 85 (Santa Fe Drive), and the South Platte River
- ▶ Tier 2B: Evaluation of the Sheridan – Oxford LRT Station Connection (**Section 5.5** and **Table 5-3**)
  - Aligning the above or below grade separation with the LRT tracks, CML railroad tracks, US 85 (Santa Fe Drive)
- ▶ Tier 2C: Evaluation of the Southwest Greenbelt Trail and Extension (**Section 5.6** and **Table 5-4**)
  - Aligning the extension from Huron Street to the Rail Trail
- ▶ Tier 2D: Evaluation of the Potential Complementary Transportation Improvements (**Section 5.6** and **Table 5-5**).
- ▶ Tier 3 focused on refining the alternatives based on feedback from the cities of Englewood and Sheridan, the public, and elected officials (**Section 5.6** and **Table 5-5**).

Figure 5-5. Transportation Improvements Analysis Process





Criteria for developing and evaluating alternatives were established through a public process that was responsive to the vision of the project; project goals that are consistent with DRCOG's *2035 Metro Vision Regional Transportation Plan*; the potential for transportation benefits, real estate feasibility, and environmental resources within the study area. A list of evaluation criteria based on the vision, project goals, and input from the cities of Englewood and Sheridan was developed to evaluate alternatives. These criteria focused on seven categories: safety, alternative travel modes, connectivity, constructability, environmental, community, and implementability. For each level of the alternatives evaluation process, the study team chose evaluation criteria from these categories and prepared evaluation measures for each criterion.

**Project Vision:**

The purpose of the transportation improvements is to enhance multimodal connections (bicycle, pedestrian, vehicle, and transit) from the adjacent neighborhoods to the Englewood - CityCenter Station and the Sheridan - Oxford Station in a manner that enhances adjacent existing and planned land use.

### 5.3 Tier 1 Evaluation – Study Vision

In the Tier 1 Evaluation, the seven previously proposed projects and the 24 Complementary Transportation Improvements were evaluated solely on their ability to effectively enhance multimodal connections (bicycle, pedestrian, vehicle, and transit) from the adjacent neighborhoods to the CityCenter Englewood Station and the Sheridan – Oxford Station.

**Table 5-1** summarizes the Tier 1 Evaluation process.

The following transportation improvements did not meet the project vision and were not carried forward for further evaluation:

- ▶ Elati Street (Kenyon Avenue to Floyd Avenue) Bicycle/Pedestrian Improvements
- ▶ City Ditch Pedestrian/Bicycle Improvements (Rotolo Park to Oxford Avenue)
- ▶ River Point Parkway (South Platte River Trail to Oxford Avenue) Bicycle Improvements
- ▶ Union Avenue (Federal Boulevard to Centennial Park) Bicycle/Pedestrian Improvements

Although these improvements may provide a regional connection, they were not carried forward as part of this study because the alternative does not provide a direct connection to either the CityCenter Englewood Station, the Sheridan - Oxford Station, or the proposed Rail Trail.

Table 5-1. Tier 1 Evaluation

Alternatives	Meets this Vision?	Summary	Notes
Rail Trail (Big Dry Creek Trail Connection to Elati Street)	Yes	<b>Carried forward</b> to Tier 3 for conceptual engineering design refinement.	Carried forward as part of this study because the alternative provides a direct connection to both the CityCenter Englewood Station and the Sheridan - Oxford Station. Conceptual engineering design at the CityCenter Englewood Station is dependent on the results of the Floyd Avenue Extension evaluation (Tier 2A).
Oxford, Dartmouth, Clarkson Protected Bikeway Loop	Yes	<b>Carried forward</b> to Tier 3 for conceptual engineering design refinement.	Carried forward as part of this study because the alternative provides a direct connection to both the Sheridan - Oxford Station and the proposed Rail Trail.
Southwest Greenbelt Trail Improvements	Yes	<b>Carried forward</b> to Tier 2C for conceptual engineering design refinement.	Carried forward as part of this study because the alternative provides a direct connection to the proposed Rail Trail.
Englewood Parkway Extension and Bus Transfer/Piazza Redesign	Yes	<b>Carried forward</b> to Tier 3 for conceptual engineering design refinement.	Carried forward as part of this study because the alternative enhances the CityCenter Englewood Station. Conceptual engineering design is dependent on the results of the Floyd Avenue Extension evaluation (Tier 2A).
CityCenter Englewood Station Platform Shelter	Yes	<b>Carried forward</b> to Tier 3 for conceptual engineering design refinement.	Carried forward as part of this study because the alternative enhances the CityCenter Englewood Station.
Floyd Avenue Extension – Grade Separation	Yes	<b>Carried forward</b> to Tier 2A for evaluation of grade separation.	Carried forward as part of this study because the alternative provides a direct connection to the CityCenter Englewood Station.
Sheridan - Oxford Station Connection	Yes	<b>Carried forward</b> to Tier 2B for evaluation of alignment and grade separation.	Carried forward as part of this study because the alternative provides a direct connection to the Sheridan - Oxford Station.
<i>Potential Complementary Transportation Improvements</i>			
CityCenter Englewood LRT Station Pedestrian Tunnel/Bridge	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative provides a direct connection to the CityCenter Englewood Station. Improvement depends on the results of the Floyd Avenue Extension evaluation (Tier 2A).

Alternatives	Meets this Vision?	Summary	Notes
US 85/Dartmouth Avenue Intersection Improvements	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements.	Carried forward as part of this study because the alternative would improve vehicle access to the CityCenter Englewood Station.
Floyd Avenue Bike Lanes (Englewood – CityCenter Station to Sherman Street)	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements.	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the CityCenter Englewood Station. Improvement depends on the results of the Floyd Avenue Extension evaluation (Tier 2A).
Eastman Avenue/Inca Street Area Bicycle/Pedestrian Improvements	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements.	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the CityCenter Englewood Station.
Elati Street (Kenyon Avenue to Floyd Avenue) Bicycle/Pedestrian Improvements	No	<b>Not carried forward</b>	Not carried forward as part of this study because the alternative does not provide a direct connection to the CityCenter Englewood Station, the Sheridan - Oxford Station, or the proposed Rail Trail. The alternative would provide a regional connection in the bicycle network.
City Ditch Pedestrian/Bicycle Improvements (Rotolo Park to Oxford Avenue)	No	<b>Not carried forward</b>	Not carried forward as part of this study because the alternative does not provide a direct connection to the CityCenter Englewood Station, the Sheridan - Oxford Station, or the proposed Rail Trail. The alternative would provide a regional connection from the Southwest Greenbelt Trail to the protected bikeway along Oxford Avenue.
Quincy Avenue (City Ditch to Rail Trail)	Yes	<b>Carried forward</b> to Tier 2C for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the proposed Rail Trail.
Stanford Avenue (Lipan Court to Rail Trail)	Yes	<b>Carried forward</b> to Tier 2C for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the proposed Rail Trail.

Alternatives	Meets this Vision?	Summary	Notes
Kenyon Avenue (Inca Street to Rail Trail)	Yes	<b>Carried forward</b> to Tier 2C for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the proposed Rail Trail.
US 85/Oxford Avenue Intersection Improvements	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements.	Carried forward as part of this study because the alternative would improve vehicle access to the Sheridan - Oxford Station.
Sheridan – Oxford Avenue LRT Station park-n-Ride	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements.	Carried forward as part of this study because the alternative would improve vehicle access to the Sheridan - Oxford Station.
Windermere Shared Use Path Extension (Batting Cages at Cornerstone Park Entrance to Englewood Canine Corral Entrance)	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements.	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the proposed Rail Trail.
Tufts Avenue Bicycle and Pedestrian Improvements (Navajo Street to Rail Trail)	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements.	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the proposed Rail Trail.
Oxford Avenue/Navajo Street Intersection Improvements	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve vehicle and bus access to the Sheridan - Oxford Station.
Hampden Avenue/Shoshone Street Intersection	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Improvement depends on the results of the Floyd Avenue Extension evaluation (Tier 2A).
Dartmouth Avenue Protected Bikeway (Inca Street to Federal Boulevard)	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the proposed Rail Trail.
Hamilton Place or Floyd Avenue Bridge Bicycle/Pedestrian Improvements	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the CityCenter Englewood Station.
Dartmouth Avenue (South Platte River Drive to Zuni Street) Access/Intersection Improvements	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve vehicle access to the CityCenter Englewood Station. Improvement depends on the results of the Floyd Avenue Extension evaluation (Tier 2A).

Alternatives	Meets this Vision?	Summary	Notes
River Point Parkway (South Platte River Trail to Oxford Avenue) Bicycle Improvements	No	<b>Not carried forward</b>	Not carried forward as part of this study because the alternative does not provide a direct connection to the CityCenter Englewood Station, the Sheridan - Oxford Station, or the proposed Rail Trail. Provides a regional connection from the South Platte River Trail to the protected bikeway along Oxford Avenue.
Union Avenue (Federal Boulevard to Centennial Park) Bicycle/Pedestrian Improvements	No	<b>Not carried forward</b>	Not carried forward as part of this study because the alternative does not provide a direct connection to the CityCenter Englewood Station, the Sheridan - Oxford Station, or the proposed Rail Trail. Provides a regional connection along Union Avenue to the Big Dry Creek Trail.
US 85/Hampden Avenue Interchange Pedestrian Improvements	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the CityCenter Englewood Station.
Little Dry Creek Pedestrian Connection (West of US 85)	Yes	<b>Carried forward</b> to Tier 2D for the potential Complementary Transportation Improvements	Carried forward as part of this study because the alternative would improve bicycle/pedestrian access to the CityCenter Englewood Station.



## 5.4 Tier 2A – Evaluation of the Floyd Avenue Extension

The Tier 2A Evaluation assessed the feasibility of the grade separation (either above grade or below grade) of the Floyd Avenue Extension (Figure 5-1 and Figure 5-2) with the LRT tracks, CML railroad tracks, US 85 (Santa Fe Drive), and the South Platte River from approximately Inca Street to Zuni Street. Figure 5-6 depicts the above grade and below grade profiles for Floyd Avenue from Inca Street to the South Platte River. Each grade profile was evaluated against a series of evaluation criteria based on:

- ▶ Access to the LRT stations
- ▶ Constructability
- ▶ Environmental
- ▶ Community
- ▶ Implementability

Figure 5-6. Floyd Avenue Extension Grade-Separation (Above and Below) Profile

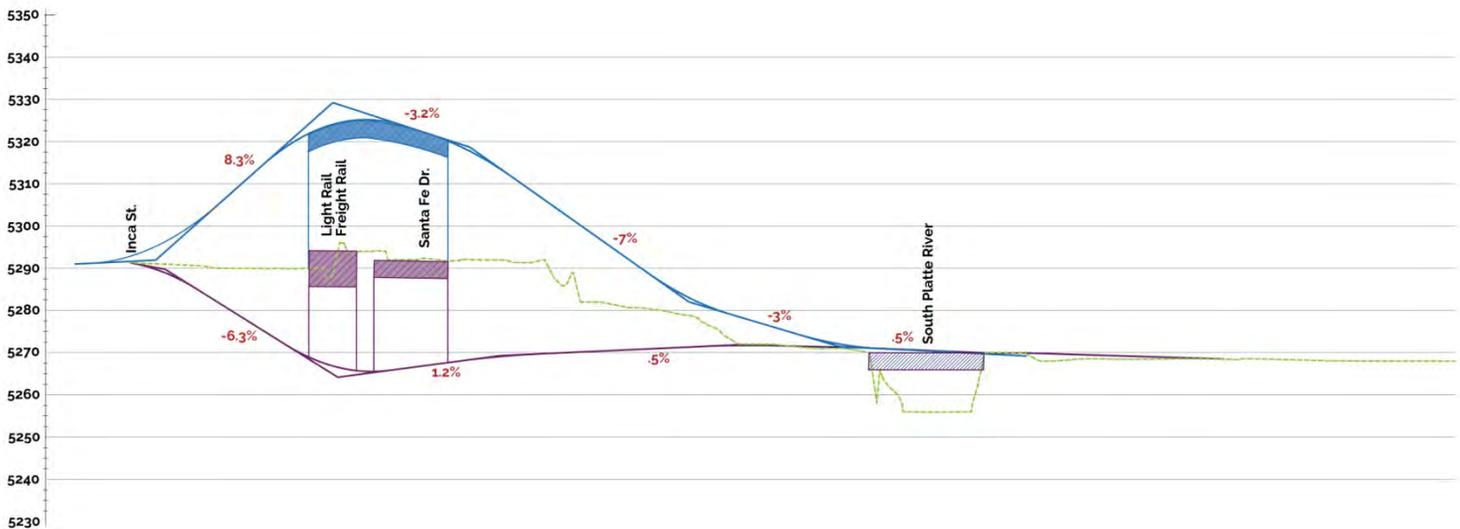


Table 5-2 summarizes the Tier 2A Evaluation process. Of the two grade separation options for the Floyd Avenue Extension, neither option was carried forward for further evaluation as part of this study because the alternative does not provide sufficient travel time benefit to justify the cost and impacts to construct. Existing travel time by vehicle from both the Floyd Avenue / Quivas Street intersection and the Riverton on the Platte Apartments to the CityCenter Englewood Station is five minutes. The above grade separation option would be three minutes, and the below grade separation option would be two minutes.

Table 5-2. Tier 2A Evaluation – Floyd Avenue Extension

Alternatives	Evaluation Criteria							Summary/ Notes
	Access to LRT Stations	Constructability	Environmental	Property and Business Impacts and Displacements	Community Existing and Planned Local Land Use	Implementability Cost-effective	Independent Improvements	
Floyd Avenue Extension (Inca Street to Zuni) – Above Grade Separation	<p>Travel time by vehicle assuming a 25 mph speed would be 3 minutes from both the Floyd Avenue/Quivas Street intersection and the Riverton on the Platte Apartments to the CityCenter Englewood Station. Additional travel time would be required because the Floyd Avenue/Inca Street intersection would not be accessible from the grade separation. Existing travel time by vehicle from both the Floyd Avenue/Quivas Street intersection and the Riverton on the Platte Apartments to the CityCenter Englewood Station is 5 minutes.</p> <p>Travel time by pedestrians assuming a 3 mph speed and a staircase to the CityCenter Englewood Station from the grade separation from both the Floyd Avenue/Quivas Street intersection and the Riverton on the Platte Apartments would be 10 minutes. Existing travel time by pedestrians from both the Floyd Avenue/Quivas Street intersection and the Riverton on the Platte Apartments to the CityCenter Englewood Station is 20 minutes.</p>	<p>To achieve a minimum grade for clearance of the LRT catenaries and the minimum vertical distance for freight trains along the CML, the Floyd Avenue/Inca Street intersection would be closed. The grade separation structure (bridge) would begin to ascend east of the existing intersection. The existing roadway providing access to the CityCenter Englewood Station for buses would be closed at Floyd Avenue. (The existing roadway would be approximately 30 ft. below the structure.) The Floyd Avenue/South Platte River Drive intersection would need to be elevated 2 to 5 feet to match the grade of the structure before crossing the South Platte River. Any intersections with the structure between US 85 and South Platte River Drive would be elevated 5 to 15 feet above ground level.</p>	<p>Two sites with potential hazardous material concerns and two sites with buildings greater than 45-years of age (requiring evaluation for historic eligibility) would be impacted.</p> <p>A trailer park would be acquired and require relocation.</p> <p>The new bridge over the South Platte River would potentially impact wetlands and the South Platte River floodplain.</p>	<p>Roughly six properties would be acquired for right-of-way.</p> <p>About 20 residences and 25 businesses would be displaced.</p> <p>The access to the parking structure of the apartment complex at the southwest corner of the Floyd Avenue/Inca Street intersection would require relocation, as would the access driveways to the CityCenter Englewood Station park-n-Ride.</p>	<p>The Floyd Avenue Extension would provide additional access to planned residential and commercial land use west of US 85.</p>	<p>The estimated cost for construction of the above grade structure ranges from \$50 to \$75 million.</p>	<p>The Floyd Avenue Extension could be phased in three stages: construction of the above grade separation from Inca Street to South Platte River Drive, construction of the new bridge over the South Platte River, and construction of Floyd Avenue from the new bridge to Zuni Street.</p>	<p><b>Not carried forward</b> as part of this study because the alternative does not provide sufficient travel time benefit to justify the cost and impacts to construct.</p>

Alternatives	Evaluation Criteria							Summary/ Notes
	Access to LRT Stations	Constructability	Environmental	Property and Business Impacts and Displacements	Community Existing and Planned Local Land Use	Implementability Cost-effective	Independent Improvements	
Floyd Avenue Extension – Below Grade Separation	<p>Travel time by vehicle assuming a 25 mph speed would be 2 minutes from both the Floyd Avenue/ Quivas Street intersection and the Riverton on the Platte Apartments to the CityCenter Englewood Station. Existing travel time by vehicle from both the Floyd Avenue/Quivas Street intersection and the Riverton on the Platte Apartments to the CityCenter Englewood Station is 5 minutes.</p> <p>Travel time by pedestrians assuming a 3 mph speed and a staircase to the CityCenter Englewood Station from the grade separation from both the Floyd Avenue/Quivas Street intersection and the Riverton on the Platte Apartments would be 10 minutes. Existing travel time by pedestrians from both the Floyd Avenue/ Quivas Street intersection and the Riverton on the Platte Apartments to the CityCenter Englewood Station is 20 minutes.</p>	<p>To clear the minimum structure depth required for LRT and CML bridges over Floyd Avenue, the grade separation structure (tunnel) would begin to descend east at the existing Floyd Avenue/Inca Street intersection. The existing roadway providing access to the CityCenter Englewood Station for buses would be closed at Floyd Avenue. The existing roadway would be about 20 ft. below the structure). The Floyd Avenue/South Platte River Drive intersection would remain at existing grade. Any intersections with the structure between US 85 and South Platte River Drive would be depressed 5 to 15 feet below ground level.</p>	<p>Two sites with potential hazardous material concerns and two sites with buildings greater than 45-years of age (requiring evaluation for historic eligibility), as well as the NHRP-eligible CML railroad would be impacted.</p> <p>A trailer park would be acquired and require relocation.</p> <p>The new bridge over the South Platte River would potentially impact wetlands and the South Platte River floodplain.</p>	<p>Roughly six properties would be acquired for right-of-way.</p> <p>About 20 residences and 25 businesses would be displaced.</p> <p>The access to the parking structure of the apartment complex at the southwest corner of the Floyd Avenue/ Inca Street intersection would require relocation, as would the access driveways to the CityCenter Englewood Station park-n-Ride.</p>	<p>The Floyd Avenue Extension would provide additional access to planned residential and commercial land use west of US 85.</p>	<p>The estimated cost for construction of the above grade structure ranges from \$50 to \$75 million.</p>	<p>The Floyd Avenue Extension could be phased in three stages: construction of the above grade separation from Inca Street to South Platte River Drive, construction of the new bridge over the South Platte River, and construction of Floyd Avenue from the new bridge to Zuni Street.</p>	<p><b>Not carried forward</b> as part of this study because the alternative does not provide sufficient travel time benefit to justify the cost and impacts to construct.</p>



For pedestrians, the existing travel time is 20 minutes, and a grade separation option (either above or below) would improve travel time to 10 minutes. Consequently, a bicycle/pedestrian option was evaluated further in Tier 2C and Tier 3.

## 5.5 Tier 2B – Evaluation of the Sheridan – Oxford Station Connection

The Tier 2B Evaluation assessed the alignment of a grade separated (either above grade or below grade) bicycle/pedestrian bridge or tunnel with the LRT tracks, CML railroad tracks, US 85 (Santa Fe Drive) to provide a connection to the Sheridan – Oxford Station. Each alignment was evaluated against a series of evaluation criteria based on:

- ▶ Safety
- ▶ Multimodal
- ▶ Access to the LRT stations
- ▶ Environmental
- ▶ Community
- ▶ Implementability

**Table 5-3** summarizes the Tier 2B Evaluation process. Of the five alignment options to provide a connection to the Sheridan – Oxford Station, three alignment options were not carried forward for further evaluation as part of this study:

- ▶ Sheridan – Oxford Station Alignment – Not carried forward as part of this study because the alignment is duplicative of the connection provided by the separated bikeway along Oxford Avenue for bicyclists and pedestrians; the alignment would require partial acquisition of the Costco parking lot; full acquisition of the property at the northwest corner of the US 85/Oxford Avenue intersection; and displacement of one business.
- ▶ Quincy Avenue Alignment and Radcliff Avenue Alignments – Not carried forward as part of this study because the alignments are not compatible with existing land use west of US 85.

**Figure 5-7** depicts the alignments of a bicycle/pedestrian bridge across the LRT tracks, CML railroad tracks, and US 85 (Santa Fe Drive) for the Kenyon Avenue and Mansfield Avenue alignments. An opinion of probable cost was prepared for both alignments based on the conceptual level of engineering design (**Figure 5-7**). The opinion of probable cost for both alignments is \$9.14 million, although the alignments differ slightly in length. Due to the opinion of probable cost and the distance from the Sheridan – Oxford Station, the decision was made not to carry this project forward to Tier 3 as part of this study.



Figure 5-7. Sheridan – Oxford Station Connection – Kenyon Avenue and Mansfield Avenue Alignments

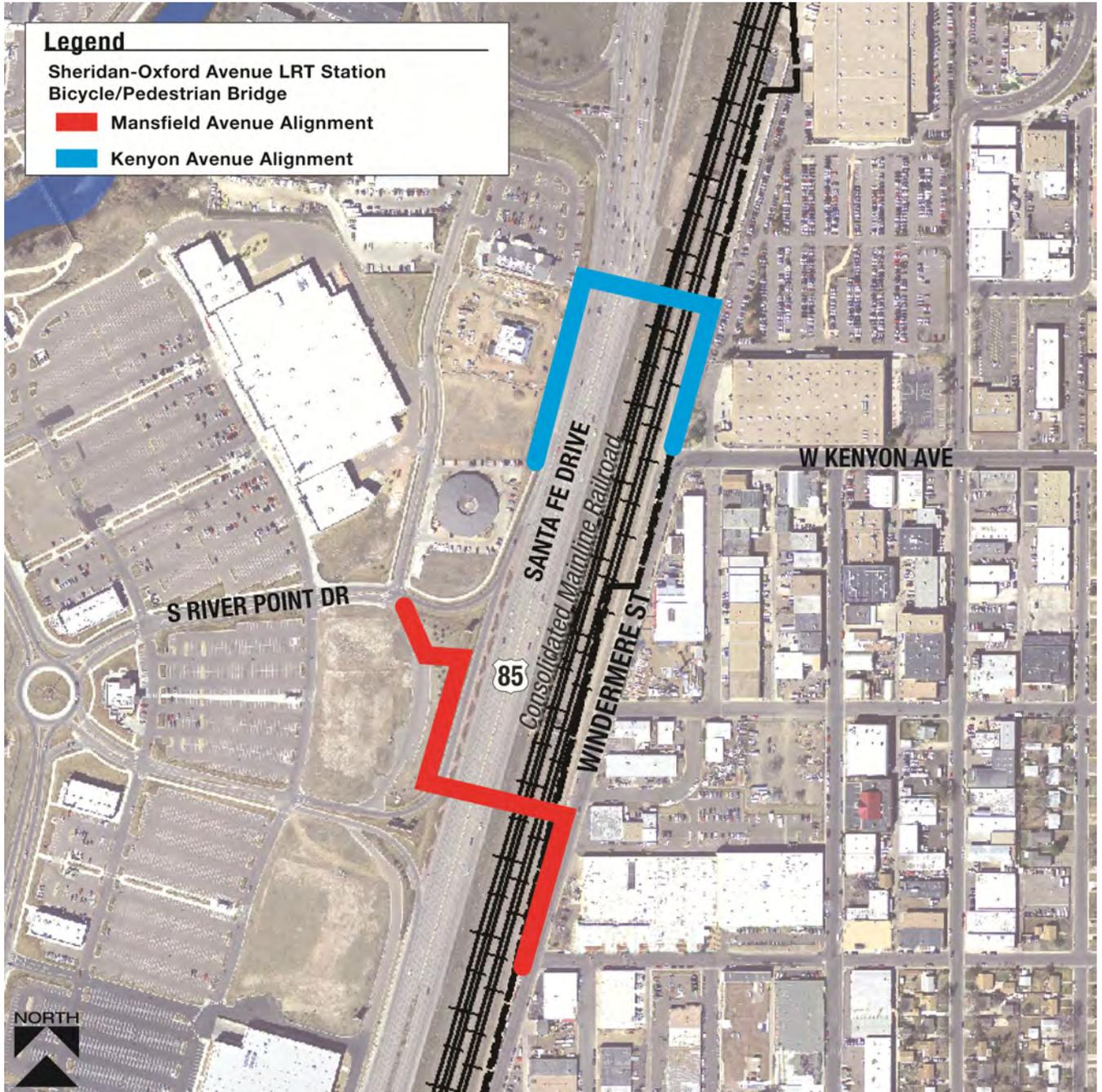


Table 5-3. Tier 2B Evaluation – Sheridan – Oxford Station Connection

Alignments	Evaluation Criteria							Summary/Notes
	Safety	Multimodal Effective Movement of People	Alternative Travel Modes	Access to LRT Stations	Community Property and Business Impacts and Displacements	Existing and Planned Local Land Use	Implementability	
Sheridan – Oxford Station	Due to the proximity of the station and the number of transit users, both a tunnel and bridge would provide a safe connection to the Sheridan – Oxford Station.	A tunnel or bridge located at the Sheridan – Oxford Station would be duplicative of the connection provided by the separated bikeway along Oxford Avenue for bicyclists and pedestrians.	A tunnel or bridge located at the Sheridan – Oxford Station would be approximately 3,800 ft. from the South Platte River Trail.	A tunnel or bridge located at the Sheridan – Oxford Station would provide a direct connection to the station for transit users.	A tunnel or bridge located at the Sheridan – Oxford Station would require partial acquisition of the Costco parking lot and full acquisition of the property at the northwest corner of US 85/Oxford Avenue. One business would be displaced.	A tunnel or bridge located at the Sheridan – Oxford Station is not compatible with existing land use west of US 85 but may be compatible with future land use.	No additional improvements are required.	<b>Not carried forward</b> as part of this study because the alternative is duplicative of the connection provided by the separated bikeway along Oxford Avenue for bicyclists and pedestrians; would require partial acquisition of the Costco parking lot and full acquisition of the property at the northwest corner of US 85/Oxford Avenue; and displacement of one business.
Kenyon Avenue	Due to the distance from the station, a bridge with greater visibility was considered a safe connection to the Sheridan – Oxford Station.	A bridge located along Kenyon Avenue would be approximately 2,380 ft. from the Sheridan – Oxford Station.	A bridge located along Kenyon Avenue would be approximately 2,700 ft. from the South Platte River Trail and provide regional connectivity.	A bridge located along Kenyon Avenue would require out-of-direction travel for pedestrians/ bicyclists to access the Sheridan – Oxford Station.	The bridge along Kenyon Avenue would require acquisition of property from RTD.	The bridge along Kenyon Avenue is compatible with existing land use and future land use.	No additional improvements are required.	<b>Carried forward</b> to Tier 2E as part of this study because the bridge would provide regional east-west connectivity across US 85, the CML, and the LRT.

Alignments	Evaluation Criteria							Summary/Notes
	Safety	Multimodal		Access to LRT Stations	Community		Implementability	
		Effective Movement of People	Alternative Travel Modes		Property and Business Impacts and Displacements	Existing and Planned Local Land Use		
Mansfield Avenue	Due to the distance from the station, a bridge with greater visibility was considered a safe connection to the Sheridan – Oxford Station.	A bridge located along Mansfield Avenue would be roughly 1,050 ft. from the Sheridan – Oxford Station.	A bridge located along Kenyon Avenue would be approximately 2,200 ft. from the South Platte River Trail and provide regional connectivity.	A bridge located along Mansfield Avenue would require out-of-direction travel for pedestrians/ bicyclists to access the Sheridan – Oxford Station.	The bridge along Mansfield Avenue would require acquisition of property from RTD and the landscaped area along US 85 in the River Point development.	The bridge along Mansfield Avenue is compatible with existing land use and future land use.	No additional improvements are required.	<b>Carried forward</b> to Tier 2E as part of this study because the bridge would provide regional east-west connectivity across US 85, the CML, and the LRT.
Quincy Avenue	Due to the distance from the station, a bridge with greater visibility was considered a safe connection to the Sheridan – Oxford Station.	A bridge located along Quincy Avenue would be approximately 1,700 ft. along the Rail Trail from the Sheridan – Oxford Station.	A bridge located along Quincy Avenue would be approximately 3,900 ft. from the South Platte River Trail and provide regional connectivity.	A bridge located along Quincy Avenue would require out-of-direction travel for pedestrians/ bicyclists to access the Sheridan – Oxford Station.	A bridge along Quincy Avenue would require partial acquisition of a property west of US 85.	The bridge along Quincy Avenue is not compatible with existing land use west of US 85 but may be compatible with future land use.	Access to the Sheridan – Oxford Station would require construction of the Rail Trail.	<b>Not carried forward</b> as part of this study because the alternative is not compatible with existing land use west of US 85.
Radcliff Avenue	Due to the distance from the station, a bridge with greater visibility was considered a safe connection to the Sheridan – Oxford Station.	A bridge located along Radcliff Avenue would be approximately 2,250 ft. along the Rail Trail from the Sheridan – Oxford Station.	A bridge located along Radcliff Avenue would be approximately 4,500 ft. from the South Platte River Trail and provide regional connectivity.	A bridge located along Radcliff Avenue would require out-of-direction travel for pedestrians/ bicyclists to access the Sheridan – Oxford Station.	A bridge along Radcliff Avenue would require partial acquisition of a property west of US 85.	The bridge along Radcliff Avenue is not compatible with existing land use west of US 85 but may be compatible with future land use.	Access to the Sheridan – Oxford Station would require construction of the Rail Trail.	<b>Not carried forward</b> as part of this study because the alternative is not compatible with existing land use west of US 85.



## 5.6 Tier 2C – Evaluation of the Southwest Greenbelt Trail and Extension

The Tier 2C Evaluation assessed the alignment of the Southwest Greenbelt Trail and Extension from Rotolo Park to the Rail Trail (**Figure 5-4**). Each alignment was evaluated against a series of criteria based on:

- ▶ Safety
- ▶ Multimodal
- ▶ Access to LRT stations
- ▶ Constructability
- ▶ Environmental
- ▶ Community
- ▶ Implementability

**Table 5-4** summarizes the Tier 2C Evaluation process. Of the three alignment options to provide a connection from Rotolo Park and the Southwest Greenbelt Trail and Extension, two options were not carried forward for further evaluation as part of this study:

- ▶ Quincy Avenue (City Ditch/Jason Street to Rail Trail) – Not carried forward as part of this study because of its conflicts with the truck route along Quincy Avenue and the need for a north-south connection with the Southwest Greenbelt Trail and Extension, of which the City Ditch option was eliminated in Tier 1 screening.
- ▶ Stanford Avenue (Huron Street to Rail Trail) - Not carried forward as part of this study because it is the furthest alignment from the Sheridan – Oxford Station, has the highest local impacts, and is not as direct of a connection compared to Radcliff, which is likely close in cost.

**Figure 5-4** depicts the alignment options. The Southwest Greenbelt Trail and Extension along Radcliff Avenue (Rotolo Park to Rail Trail) was carried forward to Tier 3 evaluation.

Table 5-4. Tier 2C Evaluation – Southwest Greenbelt Trail and Extension

Alternatives	Evaluation Criteria										
	Multimodal			Environmental				Implementability			
Safety	Effective Movement of People	Alternative Travel Modes	Access to LRT Stations	Constructability	Environmental and Cultural Resources Impacts	Property and Displacements	Community	Cost-effectiveness	Independent Improvements		
Quincy Avenue (City Ditch/Jason Street to Rail Trail)	Would be placing bicycle and pedestrian traffic along a truck route.	Provides a bicycle and pedestrian connection from the Southwest Greenbelt Trail and Extension to the Rail Trail along a dedicated facility.	Creates a dedicated shared use path for bicycles and pedestrians.	Completes a missing link between the Southwest Greenbelt Trail and Extension to the Rail Trail, roughly 1,470 ft. from the Sheridan – Oxford Station.	Could be completed with bike lanes/ sidewalk improvements along Quincy Avenue or a shared use trail along one side of Quincy Avenue.	No anticipated impacts	Conflicts with truck traffic using Quincy Avenue.	Serves local residences and employees but conflicts with existing industrial uses along Navajo Street and trucks using Quincy Avenue.	Depending on the facility(ies), could be as simple as applying low-cost bike lane striping or providing a paved path that would be more expensive.	In addition to needing the Southwest Greenbelt and Rail Trail, would require a facility along the City Ditch that was not carried forward from Tier 1 screening, or another north-south connection.	<b>Not carried forward</b> as part of this study because it conflicts with the truck route along Quincy Avenue and there is a need for a north-south connection with the Southwest Greenbelt Trail and Extension, of which the City Ditch option was eliminated in the Tier 1 screening.

Alternatives	Evaluation Criteria										Summary/ Notes
	Multimodal			Environmental				Implementability			
Safety	Effective Movement of People	Alternative Travel Modes	Access to LRT Stations	Constructability	Environmental and Cultural Resources Impacts	Property and Displacements	Community	Cost-effectiveness	Independent Improvements		
Radcliff Avenue (Rotolo Park to Rail Trail)	Places bicycle and pedestrian traffic along a separated facility or low-volume discontinuous streets.	Provides a bicycle and pedestrian connection from the Southwest Greenbelt Trail and Extension to the Rail Trail along a dedicated facility.	Creates a dedicated shared use path for bicycles and pedestrians.	Completes a missing link between the Southwest Greenbelt Trail and Extension to the Rail Trail, roughly 2,120 ft. from the Sheridan – Oxford Station.	Would require a shared use path from Rotolo Park, along the City Ditch (west of the park), down an embankment from the City Ditch ridge, and alongside Radcliff Avenue. Would also require intersection improvements at Navajo Street.	No anticipated impacts	Embankment and path along Radcliff Avenue west of the City Ditch would result in some private and on-street parking loss, but business access would be retained.	Serves local residences and employees but conflicts with existing industrial uses along Navajo Street. Would require a four-way stop at the intersection with Navajo Street, which could burden truck traffic in the area if the four-way stop remains at Quincy Avenue.	Most direct route with least conflicts, possibly justifying any increased cost compared to the Quincy Avenue alignment.	Requires the Southwest Greenbelt Trail and Extension..	<b>Carried forward</b> as part of this study because it provides the most direct connection between the Southwest Greenbelt Trail and Extension, has the fewest conflicts/local impacts, and does not need any additional connection project to be implemented.

Alternatives	Evaluation Criteria										Summary/ Notes
	Multimodal				Environmental			Implementability			
	Safety	Effective Movement of People	Alternative Travel Modes	Access to LRT Stations	Constructability	Environmental and Cultural Resources Impacts	Property and Displacements	Community	Cost-effectiveness	Independent Improvements	
Stanford Avenue (Huron Street to Rail Trail)	Places bicycle and pedestrian traffic along low-volume discontinuous streets.	Provides a bicycle and pedestrian connection from the Southwest Greenbelt Trail and Extension to the Rail Trail along a dedicated facility.	Creates a dedicated shared use path for bicycles and pedestrians.	Completes a missing link between the Southwest Greenbelt Trail and Extension, roughly 2,810 ft. from the Sheridan – Oxford Station.	Could be completed with bike lanes/ sidewalk improvements along Stanford Avenue or a shared use trail along one side of Stanford Avenue. At Lipan Court, an embankment would be required to descend the ridge, which would remove access to buildings using Stanford Avenue west of the City Ditch.	No anticipated impacts	Embankment and path along Stanford west of the City Ditch would result in loss of access for business along Stanford Avenue west of the City Ditch.	Serves local residences and employees but conflicts with existing industrial uses along Navajo Street.	Likely similar to cost as the Radcliff alignment, but further away from the Sheridan – Oxford Station and would have greater local impacts. Thus, not worth any cost differences (savings or increase) compared to other alignments.	Requires the Southwest Greenbelt improvements and Rail Trail, along with a small north-south connection to near Rotolo Park.	<b>Not carried forward</b> as part of this study because it is the furthest alignment from the Sheridan – Oxford Station, has the highest local impacts, and is not as direct of a connection compared to Radcliff, which is likely close in cost.



## 5.7 Tier 2D – Evaluation of Complementary Transportation Improvements

The Tier 2D Evaluation assessed the potential complementary improvements that were developed to address deficiencies in the existing transportation system, in addition to the previously proposed project. Each improvement was evaluated against a series of criteria based on:

- ▶ Safety
- ▶ Multimodal
- ▶ Access to LRT stations
- ▶ Constructability
- ▶ Environmental
- ▶ Community
- ▶ Implementability

**Table 5-5** summarizes the Tier 2D Evaluation process. Of the remaining 17 potential complementary improvements that were not evaluated in Tiers 2A, 2B, or 2C, six potential complementary improvements were not carried forward. **Figure 5-1, Figure 5-2, Figure 5-3, and Figure 5-4** depict the potential complementary improvements.

Table 5-5. Tier 2D Evaluation – Potential Complementary Transportation Improvements

Alternatives	Evaluation Criteria						
	Safety	Multimodal			Access to LRT Stations		Constructability
		Balanced Future (2035) System	Effective Movement of People	Alternative Travel Modes	Improved Connectivity		
CityCenter Englewood Station Bicycle/ Pedestrian Tunnel/ Bridge	The bicycle/ pedestrian connection would provide direct access to the CityCenter Englewood Station from the west side of US 85, provide an alternative, more direct route to address unsafe pedestrian access along Hampden Avenue through the existing US 85/ Hampden Avenue interchange to the LRT station, and reduce potential vehicle/ pedestrian conflict at the US 85/Hampden Avenue interchange.	Provides an alternative to vehicle-only or limited pedestrian/bicyclist access to the CityCenter Englewood Station from the west side of US 85 for both the cities of Sheridan and Englewood and planned residential and commercial use and densification, such as along Old Hampden Avenue.	Provides a direct connection to the CityCenter Englewood Station from the west side of US 85 for bicyclists and pedestrians to connect to transit at the LRT station, as well as the buses accessing the LRT station, as well as additional access to the South Platte River Trail and the Denver metropolitan regional trail system.	Promotes bicycle/ pedestrian access to the CityCenter Englewood Station and to regional trail facilities and routes.	Travel time by pedestrians assuming a 3 mph speed to the CityCenter Englewood Station from the Riverton on the Platte Apartments would be 10 minutes. Existing travel time by pedestrians from the Riverton on the Platte Apartments to the CityCenter Englewood Station is 20 minutes.	The connection can be accomplished through several options. Option 1 provides an ADA-compliant ramp west of US 85 to a bridge over US 85, the CML, and the LRT with a connection to the LRT station platform via an elevator/staircase. Option 2 provides an ADA-compliant ramp west of US 85 to a bridge over US 85, the CML, and the LRT with a connection to street level via an elevator/staircase. Option 3 provides a tunnel underneath US 85, the CML, and the LRT along the Floyd Avenue alignment.	
US 85/Dartmouth Avenue Intersection Improvements	The existing peak hour intersection LOS for this intersection is E in the AM and E in the PM. The LOS will be further degraded in 2035.	Additional capacity would be necessary at this intersection in 2035 to provide an adequate LOS for vehicles accessing the CityCenter Englewood park-n-Ride and LRT station.	Additional capacity at this intersection would improve north-south mobility along US 85, as well as east-west mobility along Dartmouth Avenue.	Improved vehicular access to the CityCenter Englewood Station park-n-Ride would be limited by the number of parking spaces in the existing facility, unless treated as a kiss-n-Ride facility.	Travel time for vehicles accessing the CityCenter Englewood Station park-n-Ride and, consequently, transit would be improved.	To improve operational capacity, a fourth northbound and southbound through-lane would be required. The through lane would continue along US 85 to the next largest intersections (US 85/Hampden Avenue and US 85/Evans Avenue).	

Alternatives	Evaluation Criteria					
	Safety	Multimodal		Access to LRT Stations		Constructability
		Balanced Future (2035) System	Effective Movement of People	Alternative Travel Modes	Improved Connectivity	
Floyd Avenue Bike Lanes (CityCenter Englewood Station to Sherman Street)	Bike lanes bring greater visibility to bicyclists, especially through intersections such as Broadway.	The primary concern with adding bike lanes would be the reduction in capacity for motorized vehicles. 2035 forecasts show growth along Floyd Avenue that may need the existing lane configuration; however, this projection represents volumes using all east-west access to the CityCenter. Englewood Parkway and other access points along US 285 have available capacity to accommodate any displacement of vehicles.	Provides a more direct and dedicated bicycle facility from the CityCenter Englewood Station and future Rail Trail with bicycle routes serving major destinations such as the Broadway commercial corridor and the Craig Hospital/Swedish Medical Center.	Promotes bicycle use from the CityCenter Englewood Station and future Rail Trail with major destinations such as the Broadway commercial corridor and the Craig Hospital/Swedish Medical Center.	Provides a direct east-west dedicated bicycle facility connection to the station and future Rail Trail.	The project could be accomplished through a road diet, converting the existing 3 and 4 lane cross-sections of the existing Floyd Avenue to a 2 lane facility with bike lanes in both directions, all within the existing pavement width.
Eastman Avenue/Inca Street Area Bicycle/ Pedestrian Improvements	Separates bicyclists/ pedestrians from parking lot traffic.	Provides a separate facility for bicyclists and improves existing pedestrian facilities to access the shared use path along Inca Street to the CityCenter Englewood Station.	The expansion of the sidewalk and addition of a shared use trail would increase the capacity and use of existing facilities, which currently are narrow or non-existent.	Promotes increased bicycle and pedestrian activity with added and expanded facilities.	Makes the connection with the CityCenter Englewood Station more friendly to use for residents east of the area.	Expanding the existing sidewalk to be a shared use trail is possible; however, extending this cross-section along the south side of the parking lot could be difficult due to utilities infrastructure within the available space that is part of the park.

Alternatives	Evaluation Criteria					
	Safety	Multimodal		Access to LRT Stations		Constructability
		Balanced Future (2035) System	Effective Movement of People	Alternative Travel Modes	Improved Connectivity	
Kenyon Avenue Bike Lanes (Logan Street to Rail Trail)	Would separate bicyclists from traffic with a dedicated facility between Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85. Would also improve safety of crossing Broadway. However, portion would be along a truck route.	No anticipated impacts to 2035 traffic volumes and would provide additional facility to move bicyclists to the Rail Trail and a possible crossing of US 85.	Would facilitate more bicycle travel between Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85.	Promotes bicycling by making it easier to cross Broadway and access Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85.	Semi-direct route between Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85.	No anticipated impacts
Mansfield Avenue Bike Lanes (Logan Street to Rail Trail)	Would separate bicyclists from traffic with a dedicated facility between Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85. Would also improve safety of crossing Broadway.	No anticipated impacts to 2035 traffic volumes and would provide additional facility to move bicyclists to the Rail Trail and a possible crossing of US 85.	Would facilitate more bicycle travel between Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85.	Promotes bicycling by making it easier to cross Broadway and access Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85.	Direct route between Englewood High School, Rail Trail, and Sheridan –Oxford Station crossing of US 85.	No anticipated impacts
US 85/Oxford Avenue Intersection Improvements	The existing peak hour intersection LOS for this intersection is E in the AM and E in the PM. The LOS will be further degraded in 2035.	Additional capacity would be necessary at this intersection in 2035 to provide an adequate LOS for vehicles accessing the Sheridan –Oxford Avenue kiss-n-Ride and LRT Station.	Additional capacity at this intersection would improve north-south mobility along US 85, as well as east-west mobility along Oxford Avenue.	Improved vehicular access to the Sheridan – Oxford Avenue kiss-n-Ride with access to the LRT Station and access to alternative travel modes.	Travel time for vehicles accessing the Sheridan – Oxford Station kiss-n-Ride and, consequently, transit would be improved.	To improve operational capacity, a fourth northbound and southbound through-lane would be required. The through lane would continue along US 85 to the next largest intersections (US 85/Hampden Avenue and US 85/ Belleview Avenue).
Sheridan – Oxford Station park-n-Ride	Provides a safe connection to the Sheridan – Oxford Station for transit users from a park-n-Ride.	A park-n-Ride would provide additional capacity for transit users at the Sheridan – Oxford Station because current parking is on-street only.	Additional parking capacity at the Sheridan – Oxford Station potentially would increase transit use.	The facility would encourage transit use.	Using the Rail Trail would provide a safe connection for transit users across Oxford Avenue.	One acre would equate to 75 parking spaces and the location of the facility should meet RTD transit guidance related to distance from the LRT station.

Alternatives	Evaluation Criteria					
	Safety	Multimodal		Access to LRT Stations		Constructability
		Balanced Future (2035) System	Effective Movement of People	Alternative Travel Modes	Improved Connectivity	
Windermere Shared Use Path Extension (Batting Cages at Cornerstone Park Entrance to Englewood Canine Corral Entrance)	Removes the conflict of truck route traffic with bike route traffic by placing bicyclists on the shared use path.	Provides a separate facility for bicyclists and improves existing pedestrian facilities to access the Rail Trail and the Sheridan – Oxford Station.	Provides a dedicated bicycle and improved pedestrian facility to connect the Rail Trail (via Big Dry Creek Trail) with Belleview Park, Cornerstone Park, and land uses south of Belleview Avenue.	Promotes increased bicycle use with a dedicated facility separated from vehicular traffic, especially trucks.	Although the Littleton Downtown Station is likely closer for this area, its access is not as bicycle friendly for land uses north and west. This improvement, along with the Rail Trail, would make an easy dedicated facility to the Sheridan - Oxford Station.	Enough space exists along the east side of Windermere Street for a widening of the existing sidewalk.
Tufts Avenue Bicycle and Pedestrian Improvements (Navajo Street to Rail Trail)	Increases awareness of drivers that bicyclists and pedestrians may be present while traveling to/from the Rail Trail where few or none currently exist.	Provides a separate facility for bicyclists and improves existing pedestrian facilities to access the Rail Trail and the Sheridan – Oxford Station.	Provides an improved connection to the future Rail Trail.	Makes the connection with the future Rail Trail more friendly to use for residents east of the area.	Improves the connection to the future Rail Trail, which will provide direct access to the Sheridan - Oxford Station.	Enough space for extending the south side sidewalk to the Rail Trail. Crosswalk and sharrows can be applied to existing pavement. ADA ramps can be installed to existing sidewalk.
Oxford Avenue/ Navajo Street Intersection Improvements	Improves safety for vehicles, trucks, buses, pedestrians, and bicyclists accessing the Sheridan – Oxford Station.	Improves access to the Sheridan –Oxford Station for buses, vehicles, pedestrians, and bicyclists.	Additional capacity at this intersection would improve north-south mobility along Navajo Street, as well as east-west mobility along Oxford Avenue.	Improved vehicular and bus access to the Sheridan – Oxford Avenue kiss-n-Ride with access to the LRT Station.	Travel time for vehicles accessing the Sheridan – Oxford Station kiss-n-Ride and, consequently, transit would be improved.	To improve operational capacity and achieve geometric requirements for truck and bus turning movements, a widening and redesign of the intersection would be required.
Hampden Avenue/ Shoshone Street Intersection	Introduces an additional intersection and potential conflict point for vehicles exiting and entering westbound Hampden Avenue.	Improves access to the parcels west of US 85 and north of Hampden Avenue, which are planned for commercial and residential use in 2035.	Additional connectivity with a new right-in/right-out intersection would provide additional access to the parcels west of US 85 and north of Hampden Avenue.	Improved vehicular access to the CityCenter Englewood Station park-n-Ride with access to the LRT station.	Travel time for vehicles accessing the parcels west of US 85 and north of Hampden Avenue would be improved.	Current access requires out-of-direction travel.

Alternatives	Evaluation Criteria					
	Safety	Multimodal		Access to LRT Stations		Constructability
		Balanced Future (2035) System	Effective Movement of People	Alternative Travel Modes	Improved Connectivity	
Dartmouth Avenue Separated Bikeway (Inca Street to Federal Boulevard)	Provides separation of bicyclists from trucks and a high volume of vehicles.	Provides a separate facility for bicyclists along Dartmouth Avenue, a road projected to have significant traffic by 2035.	Provides a more direct and dedicated bicycle facility from the CityCenter Englewood Station to areas west, including uses in Loretto Heights.	Promotes bicycle use from the CityCenter Englewood Station and future Rail Trail with areas west, including uses in Loretto Heights.	Provides a direct east-west dedicated bicycle facility connection to the station and future Rail Trail, while also providing an improved connection to bus routes currently operating along Dartmouth Avenue.	Due to traffic volumes along Dartmouth Avenue, a separated bikeway facility would be required.
Hamilton Place or Floyd Avenue Bridge Bicycle/Pedestrian Improvements	Improves safety for bicyclists/pedestrians crossing the South Platte River.	Accommodates bicyclists and pedestrians across the Hamilton Place bridge or a separate bicycle/pedestrian only bridge, and/or provide a separate Floyd Avenue bridge and improves access to the South Platte River trail on the west side of the South Platte River.	Provides bicycle and pedestrian facilities where there are currently none.	Provides a connection to the South Platte River Trail, as well as along Old Hampden Avenue.	Would require the CityCenter Englewood bicycle/pedestrian bridge/tunnel to provide direct access to the CityCenter Englewood Station.	The existing Hamilton Place bridge over the South Platte River is structurally deficient and does not include pedestrian or bicycle facilities. Due for reconstruction in 2015.
Dartmouth Avenue (South Platte River Drive to Zuni Street) Access/ Intersection Improvements	Introduces additional intersections and conflict points for vehicles, pedestrians, and bicyclists along Dartmouth Avenue.	Improves access to the parcels west of US 85 and north of Hampden Avenue, which are planned for commercial and residential use in 2035.	Additional connectivity with new intersections would provide additional access to Dartmouth Avenue and the CityCenter Englewood Station park-n-Ride.	Improves vehicular access to the CityCenter Englewood Station park-n-Ride with access to the LRT station.	Travel time for vehicles accessing the Sheridan – Oxford Station kiss-n-Ride and, consequently, transit would be improved.	Intersection configurations and locations would depend on change in land use between the South Platte River Drive and Zuni Street.

Alternatives	Evaluation Criteria					
	Safety	Multimodal		Access to LRT Stations		Constructability
		Balanced Future (2035) System	Effective Movement of People	Alternative Travel Modes	Improved Connectivity	
US 85/Hampden Avenue Interchange Pedestrian Improvements	Introduces pedestrian and vehicle conflict points at a higher speed interchange facility without signalized intersections	The effectiveness of this improvement is reduced with increased traffic volumes at this interchange.	Additional connectivity for the parcels immediately north of Hampden Avenue/west of US 85 to the CityCenter Englewood Station park-n-Ride.	Improves pedestrian access to the CityCenter Englewood Station.	Travel time for pedestrians accessing the CityCenter Englewood Station would marginally improve because of continued out-of-direction travel.	Higher traffic and pedestrian volumes may require signalization of the north and southbound on-ramps to US 85 from westbound Hampden Avenue.
Little Dry Creek Pedestrian Connection (West of US 85)	Provides a direction connection to Little Dry Creek Trail from the frontage road west of US 85.	Improves access to the parcels west of US 85 and north of Hampden Avenue, which are planned for commercial and residential use in 2035.	Additional connectivity to the Little Dry Creek Trail, the South Platte River Trail, and the Rail Trail.	Improves pedestrian access to the CityCenter Englewood Station.	Travel time for pedestrians accessing the CityCenter Englewood Station would marginally improve because of continued out-of-direction travel.	Acquisition of property for right-of-way would be required for a direction connection to the Little Dry Creek Trail.

Table 5.5. Tier 2D Evaluation (continued)

Alternatives	Environmental		Evaluation Criteria Community	Implementability		Summary/Notes
	Environmental and Cultural Resources Impacts	Property and Business Impacts and Displacements	Existing and Planned Local Land Use	Cost-effectiveness	Independent Improvements	
CityCenter Englewood LRT Station Pedestrian Tunnel/Bridge	No anticipated impacts	No anticipated impacts	Provides easier bicycle/pedestrian access to the CityCenter Englewood Station for existing residences and any future development.	For the cost of the structure and ongoing maintenance of the elevator, travel time for pedestrians accessing the CityCenter Englewood Station would be halved, a pedestrian safety issue through the US 85/Hampden Avenue interchange would be addressed, and an incentive for further residential redevelopment in the area between US 85 and the South Platte River provided, as well as improved access to the City of Sheridan Old Hampden Avenue area.	Project not dependent on other projects; however, coordination with the CityCenter Englewood Station platform shelter project would be required.	<b>Carried forward</b> as part of this study because travel time for pedestrians accessing the CityCenter Englewood Station would be halved, a pedestrian safety issue through the US 85/Hampden Avenue interchange would be addressed, and an incentive for further residential redevelopment in the area between US 85 and the South Platte River provided, as well as improved access to the City of Sheridan Old Hampden Avenue area.
US 85/ Dartmouth Avenue Intersection Improvements	Widening of US 85 between Evans Avenue and Hampden Avenue to accommodate the additional through lane would potentially impact a number of sites with hazardous material concerns and sites that may be historic, as well as the Little Dry Creek Trail and floodplain.	Widening of US 85 between Evans Avenue and Hampden Avenue to accommodate the additional through lane would require acquisition of several properties for right-of-way and displacement of businesses and residents.	Would affect existing land use through acquisition of property.	Would require evaluation of regional mobility to justify cost.	Project not dependent on other projects.	<b>Carried forward</b> as part of this study because of the level of congestion at the intersection; however, CDOT should pursue this improvement in relation to the US 85 corridor.

Alternatives	Environmental		Evaluation Criteria Community	Implementability		Summary/Notes
	Environmental and Cultural Resources Impacts	Property and Business Impacts and Displacements	Existing and Planned Local Land Use	Cost-effectiveness	Independent Improvements	
Floyd Avenue (Sherman Street to Elati Street) Bicycle/ Pedestrian Improvements	No anticipated impacts	No anticipated impacts	Provides easier bicycle access for existing residences and any future development, while motorized vehicle access remains in place.	Only restriping would be required, which is relatively low cost.	Provides benefits whether other projects are built or not.	<b>Carried forward</b> as part of this study because of improved bicycle access from the Broadway commercial corridor and the Craig Hospital / Swedish Medical Center to the CityCenter Englewood Station.
Eastman Avenue/Inca Street Area Bicycle/ Pedestrian Improvements	No anticipated impacts	May require relocation of utilities.	Provides easier bicycle/pedestrian access to the CityCenter Englewood Station for existing residents.	If relocation of utilities is necessary, could be cost-prohibitive. Actual use of new facilities compared to cost could also be cost-prohibitive.	Provides benefits whether other projects are built or not.	<b>Not carried forward</b> as part of this study because the cost-effectiveness relative to the study goals is not significant enough. The improvements are still valuable and should be considered with any improvement projects to the park.
Kenyon Avenue Bike Lanes (Logan Street to Rail Trail)	No anticipated impacts	Possibly involves loss of on-street parking. Would co-exist with a truck route.	Would be beneficial to existing residents, Englewood High School students, and future redevelopment of industrial areas. Would conflict with industrial uses.	Only restriping would be required, which is relatively low cost.	Full potential is realized only if a crossing of US 85 is built at the Kenyon Avenue/ Windermere Street intersection. Still beneficial if only Rail Trail is built. At least one of these facilities is needed for this project.	<b>Not carried forward</b> as part of this study because the Sheridan –Oxford Station crossing of US 85 is not being carried forward, decreasing the potential need and use of the facility. Connectivity to the Rail Trail in this case would primarily be a regional benefit and would be a worthy project on its own or as part of another study.

Alternatives	Environmental		Evaluation Criteria Community	Implementability		Summary/Notes
	Environmental and Cultural Resources Impacts	Property and Business Impacts and Displacements	Existing and Planned Local Land Use	Cost-effectiveness	Independent Improvements	
Mansfield Avenue Bike Lanes (Logan Street to Rail Trail)	No anticipated impacts	Possibly involves loss of on-street parking.	Would be beneficial to existing residents, Englewood High School students, and future redevelopment of industrial areas. Would conflict with industrial uses.	Only restriping would be required, which is relatively low cost. Would be partially duplicating connectivity provided by any Oxford Avenue improvements.	Full potential is realized only if a crossing of US 85 is built at the Mansfield Avenue/ Windermere Street intersection. Still beneficial if only Rail Trail is built. At least one of these facilities is needed for this project.	<b>Not carried forward</b> as part of this study because the Sheridan –Oxford Station crossing of US 85 is not being carried forward, decreasing the potential need and use of the facility. Connectivity to the Rail Trail in this case would primarily be a regional benefit, one that is provided by any Oxford Avenue improvements.
US 85/Oxford Avenue Intersection Improvements	Widening of US 85 between Belleview Avenue and Hampden Avenue to accommodate the additional through lane would potentially impact several sites with hazardous material concerns and sites that may be historic, as well as the Big Dry Creek Trail and floodplain.	Widening of US 85 between Belleview Avenue and Hampden Avenue to accommodate the additional through lane would require acquisition of several properties for right-of-way and displacement of businesses and residents.	Would affect existing land use through acquisition of property.	Would require evaluation of regional mobility to justify cost.	Project not dependent on other projects.	<b>Carried forward</b> as part of this study because of the level of congestion at the intersection; however, CDOT should pursue this improvement in relation to the US 85 corridor.
Sheridan – Oxford Station park-n-Ride	Depending on the location of the park-n-Ride facility, the property acquired may be a site with potential hazardous material conditions or considered historic.	The park-n-Ride facility will require full acquisition of a parcel.	The conversion of property to a park-n-Ride facility is less desirable than a shared use parking facility.	Developing a shared used facility and locating a facility to benefit redevelopment of adjacent parcels may justify the cost.	Access to the Sheridan – Oxford Station may depend on the Rail Trail, depending on the location of the park-n-Ride facility.	<b>Carried forward</b> as part of this study because of the potential benefit of a shared use facility; however, this improvement should be pursued in coordination with RTD and private developers in the area of the Sheridan – Oxford Station.

Alternatives	Environmental		Evaluation Criteria Community	Implementability		Summary/Notes
	Environmental and Cultural Resources Impacts	Property and Business Impacts and Displacements	Existing and Planned Local Land Use	Cost-effectiveness	Independent Improvements	
Windermere Shared Use Path Extension (Batting Cages at Cornerstone Park Entrance to Englewood Canine Corral Entrance)	Improves access to nearby resources, especially parks and trails.	No anticipated impacts	Provides easier bicycle and pedestrian access for nearby residences and parks.	Would be cost-beneficial to provide additional access to the Big Dry Creek Trail and future Rail Trail for areas south of Belleview Avenue. Improved access to the Rail Trail would also provide better access to the Sheridan – Oxford Station.	Would still be a benefit without the Rail Trail by providing an improved connection with the Big Dry Creek Trail, but this would not facilitate improved access to a LRT station.	<b>Carried forward</b> as part of this study because of the improvement to regional access to the Big Dry Creek Trail and Rail Trail, which subsequently improves access to the Sheridan – Oxford Station.
Tufts Avenue Bicycle and Pedestrian Improvements (Navajo Street to Rail Trail)	No anticipated impacts	Property may be acquired for the sidewalk extension from the adjacent property owner.	No compatibility issues anticipated.	Striping and signage are relatively low cost. Sidewalk extension is for a short distance and ADA ramps would require minimal changes to existing infrastructure.	Rail Trail is needed before the project is implemented.	<b>Carried forward</b> as part of this study because of the improved access to the Rail Trail, and subsequently the Sheridan – Oxford Station.
Oxford Avenue/ Navajo Street Intersection Improvements	Depending on intersection design, the properties in the southwest, southeast, and northeast quadrants are sites with potential hazardous material conditions and may be considered historic.	Property may be acquired for the intersection from the adjacent property owners.	Addressing geometric and safety issues at the intersection would benefit adjacent existing and future land uses.	Due to the constrained nature of the intersection, acquisition of right-of-way may make this improvement cost-prohibitive.	Coordination with the separated bikeway along Oxford Avenue would be required.	<b>Carried forward</b> as part of this study because of the recognized need; however, would require modification of RTD buses accessing the Sheridan – Oxford Station and redevelopment of adjacent parcels to warrant further analysis.
Hampden Avenue/ Shoshone Street Intersection	The intersection is in an area with the potential for hazardous material conditions.	Property would be acquired from the adjacent property owner.	Would provide additional access for existing and future land uses west of US 85.	Would be cost-beneficial to provide additional access to the areas west of US 85 and north of Hampden Avenue.	Project not dependent on other projects.	<b>Carried forward</b> as part of this study to provide additional access to the areas west of US 85 and north of Hampden Avenue.

Alternatives	Environmental		Evaluation Criteria Community	Implementability		Summary/Notes
	Environmental and Cultural Resources Impacts	Property and Business Impacts and Displacements	Existing and Planned Local Land Use	Cost-effectiveness	Independent Improvements	
Dartmouth Avenue Protected Bikeway (Inca Street to Federal Boulevard)	No anticipated impacts	No anticipated impacts	Provides easier bicycle access for existing residences and any future development, while motorized vehicle access remains in place.	Possible redevelopment in the area could justify the cost, but the safety and connectivity benefits for those west of US 85 are the primary benefits that are equally important to the other separated bicycle facilities being planned along Dartmouth/Clarkson/Oxford.	Can be constructed independently to have benefits, but reaches full potential with the Rail Trail and a separated bicycle facility along Dartmouth Avenue east of US 85.	<b>Carried forward</b> as part of this study because it improves safety and connectivity for bicyclists west of US 85, including better access to the Engl CityCenter Englewood Station. It also provides network continuity with any facilities along Dartmouth Avenue east of US 85.
Hamilton Place or Floyd Avenue Bridge Bicycle/ Pedestrian Improvements	Construction of the bridge replacement would potentially impact the South Platte River Trail, as well as wetlands along the South Platte River floodplain.	No anticipated impacts	No compatibility issues anticipated.	The existing bridge is structurally deficient and will require replacement. The bicycle/pedestrian improvements would be an additional cost but not significant.	Project not dependent on other projects.	<b>Carried forward</b> as part of this study because of bicycle/pedestrian connectivity to the Old Hampden Area of the City of Sheridan.
Dartmouth Avenue (South Platte River Drive to Zuni Street) Access/ Intersection Improvements	No anticipated impacts	Property may be acquired for the intersection from the adjacent property owners.	Would provide additional access for existing and future land uses west of US 85.	Would be cost-beneficial to provide additional access to the areas west of US 85 and north of Hampden Avenue.	Project not dependent on other projects.	<b>Carried forward</b> as part of this study to provide additional access to the areas west of US 85 and north of Hampden Avenue; however, would be dependent on redevelopment of parcels and establishment of the street grid.
US 85/Hampden Avenue Interchange Pedestrian Improvements	No anticipated impacts	No anticipated impacts	No anticipated impacts	Would be cost-beneficial to provide additional access to the areas west of US 85 and north of Hampden Avenue.	Project not dependent on other projects.	<b>Not carried forward</b> as part of this study because of safety issues with the introduction of pedestrians to the free flow, higher speed US 85/Hampden Avenue interchange.

Alternatives	Environmental		Evaluation Criteria Community	Implementability		Summary/Notes
	Environmental and Cultural Resources Impacts	Property and Business Impacts and Displacements	Existing and Planned Local Land Use	Cost-effectiveness	Independent Improvements	
Little Dry Creek Trail Connection Bicycle/Pedestrian Improvements (Along the frontage road west of US 85 to Little Dry Creek Trail, Mary Carter Greenway (South Platte Trail), and west across the South Platte River)	No anticipated impacts	Property may be acquired for the intersection from the adjacent property owners.	Would impact existing land use but would be compatible with future land uses west of US 85.	Would be cost-beneficial to provide additional access to the areas west of US 85 and north of Hampden Avenue.	Project is not dependent on other projects, although the project could be completed as part of future redevelopment of parcels.	<b>Carried forward</b> as part of this study to provide additional access to the areas west of US 85 and north of Hampden Avenue; however, would be dependent on redevelopment of parcels.



## 5.8 Tier 3 – Alternative Refinement

Following completion of the Tier 1, 2A, 2B, 2C, and 2D evaluations, the previously proposed projects were carried forward for conceptual engineering design and development of an opinion of probable cost. In addition, the potential complementary improvement of the CityCenter Englewood Station Bicycle/Pedestrian Bridge/Tunnel was carried forward for conceptual engineering design and development of an opinion of probable cost. The remaining potential complementary improvements carried forward from the Tier 2D analysis (**Table 5-5**) were recommended for further evaluation, but conceptual engineering design and an opinion of probable cost were not prepared for the remaining potential complementary improvements.

As part of the conceptual engineering design development, each improvement was refined based on public feedback and agency coordination. This section summarizes the refinements that occurred during the Tier 3 Evaluation.

### 5.8.1 Rail Trail (Big Dry Creek Trail Connection to Elati Street)

The previously proposed project of the Rail Trail includes construction of a 10-foot-wide multi-use bicycle/pedestrian trail with bridges over Oxford Avenue, Hampden Avenue, and Dartmouth Avenue. **Appendix D** includes the conceptual engineering plans and opinions of probable cost for the Recommended Transportation Improvements. **Table 5-6** summarizes the alternative refinements that were conducted but not carried forward for the Rail Trail.

**Table 5-6. Rail Trail – Alternative Refinements Summary**

Rail Trail Segment	Refinement	Summary
Big Dry Creek to the Sheridan - Oxford Station	Removing the bridge over Oxford Avenue and relocating the trail along Navajo Street through the Oxford Avenue/Navajo Street intersection	Not carried forward as part of this study because of safety concerns for bicyclists and pedestrians with vehicle, truck, and bus traffic at the Oxford Avenue/Navajo Street intersection, out-of-direction travel for trail users, and the possibility of providing a direct connection to the Sheridan – Oxford Station for properties south of Oxford Avenue
Sheridan – Oxford Station to Little Dry Creek Trail	Removing the bridge over Hampden Avenue and relocating the trail along Kenyon Avenue to Jason Street/Inca Street and through the Hampden Avenue/Inca Street intersection and along Inca Street to the CityCenter Englewood Station	Not carried forward as part of this study because of required improvements to the existing sidewalk facilities and potential acquisition of property for right-of-way; out-of-direction travel for trail users; and the possibility of providing a direct connection to the CityCenter Englewood Station for properties south of Hampden Avenue.
	Installing bike lanes on the roadway through the bus transfer area at the CityCenter Englewood Station	Not carried forward as part of this study because of safety concerns related to potential conflict between bicyclists and buses on the roadway
	Installing the Rail Trail at the base of the existing retaining wall through the bus transfer area at the CityCenter Englewood Station	Not carried forward as part of this study because of a resultant need to shift the roadway to the east and reconfigure the existing bus stations and pull-outs with a potential loss in capacity



Rail Trail Segment	Refinement	Summary
Little Dry Creek Trail to Bates Avenue	Removing the bridge over Dartmouth Avenue and relocating the trail through the Dartmouth Avenue/Inca Street intersection	Not carried forward as part of this study because of out-of-direction travel for trail users; and the possibility of a direct connection to the CityCenter Englewood Station for properties north of Dartmouth Avenue.
	Connecting the Rail Trail to Elati Street (approximately north of Amherst Avenue)	Not carried forward as part of this study because of the required acquisition of property for right-of-way or an easement.

### 5.8.2 Bikeway Loop

The previously proposed project of the Separated Bikeway Loop includes construction of a bi-directional, 6- to 8-foot-wide protected bikeway along Dartmouth Avenue from Inca Street to Clarkson Street, along Clarkson Street from Dartmouth Avenue to Oxford Avenue, and along Oxford Avenue from Clarkson Street to Irving Street. **Appendix D** includes the conceptual engineering plans, cross-sections, and opinions of probable cost for the Recommended Transportation Improvements. **Table 5-7** summarizes the alternative refinements that were conducted for the Separated Bikeway Loop.

**Table 5-7 Bikeway Loop – Alternative Refinements Summary**

Bikeway Loop Segment	Refinement	Summary
Dartmouth Avenue (Inca Street to Clarkson Street)	Installing a one-way couplet of buffer separated shared parking and bicycle lane	Carried forward as part of this study because it maintains on-street parking, does not require the acquisition of property for right-of-way, and minimizes impact to encroachments on the right-of-way.
	Installing a one-way couplet of separated bicycle lanes at sidewalk level separated from the parking lanes.	Not carried forward as part of this study because of the removal of on-street parking at driveways and alleys to provide adequate sight distance and public concern of the potential acquisition of property for right-of-way.
	Installing a two-way separated bicycle lane at sidewalk level	Not carried forward as part of this study because of the removal of on-street parking on one side of the street and public concern of the potential acquisition of property for right-of-way.
	Installing a one-way couplet of separated bicycle lanes at sidewalk level separated from travel lanes by parking or landscaping.	Not carried forward as part of this study because of the removal of on-street parking.
Clarkson Street (Dartmouth Avenue to Oxford Avenue)	Installing a bicycle boulevard with shared lane markings, wayfinding signs for bicyclists, street treatments to give bicyclists priority and to slow traffic and improve bicycle and pedestrian safety	Carried forward as part of this study because it uses the existing neighborhood street, maintains two lanes for vehicle travel, and generally maintains on-street parking on both sides of the streets (some limited removal depending on the street treatments).



Bikeway Loop Segment	Refinement	Summary
Oxford Avenue (Clarkson Street to Broadway)	Installing a bicycle boulevard with shared lane markings, wayfinding signs for bicyclists, street treatments to give bicyclists priority and to slow traffic and improve bicycle and pedestrian safety	Carried forward as part of this study because it uses the existing neighborhood street, maintains two lanes for vehicle travel, and generally maintains on-street parking on both sides of the streets (some limited removal depending on the street treatments).
Oxford Avenue (Broadway to Navajo Street)	Installing a one-way couplet of buffer separated on-street bicycle lanes	Not carried forward as part of this study because of the desire to have bicyclists at sidewalk level.
	Installing a one-way couplet at sidewalk level separated from the parking lanes	Carried forward as part of this study because of the safety benefits of separated bicycle lanes and the similarity to traditional flow of bicycle traffic that one-way facilities provide.
	Installing a two-way separated bicycle lane at sidewalk level on the north side of Oxford Avenue	Not carried forward as part of this study because of the non-traditional flow of bicyclists on one side of the roadway and multiple cross street intersections.
Oxford Avenue (Navajo Street to the South Platte River)	Installing a 10-ft multi-use trail on the north side of Oxford Avenue	Carried forward as part of this study because of the existing multi-use trail on the north side of Oxford Avenue west of US 85
Oxford Avenue (South Platte River to Irving Street)	Installing a 10-ft multi-use trail on the north side of Oxford Avenue	Carried forward as part of this study because of the existing multi-use trail on the north side of Oxford Avenue west of US 85
	Installing a one-way couplet at sidewalk level separated from the parking lanes.	Not carried forward as part of this study because of the existing multi-use trail on the north side of Oxford Avenue west of US 85
Oxford Avenue (Irving Street to Lowell Boulevard)	Installing a bicycle boulevard with shared lane markings, wayfinding signs for bicyclists, street treatments to give bicyclists priority and to slow traffic and improve bicycle and pedestrian safety	Carried forward as part of this study because it uses the existing neighborhood street, maintains two lanes for vehicle travel, and generally maintains on-street parking on both sides of the streets (some limited removal depending on the street treatments).

### 5.8.3 Southwest Greenbelt Trail and Extension

The previously proposed project for the Southwest Greenbelt Trail and Extension includes reconstruction of the existing 8-foot-wide asphalt trail in Rotolo Park from Cherokee Street to Huron Street with a 10-foot-wide multi-use trail and construction of a new 10-foot-wide multi-use trail from Huron Street to the Rail Trail. **Appendix D** includes the conceptual engineering plans and opinions of probable cost for the Recommended Transportation Improvements. The following alternative refinements were made for the Southwest Greenbelt Trail and Extension:

- ▶ Provide a connection to Cherokee Street both north and south of the Southwest Greenbelt Trail Extension
- ▶ Shift the alignment of the trail to the north in Rotolo Park to provide access to the existing playground



- ▶ Extend the Southwest Greenbelt Trail along Stanford Drive to the south along the roadway in front of the single residence on the north side of Stanford Drive instead of routing the trail to the north of the residence

#### 5.8.4 CityCenter Englewood Station Platform Shelter

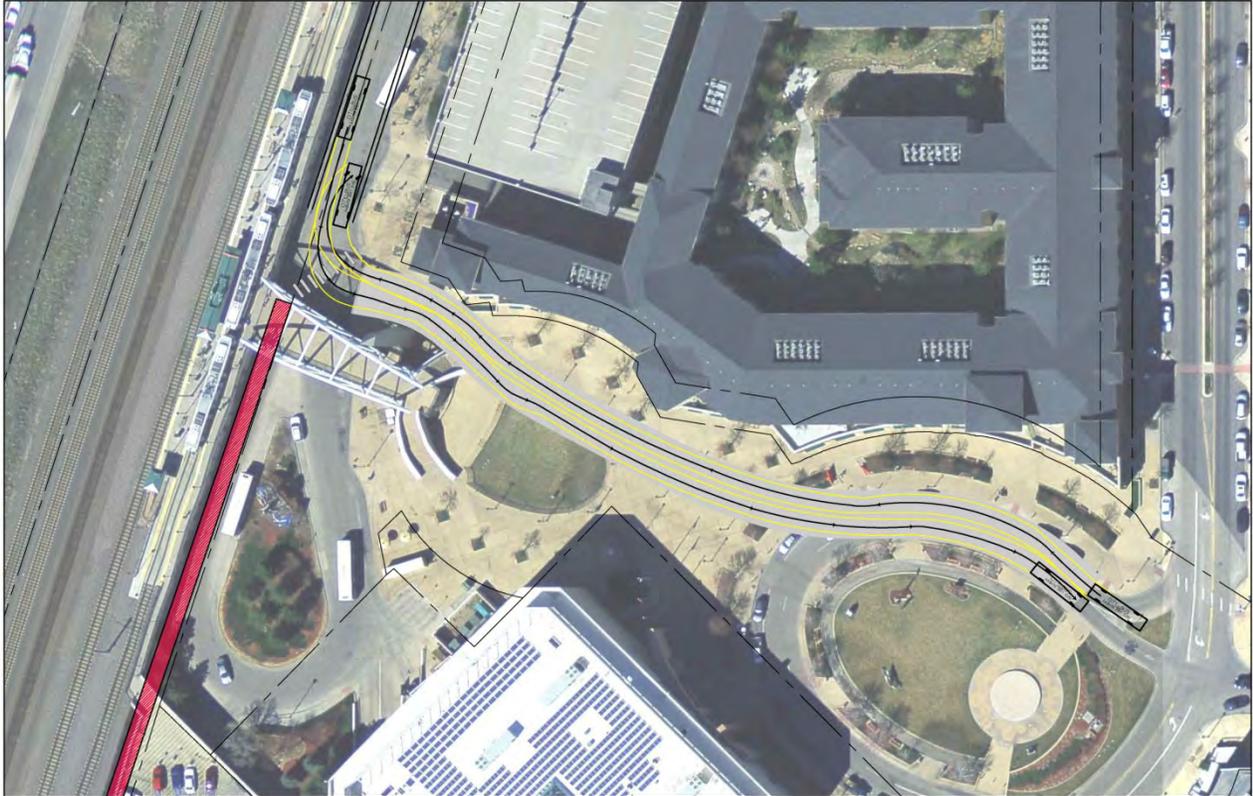
The previously proposed project of reconstructing the CityCenter Englewood Station Platform Shelter included constructing weather shelters at the CityCenter Englewood Station. **Appendix D** includes the conceptual engineering plans and opinions of probable cost for Recommended Transportation Improvements.

#### 5.8.5 Englewood Parkway Extension and Bus Transfer/Piazza Redesign

The previously proposed project for the Englewood Parkway Extension and Bus Transfer/Piazza Redesign included constructing a 29-foot-wide Englewood Parkway roadway (two 12-foot through lanes with 2.5-foot curb and gutter) and associated bus transfer/pedestrian piazza from Inca Street to the CityCenter Englewood access road. The Englewood Parkway Roadway would be widened to accommodate RTD bus turn movements in the area of the bus transfer. Widening would require demolishing and reconstructing the existing pedestrian access bridge to the CityCenter Englewood Station or acquiring or partially demolishing the existing apartment complex to the northeast. Consequently, this previously proposed project was not carried forward as part of this study. **Figure 5-8** depicts the Englewood Parkway Extension and Bus Transfer/Piazza Redesign.



Figure 5-8 Englewood Parkway Extension and Bus Transfer/Piazza Redesign



### 5.8.6 CityCenter Englewood Bicycle/Pedestrian Bridge/Tunnel

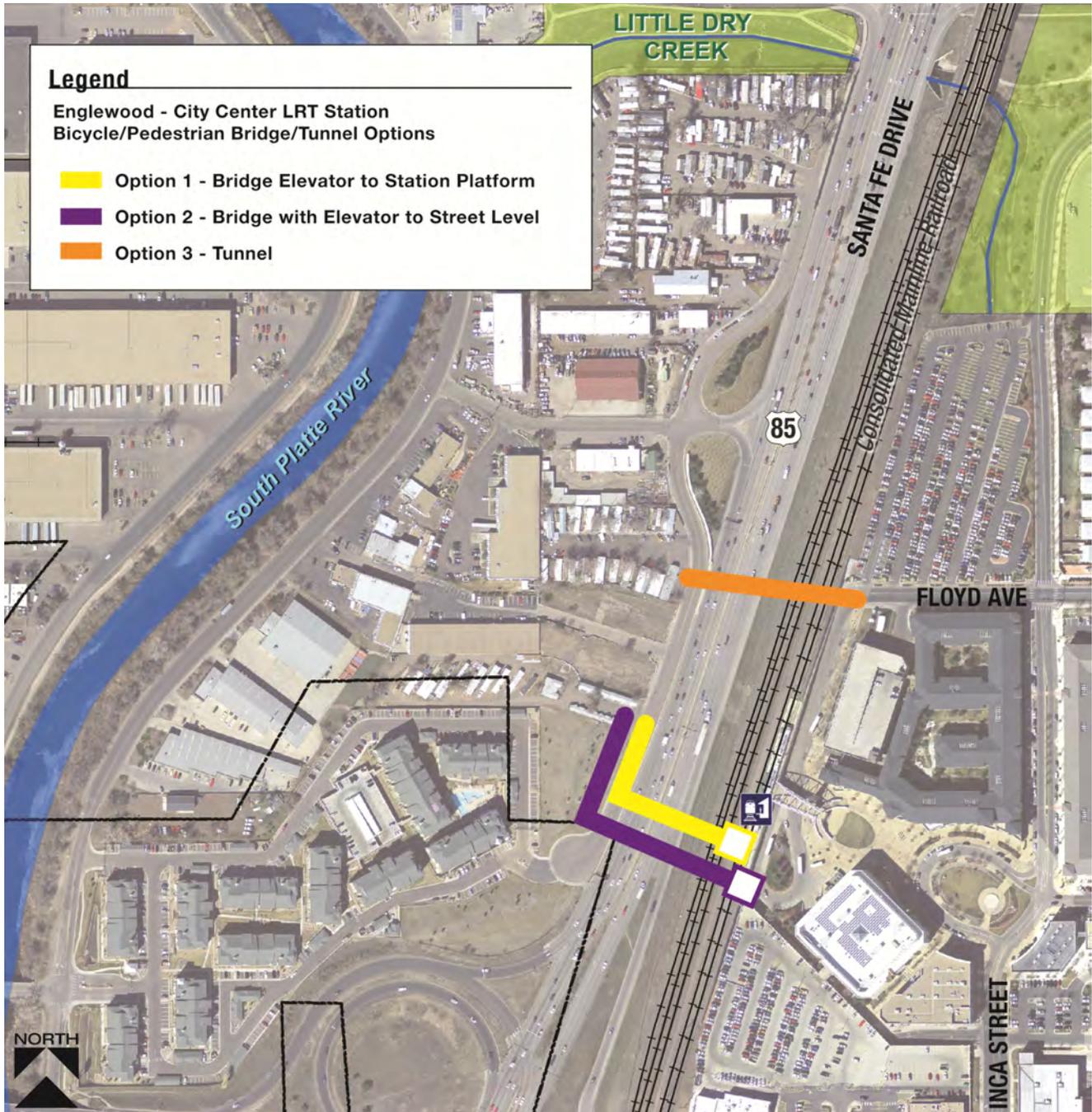
Since the Floyd Avenue Extension was not carried forward as part of this study, a pedestrian/bicycle bridge/tunnel with access to the CityCenter Englewood Station was evaluated. **Figure 5-9** depicts the options of a bicycle/pedestrian bridge across the LRT tracks, CML railroad tracks, and US 85 (Santa Fe Drive). An opinion of probable cost was prepared for each option based on the conceptual level of engineering design (**Figure 5-7**). The opinion of probable cost based on the conceptual engineering was:

- ▶ Option 1 Bridge with an elevator/staircase to the station platform - \$12.18 million
- ▶ Option 2 Bridge with an elevator/staircase to street-level - \$12.51 million
- ▶ Option 3 Tunnel - \$14.59 million

Based on cost, Option 1 was further refined. **Appendix D** includes the conceptual engineering plans and opinions of probable cost for the Recommended Transportation Improvements.



Figure 5-9 CityCenter Englewood Station Bicycle/Pedestrian Bridge/Tunnel Options





## 6.0 Recommended Transportation Improvements

**Chapter 6.0** describes the package of Recommended Transportation Improvements resulting from the analysis conducted in this Next Steps Study. **Figure 6-1**, **Figure 6-2**, and **Figure 6-3**, show the package of Recommended Transportation Improvements. **Appendix D** includes the conceptual engineering plans and opinions of probable cost for the Recommended Transportation Improvements. Conceptual engineering plans and opinions of probable cost were not prepared for the Complementary Transportation Improvements.

### 6.1 *Transportation Improvements*

- ▶ Rail Trail (Big Dry Creek Trail Connection to Elati Street)
  - Constructing a 10-foot-wide multi-use bicycle/pedestrian trail adjacent to the Southwest LRT Corridor from the Big Dry Creek Trail to Elati Street with bicycle/pedestrian bridges over Oxford Avenue, Hampden Avenue, and Dartmouth Avenue.
- ▶ Dartmouth Avenue, Clarkson Street, and Oxford Avenue Bikeway Loop
  - Dartmouth Avenue Bikeway
    - Installing a one-way couplet of a buffer separated shared parking and bicycle lane along Dartmouth Avenue from Inca Street to Clarkson Street.
  - Clarkson Street Bikeway
    - Installing a bicycle boulevard along Clarkson Street from Dartmouth Avenue to Oxford Avenue with shared lane markings, wayfinding signs for bicyclists, street treatments to give bicyclists priority, to slow traffic, and to improve bicycle and pedestrian safety.
  - Oxford Avenue Bikeway
    - Installing a bicycle boulevard along Oxford Avenue from Clarkson Street to Broadway with shared lane markings, wayfinding signs for bicyclists, street treatments to give bicyclists priority, to slow traffic, and to improve bicycle and pedestrian safety.
    - Installing a one-way couplet along Oxford Avenue from Broadway to Navajo Street at sidewalk level separated from the parking lanes.
    - Installing a 10-ft multi-use trail on the north side of Oxford Avenue from Navajo Street to Irving Street.
    - Installing a bicycle boulevard along Oxford Avenue from Irving Street to Lowell Boulevard with shared lane markings, wayfinding signs for bicyclists, street treatments to give bicyclists priority, to slow traffic, and to improve bicycle and pedestrian safety.



- ▶ Southwest Greenbelt Trail and Extension
  - Reconstructing the existing 8-foot-wide asphalt trail in Rotolo Park from Cherokee Street to Huron Street with a 10-foot wide multi-use trail and constructing a new 10-foot-wide multi-use trail from Huron Street to the Rail Trail
- ▶ CityCenter Englewood Station Platform Shelter
  - Reconstructing the CityCenter Englewood Station Platform Shelter with a weather shelter
- ▶ CityCenter Englewood Station Bicycle/Pedestrian Bridge
  - Constructing a 12-foot-wide pedestrian grade-separated crossing of the LRT tracks, CML railroad tracks, and US 85 (Santa Fe Drive) with an elevator and a staircase to the CityCenter Englewood Station Platform

Table 6.1 summarizes the opinions of probable cost for the transportation improvements.

**Table 6-1. Summary of Opinions of Probable Cost**

Transportation Improvement	Opinion of Probable Cost
<b>Rail Trail (Big Dry Creek Trail Connection to Elati Street)</b>	<b>\$5,043,000</b>
Rail Trail (Big Dry Creek Trail to Sheridan – Oxford Station) <sup>1</sup>	\$2,375,000
<i>Bridge over Oxford Avenue</i>	<i>\$773,000</i>
Rail Trail (Sheridan – Oxford Station to Little Dry Creek Trail Connection to South Platte River Trail) <sup>1</sup>	\$1,566,000
<i>Bridge over Hampden Avenue</i>	<i>\$1,038,000</i>
Rail Trail (Little Dry Creek Trail Connection to South Platte River Trail to Bates Avenue) <sup>1</sup>	\$1,102,000
<i>Bridge over Dartmouth Avenue</i>	<i>\$1,456,000</i>
<b>Dartmouth Avenue, Clarkson Street, and Oxford Avenue Bikeway Loop</b>	<b>\$11,050,000</b>
Dartmouth Avenue Bikeway (Inca Street to Clarkson Street)	\$204,000
Clarkson Street Bicycle Boulevard (Dartmouth Avenue to Oxford Avenue)	\$297,000
<i>Clarkson Street Bicycle Boulevard (Dartmouth Avenue to Oxford Avenue) – Pavement Markings Only</i>	<i>\$30,000</i>
Oxford Avenue Bicycle Boulevard (Clarkson Street to Broadway)	\$26,000
Oxford Avenue Bikeway (Broadway to Navajo Street)	\$9,163,000
Oxford Avenue Bikeway (Navajo Street to Irving Street)	\$1,347,000
Oxford Avenue Bicycle Boulevard (Irving Street to Lowell Boulevard)	\$13,000
<b>Southwest Greenbelt Trail Extension</b>	<b>\$2,959,000</b>
<b>CityCenter Englewood Station Platform Shelter</b>	<b>\$200,000</b>
<b>CityCenter Englewood Station Bicycle/Pedestrian Bridge</b>	<b>\$7,162,000</b>

Notes:

- (1) Includes bridge cost for segment.

Figure 6-1. Package of Recommended Transportation Improvements – Bikeway Loop and Rail Trail

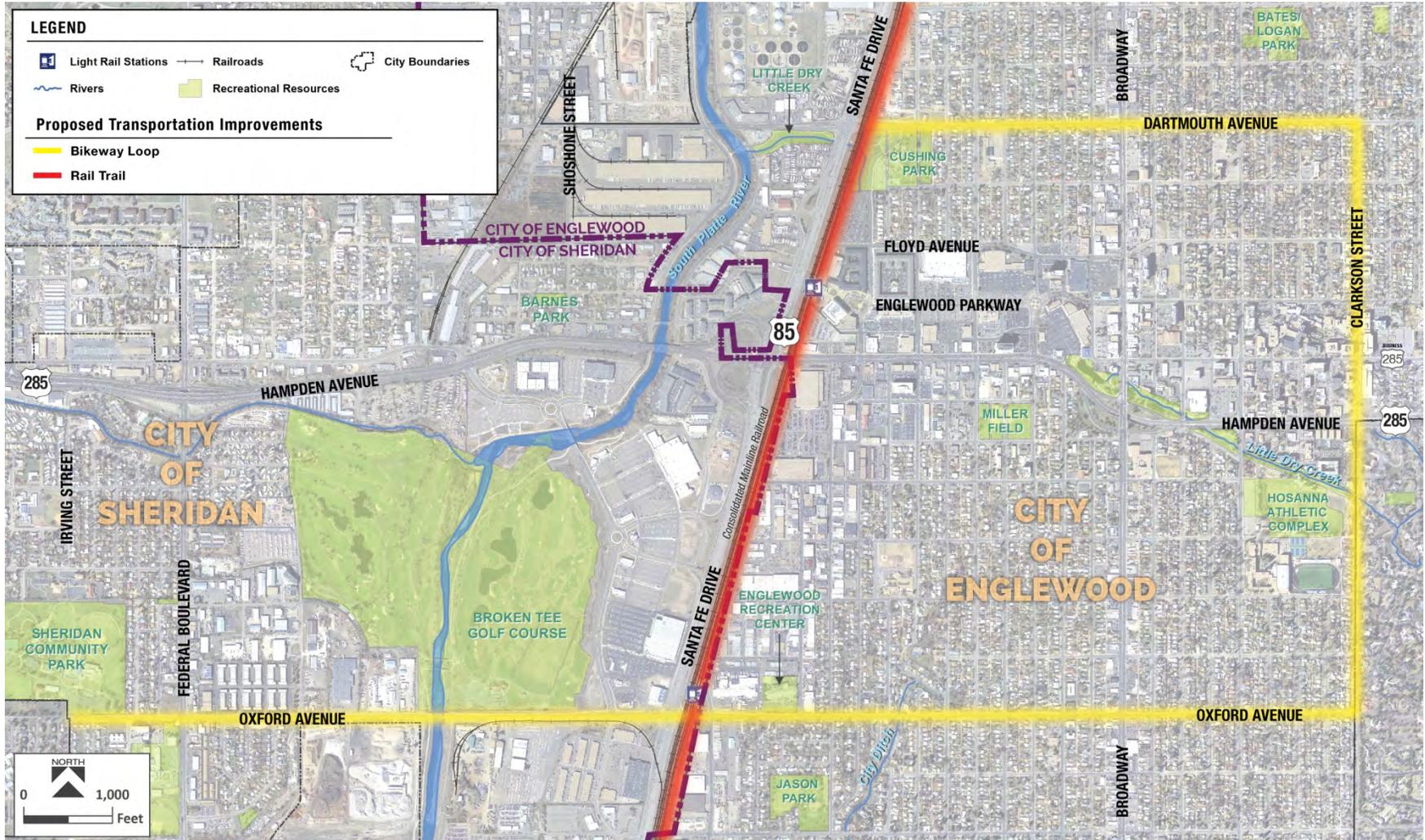


Figure 6-2. Package of Recommended Transportation Improvements –CityCenter Englewood Station Area

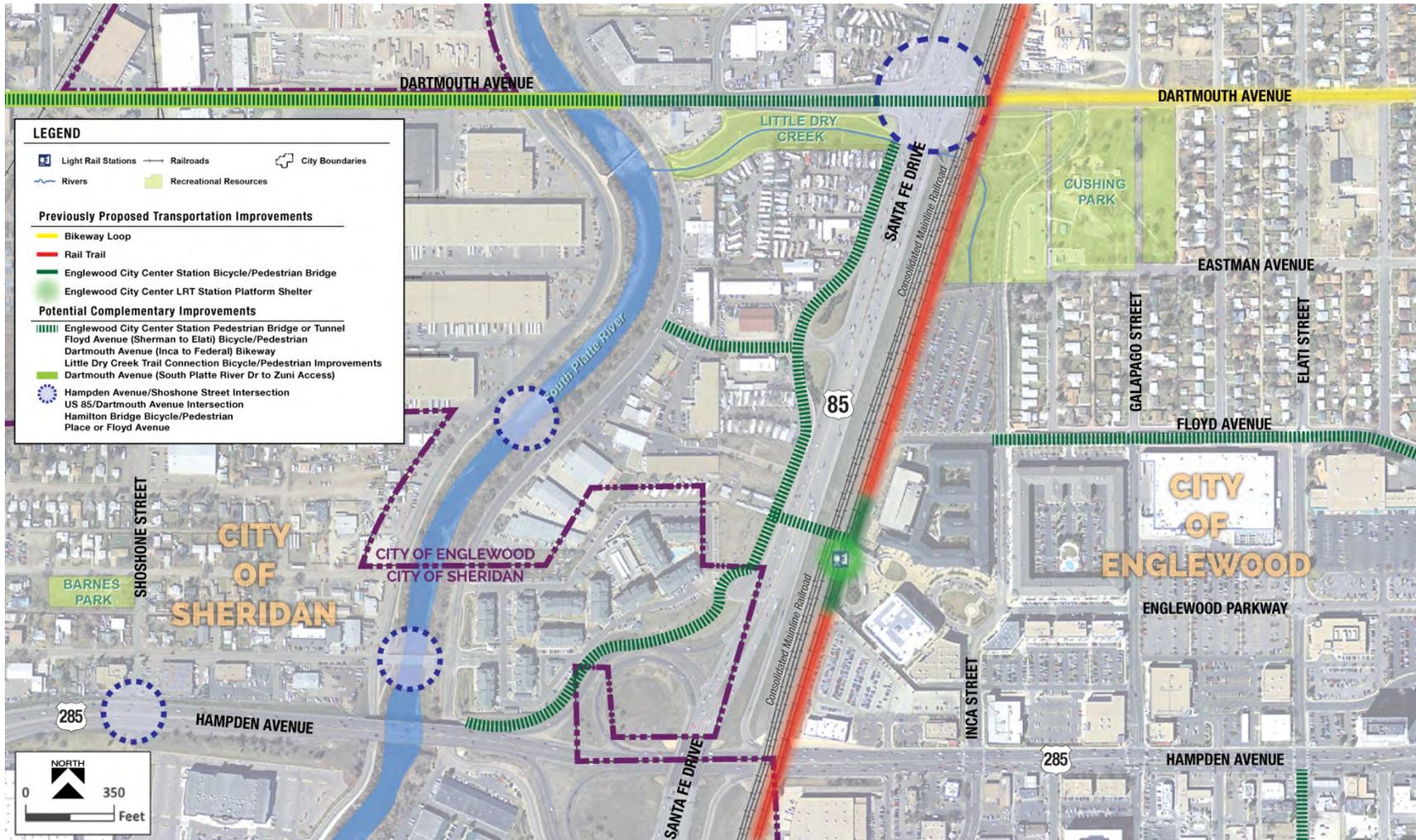
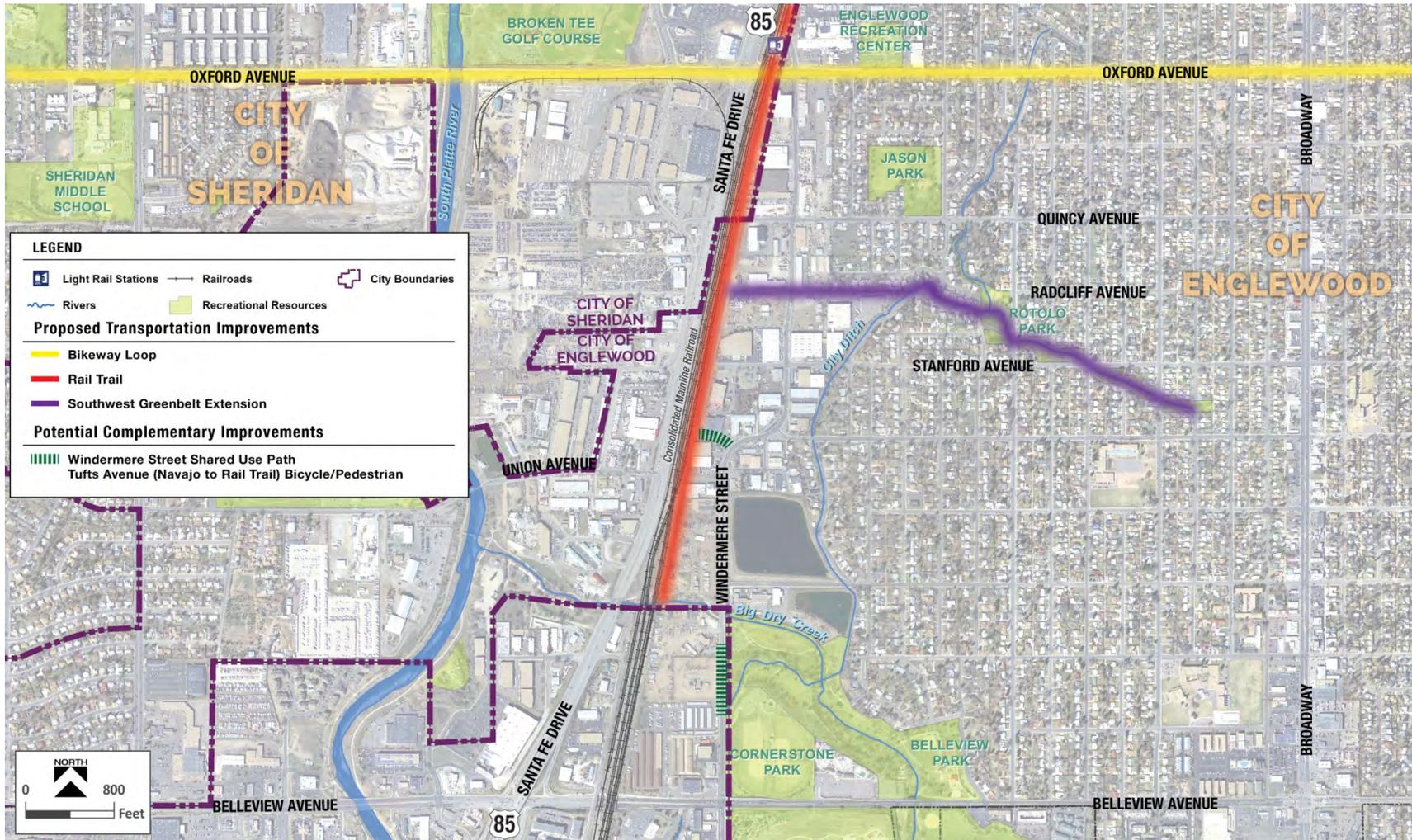


Figure 6-3. Package of Recommended Transportation Improvements – Sheridan – Oxford Station Area





## 6.2 Complementary Transportation Improvements

The following represent the Complementary Transportation Improvements.

### 6.2.1 Bicycle/Pedestrian Improvements

- ▶ Floyd Avenue Bike Lanes (CityCenter Englewood Station to Sherman Street)
  - Restriping to include 5-foot bike lanes in both directions, requiring the removal of the center turn lane from the CityCenter Englewood Station to Elati Street, and a road diet from four lanes to two lanes with a possible center turn lane from Elati Street to Sherman Street or a similar type of treatment.
- ▶ Dartmouth Avenue Bikeway (Platte River Trail to Federal Boulevard)
  - Extending the construction of a bi-directional, 6- to 8-foot-wide protected bikeway along Dartmouth Avenue from the Little Dry Creek Trail to Federal Boulevard.
- ▶ Windermere Shared Use Path Extension (Batting Cages at Cornerstone Park Entrance to Englewood Canine Corral Entrance)
  - Replacing the existing sidewalk with an extension of the existing 8-foot shared use path along the east side of Windermere Street (Bellevue Avenue to the Batting Cages at Cornerstone Park Entrance), north to the Englewood Canine Corral Entrance, providing connectivity to the Big Dry Creek Trail.
- ▶ Tufts Avenue Bicycle and Pedestrian Improvements (Navajo Street to Rail Trail)
  - Extending the sidewalk along the south side of Tufts Avenue to connect with the future Rail Trail where Tufts Avenue turns north into Windermere Street
  - Painting bike sharrows and installing "Share the Road" signs
  - Installing crosswalks where Tufts Avenue turns north into Windermere Street (including ADA ramps), where Windermere Street continues south from Tufts Avenue, and where Navajo Street continues north from Tufts Avenue
- ▶ Little Dry Creek Trail Connection Bicycle/Pedestrian Improvements (Along the frontage road west of US 85 to Little Dry Creek Trail, Mary Carter Greenway [South Platte Trail], and west across the South Platte River)
  - Extending the sidewalk along the frontage road west of US 85 to Little Dry Creek Trail

### 6.2.2 Intersection/Access Improvements

- ▶ US 85 / Dartmouth Avenue Intersection Improvements
  - Providing a fourth northbound and southbound through-lane along US 85 to the next largest intersections (US 85/Hampden Avenue and US 85/Evans Avenue).
- ▶ US 85 / Oxford Avenue Intersection Improvements
  - Providing a fourth northbound and southbound through-lane along US 85 to the next largest intersections (US 85/Hampden Avenue and US 85/Bellevue Avenue).



- ▶ Oxford Avenue / Windermere / Navajo Street Intersection Improvements
  - Improving bus circulation to the Sheridan – Oxford Station
- ▶ US 285 / Shoshone Street Right-In / Right-Out
  - Working with CDOT to construct a right-in / right-out to/from US 285 and Shoshone Street to provide easier vehicular access to areas west of US 85 and north of US 285
- ▶ Dartmouth Avenue Intersection Improvements (South Platte River Drive to Zuni Street)
  - Providing intersection and access control improvements along Dartmouth Avenue from the South Platte River Drive to Zuni Street as the street grid is reestablished (Dartmouth Avenue/Shoshone Street, Dartmouth Avenue/Quivas Street, etc.)

### 6.2.3 Other Improvements

- ▶ Sheridan - Oxford Station park-n-Ride / Shared Use Parking
  - Redeveloping a nearby parcel into a RTD park-n-Ride facility or working with a developer to construct a shared use parking structure as part of a mixed-use redevelopment where a portion of parking would be dedicated to RTD riders using the Sheridan - Oxford Station.
- ▶ Hamilton Place or Floyd Avenue Bridge Bicycle and Pedestrian Improvements
  - Widening the Hamilton Place Bridge to accommodate 8-foot sidewalks and 5-foot bike lanes on each side or providing a separate adjacent bicycle/pedestrian only bridge and/or providing a separate Floyd Avenue Bridge over the South Platte River.



## 7.0 Community Engagement

Community engagement for the Next Steps Study was conducted simultaneously with two other City of Englewood major planning studies that directly impact the future of transportation in and around the community:

- ▶ Englewood Comprehensive Plan Update
- ▶ Englewood Light Rail Corridor Next Steps Study
- ▶ Walk and Wheel Master Plan and Program

Although three separate consultant teams were contracted to work with City staff on each study, the overall process was branded as *Englewood Forward*. Conducting the studies simultaneously and in collaboration with each other reduced citizen public meeting fatigue, enabled the public to see firsthand the integration of the studies and how one fits or impacts the other, enabled consistency in recommendations among the studies, increased effectiveness of the study process, and resulted in more efficient and effective agency and stakeholder involvement. There were specific instances where public and agency involvement activities took place specific to the goals and objectives of one of the individual studies, but generally, community engagement and outreach was conducted simultaneously and seamlessly for all three studies.

### 7.1 Community Engagement Process

Open and transparent community engagement and public participation were key elements in the process of developing the Next Steps Study. The goal of community engagement and outreach was to increase public awareness of the study and its goals and objectives and to promote community participation in the study process. Public input was solicited throughout the entire study process. Public participation included open discussion through small group meetings, stakeholder interviews, neighborhood walk-about, an agency staff technical meeting, City Council briefings, written comments, surveys and well-publicized public meetings.

### 7.2 Plan Purpose

At the beginning of the study, a detailed Community Engagement Plan was developed to describe public and agency participation methods and objectives to identify where each activity fit into the schedule. The Integrated Studies Community Engagement and Outreach Plan guided all outreach activities for maximum effectiveness.

### 7.3 Communication Objectives

Objectives of community engagement were to:

- ▶ Increase public awareness of the study, promote public participation in the process, and collect public input/feedback.
- ▶ Provide direction for the study through focused, effective, and efficient input from stakeholder groups, as well as to efficiently obtain broader public views and opinions.

- ▶ Develop a variety of proactive, efficient, and cost-effective public outreach tools/tactics to inform, involve, and generate community buy-in leading to continued project support. The tools/tactics used publicized all public meetings at least two weeks in advance of each meeting.
- ▶ Encourage public participation in the study process to ensure input is gained from a broad range of community leaders, agencies, elected officials, citizens, and organizations that have an interest in the outcome of the study. Provide involvement opportunities for area citizens, neighborhoods, businesses and community leaders/organizations, including underserved populations based on income, ethnicity, age and/or disabilities.
- ▶ Ensure public meetings were easily accessible to the public to encourage broad participation. Preference was given to the use of the Englewood Civic Center as the primary meeting venue due to its accessibility to public transit routes, in accordance with ADA.
- ▶ Ensure residents were informed and had timely access to meeting proceedings and the decision-making process, which encouraged participation and feedback. Public meeting summaries and materials were posted to the project website within two weeks of each meeting.

Documentation and evaluation methods included a combination of the following:

- ▶ Meeting summaries (who attended/what was achieved)
- ▶ Meeting attendance/sign-in to document participation at every meeting
- ▶ Documentation of all public and stakeholder comments/input
- ▶ Response to public queries/questions
- ▶ Response rate of online survey questions
- ▶ Establishment of the project website as the most authoritative source of study information

### 7.3.1 Study Areas/Audiences

Each Study Team, City of Englewood and City of Sheridan staff, and others responsible for engaging the public throughout the study process used the Integrated Studies Community Engagement and Outreach Plan. The plan was used as a guide to implement public involvement activities and engage stakeholders in and around the study areas to provide valuable input and to help inform the decisions within each study.

## Englewood Light Rail Corridor Next Steps Study

### *Study Areas/Target Audiences*

- ▶ **Englewood Station – West Neighborhood:** The West Neighborhood is located between Dartmouth and Hampden Avenues on the north and south, and Santa Fe Drive and Zuni Street on the east and west, and includes the South Platte River. The area is currently developed with industrial uses and is not directly connected to the CityCenter Englewood Station.



- ▶ **CityCenter Englewood Neighborhood:** The Englewood Light Rail Corridor Plan envisioned the development of additional multi-unit residential developments immediately adjacent to the CityCenter Englewood Station over current RTD and City parking areas.
- ▶ **Oxford Station – South Neighborhood:** The Englewood Light Rail Corridor Plan envisioned the development of two parks located north and south of Oxford Avenue that would serve to attract higher quality multi-unit residential housing, including for-sale units.
- ▶ **Bates Station – North Neighborhood:** The Bates Station-North Neighborhood primarily consists of the Winslow Crane and General Ironworks properties. PUDs were recently approved for both properties that allow redevelopment for multi-unit residential use, without establishing site plans.

Community and stakeholder input/involvement was based on the following goals:

- ▶ Provide the most cost-effective means of providing next steps to deliver transportation improvements that enhance the CityCenter Englewood TOD
- ▶ Provide multimodal connections to the CityCenter Englewood and Sheridan - Oxford Stations
- ▶ Trigger substantial private investment in Englewood and Sheridan
- ▶ Increase transit ridership

#### *Agency Coordination*

FHU coordinated with the City of Englewood staff about specific coordination needed with the agencies to keep them informed about the progress of the studies.

- ▶ Agencies were included in the Agency Technical Workshop.
- ▶ City of Englewood staff provided the agencies monthly progress reports or briefings on the Next Steps Study.

#### *Project Management Team*

FHU Project Management Team and the cities of Englewood and Sheridan’s technical staff met as needed throughout the duration of the Next Steps Study timeframe to address project challenges and opportunities.



## 7.4 *Communication Tools/Tactics*

### *Brand/Logo/Templates*

A key strategy in assuring awareness of the three studies was to establish an overall project brand/logo for *Englewood Forward*, along with three compatible individual study logos and communication material templates. These were produced to give a similar look and feel between online and print materials across all projects and were used in creating all communication materials.



*Website*

All study-related information and materials, study purpose and scope, study timeline, public meeting schedule, public meeting presentations, meeting summaries, photos, displays and maps were posted to the project website and updated following each public meeting. Citizens also learned about other ways to get involved in the studies through the website and the calendar of meetings/activities and had an opportunity to provide feedback

through online surveys. Nearly 2,300 unique visitors have visited the Englewood Forward website.

*E-Newsletters*

E-newsletters were developed and distributed to 521 contacts in the database, including agencies, stakeholders, and members of the general public who requested information on the project. The e-newsletters included a project update summary paragraph, a synopsis of public involvement, links to additional information on the specific study project webpages, and dates of the next public event (if available). The e-newsletters were distributed at the start of the year-long process, before each public meeting event and after each public meeting with a summary from each study.



*Public Meetings*

Three public outreach meetings were held in which the three studies presented information and gathered public feedback through a variety of interactive tools and discussions. Videos were produced from the first two public meetings. The videos provided an overall introduction by City of Englewood Mayor Randy Penn, a project description from each project leader, and citizen interviews. The videos were placed on the Englewood Forward website to provide citizens an additional opportunity to obtain information presented during the public meetings.

Meeting dates and locations were as follows:

- ▶ November 12, 2014, 6 – 9 p.m., Englewood Civic Center
- ▶ February 11, 2015, 6 – 9 p.m., Englewood Civic Center
- ▶ June 18, 2015, 6 – 9 p.m., Englewood Civic Center outdoor concert
- ▶ June 20, 2015, 1 – 5 p.m., outdoor street festival
- ▶ September 26, 2015, 1 – 5 pm, outdoor street festival

*Publicity Tactics Used to Promote the Public Meetings*

The following communications tools were used to publicize each public meeting:

- ▶ Landing page of *Englewood Forward* website
- ▶ *Englewood Forward* website calendar

- ▶ City of Englewood website “eNotifier” subscribers
- ▶ City of Englewood, City of Sheridan, and others (Chamber of Commerce, school districts) posting to their websites and on City Bulletin Boards
- ▶ Social media/Facebook posts (City of Englewood and City of Sheridan)
- ▶ News releases developed by the consultant team and distributed to local news media by the City of Englewood and City of Sheridan
- ▶ Community calendars of local news media
- ▶ Englewood Citizen and Sheridan Citizen newsletters
- ▶ E-newsletter (distributed two weeks and two to three days before each public meeting) to a database of more than 500 and distributed to community business and civic organizations, which then redistributed them to their database of constituents
- ▶ Englewood Police Department “Next Door” online social network
- ▶ Flyers to public locations throughout the community and to businesses, real estate offices, schools, apartment complexes, and local homeowner associations
- ▶ Postcards to property owners along key corridors (Dartmouth, Clarkson, Oxford, Navajo, Windermere, Inca, Englewood Parkway and Southwest Greenbelt) before the second public meeting. Property owners were made aware of the study process, public meetings, and website address.
- ▶ Project Biz Cards: 1,000 business cards were printed and handed out during the Holiday Bazaar. The study team was provided 250 business cards to distribute as needed.
- ▶ Electronic billboards that promoted the public meetings within two days of each meeting.

**As a property owner, business, or resident along a key corridor (Dartmouth, Clarkson, Oxford, Navajo, Windermere, Inca, Englewood Parkway, Southwest Greenbelt) identified for future improved mobility connections to local light rail stations, the City of Englewood extends this direct invitation to participate in “Englewood Forward,” a series of related planning projects directly impacting the future of Englewood and Sheridan, including your neighborhood.**

Englewood Comprehensive Plan Update: Update to the 2003 Comprehensive Plan, builds on the vision for Englewood’s future, addressing land use, housing, parks and open space, business and employment, transportation, environmental quality, and cultural arts, incorporate sustainability for active daily living and healthy living principles.  
Englewood Light Rail Corridor Next Steps Study: Follow up to the Englewood Light Rail Corridor Station Area Master Plan adopted in 2013, the study will investigate design alternatives to improve connections to the nearby light rail stations and between the Cities of Sheridan and Englewood in order to foster transit-oriented development near the stations and to better connect existing residential neighborhoods to the stations.  
Walk & Wheel Master Bicycle and Pedestrian Plan: Builds on the 2012 community-wide bicycle route signage program, identifies Englewood’s top priority projects for upgrades to the community bicycle/pedestrian networks.

**ENGLEWOOD FORWARD**

“Englewood Forward” Public Meeting  
Wednesday, February 11, 2015, 6 – 8 p.m.  
Englewood Civic Center, Community Room  
2<sup>nd</sup> Floor, 1000 Englewood Parkway  
Englewood, Colorado

For more information or to sign-up for e-newsletter updates and meeting reminders, visit [www.EnglewoodForward.org](http://www.EnglewoodForward.org).

### November 12, 2014 Meeting Information

As the first opportunity for public engagement in the planning process, the purpose of the November 12 kickoff public meeting was to:

- ▶ Explain the consolidated planning process and project goals for each plan/study
- ▶ Identify issues and priorities of the Next Steps Study
- ▶ Articulate elements of an updated community vision to revitalize, redevelop, and reinvent
- ▶ Gather thoughts, ideas, and desires from the community regarding opportunities and issues related to the Next Steps Study

City of Englewood Mayor Randy Penn began the meeting with a welcome and presentation, followed by short presentations by each study consultant team project manager. Following the formal presentation, citizens visited stations for each study, provided input, and discussed with the consultant teams. More than 50 local citizens attended the public meeting.





Other participants included:

- ▶ Councilman Rick Gillitt, City of Englewood
- ▶ City Manager Eric Keck, City of Englewood
- ▶ City of Sheridan Planning Commission members
- ▶ Additional City of Englewood staff



*February 11, 2015 Meeting Information*

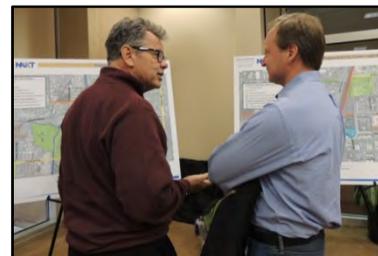
The second public meeting also involved an introduction by City of Englewood Mayor Randy Penn and separate stations for each study. The study team presented results of its data collection and conditions assessment work including:

- ▶ Existing and projected daily traffic volumes and truck data
- ▶ Existing peak hour intersection turning movement counts and levels of service at all intersections within the corridor study area
- ▶ Existing transit routes
- ▶ Potential bicycle and pedestrian conflict areas
- ▶ Analysis of several proposed transportation improvements

*Overall Feedback (Comments and Questions) From the Public Meetings*

Citizens of various groups from the cities of Englewood and Sheridan provided input and feedback throughout the public meetings. Common themes heard from the public included:

- ▶ Parking
- ▶ Floyd Street Extension – costs/benefits/options
- ▶ Serving senior citizens
- ▶ Infrastructure for pedestrians along Hampden Avenue for better access to LRT station
- ▶ Auto snow melt area
- ▶ Cover for RTD ticket machines
- ▶ Covered waiting area
- ▶ Redevelopment of properties at both the CityCenter Englewood Station and the Sheridan - Oxford Station
- ▶ Bikeways
- ▶ Additional LRT stops
- ▶ Land use
- ▶ Increased connectivity for walking and biking





### *Contact Database (Stakeholder/Public)*

A contact database was developed and expanded throughout the study to include all stakeholder and groups/individuals interested in or potentially impacted by the study. Email addresses were collected from interested parties and residents via the website and during the public meetings. In addition to citizens, the contact database also includes community organizations, boards and commissions, government agencies, developers, local businesses, etc. A link was posted on the website and on other communication materials for interested parties to sign up for e-newsletter notifications throughout the project. There are currently 521 contacts in the Englewood Forward database.

### *Media/News Releases*

At the beginning of the study and before every large public gathering, press releases were written and provided to the cities of Englewood and Sheridan for distribution to print and electronic news media. These press releases were provided at key project milestones and to announce public meeting events. News media outlets included Englewood Weeklies (*Englewood Herald* and *The Villager*), the *Denver Post*, and Denver Post YourHub.com (Arapahoe County).

### *Neighborhood Outreach/Business Walk-Abouts*

Each neighborhood in the study areas is different in nature and in demographics. Thus, neighborhood concerns and desires had the potential to be different from other stakeholders. Walk-about were conducted in which the Next Steps Study consultant team visited more than 100 business owners/managers in the study area, obtained contact information, provided project-related information and solicited their input, concerns, and suggestions.

### *Land/Property Owner Outreach*

The City of Englewood provided the contact list of 600 property owners from the previous station area planning study. Outreach focused on property owners who own key parcels that may represent redevelopment opportunities in the vicinity of key focus areas (such as around the Sheridan - Oxford Station, to the west side of Santa Fe across from the Englewood station, and property owners south and east of Hampden and Santa Fe). A postcard mailing was sent to these property owners before the second public meeting. In addition to the mailing, the consultant team visited a number of key property owners.

### *Developer Roundtable (February 20, 2015)*

A roundtable forum of real estate developers from around the metro area, as well as developers familiar with the Englewood market, was convened to discuss the findings of the market study for the four study areas in Englewood. Input was gathered on how to potentially move forward with implementation of development concepts for each study area.



*Agency Technical Workshop – Light Rail Corridor Next Steps Study (January 22, 2015)*

The study team hosted an initial kickoff to the Light Rail Corridor Next Steps Study on January 22, 2015, involving agency staff, elected officials, key community groups, and stakeholders with an interest in learning details and participating in the study. More than 25 people joined in the workshop.

Invited agencies included:

- ▶ City of Englewood staff
- ▶ City of Sheridan staff
- ▶ Arapahoe County staff
- ▶ Elected officials from the cities of Englewood and Sheridan and Arapahoe County
- ▶ DRCOG staff
- ▶ RTD staff
- ▶ City of Englewood Transportation Advisory Committee
- ▶ City of Englewood Urban Renewal Authority
- ▶ CDOT staff
- ▶ FHWA staff
- ▶ Railroad representatives



Workshop discussions focused on:

- ▶ Goals for the Next Steps Study
- ▶ Project overview
  - Previous planning efforts
  - Study area
  - Project goals
  - Schedule / key decision points
  - Critical project elements
  - Community engagement
- ▶ Data collection efforts
  - Real estate feasibility
  - Transportation system
  - Environmental overview
- ▶ Alternatives development, evaluation, and design
  - Screening process
  - Preliminary screening results
  - Feedback
  - Conceptual design
- ▶ Action Plan





*Englewood and Sheridan City Council Briefings (February 25, 2015 [Joint]; June 1, 2015; June 22, 2015; July 6, 2015; July 13, 2015)*

The study team updated the City Councils on the project findings based on data collection, public input, transportation improvements analysis, and the real estate development feasibility analysis.

*RTD Coordination (February 9, 2015; April 30, 2015)*

The study team coordinated with RTD regarding potential locations of the Sheridan – Oxford Station park-n-Ride/Shared Parking facility, the Englewood Parkway Extension, as well as provided conceptual design for the Rail Trail and the CityCenter Englewood Station Weather Shelter for review. Comments received from RTD are included in **Appendix E** and were addressed as appropriate on the conceptual plans (**Appendix D**).

*Public Involvement Outcomes*

The community engagement process for the Next Steps Study has been systematic and inclusive and has informed and provided guidance to the alternatives analysis and recommendations. Public outreach consisted of stakeholder interviews, an agency technical workshop (26 attendees), neighborhood walk-about (more than 100 personal contacts), and public meetings (combined attendance over 150 citizens after two public meetings). Study information and meeting notification took place through flyer distribution (400 flyers), community calendars (local media, chambers of commerce, and school districts), press releases to the local media, direct mailings (600 property owners), e-newsletter (521 contacts), digital signage and e-mails. A project website provided those who were not able to attend meetings direct access via the internet to all project materials and presentations throughout the extent of the planning effort. Information and feedback gathered through these public meetings, stakeholder interviews, property and developer interviews has helped shape the alternatives and will inform the final recommendations.



## 8.0 Action Plan

Experience has shown that an articulate and thoughtful action plan will help increase the probability of funding success in the current economic environment. Good information, collaboration, broad support, and readiness to proceed to construction are all keys to successful project prioritization.

The primary intent of this action plan is to identify and prioritize projects so that the leadership of the City of Englewood and the City of Sheridan can have a basis for consideration and ultimate selection and funding of projects. To simplify the prioritization process, the approach was more qualitative than quantitative, although there is rich information available through this Next Steps Study to assist with a qualitative evaluation. It is designed to provide decision-makers with key information required to effectively understand potential projects, their benefits, and their readiness to encumber transportation funds. A key objective of this Action Plan is to pursue opportunities in advance of project requests, identify a variety of potential funding sources, and take advantage of unanticipated funding that might become available.

### 8.1 *Identification and Evaluation of Projects*

The study team identified projects for consideration in the action plan using input from the cities of Englewood and Sheridan, public feedback, and the transportation improvements analysis (Chapter 5.0). The package of Recommended Transportation Improvements summarizes the projects identified.

The study team developed evaluation criteria to qualitatively rate the projects' characteristics that cumulatively identify project benefits for the traveling public and the cities of Englewood and Sheridan. The study team identified five evaluation criteria:

- ▶ Project readiness
- ▶ Safety benefits
- ▶ Multimodal benefits
- ▶ Community benefits
- ▶ Estimated cost

**Project readiness** evaluates how quickly a project could go to construction. This considers the approximate length of time for preliminary and final engineering design, if property is required for right-of-way acquisition, and if environmental clearances can readily be obtained (if required by funding). Evaluation thresholds are as follows:

- ▶ **Low:** Advertisement (for bidding) would likely require more than 18 months
- ▶ **Medium:** Can likely be advertised (for bidding) between 6 and 18 months
- ▶ **High:** Can likely be advertised (for bidding) in less than 6 months

**Safety benefits** evaluate the need for safety improvements and the potential for improving conditions. Hot spots for crashes and potential vehicle, bicycle, and pedestrian conflict points are



considered when evaluating the need for safety improvements. Evaluation thresholds are as follows:

- ▶ **Low:** Little anticipated benefit
- ▶ **Medium:** Moderate anticipated benefit
- ▶ **High:** Significant anticipated benefit

**Multimodal benefits** evaluate if a project is likely to improve access to and use of transit, bicycle, and pedestrian modes, as well as vehicular movement. Improvements to bicycle, pedestrian, and transit facilities are considered when evaluating multimodal benefits. Evaluation thresholds are as follows:

- ▶ **Low:** No anticipated enhancements to bicycle, pedestrian, or transit facilities or access to those facilities
- ▶ **Medium:** Anticipated enhancements to a single modal facility, bicycle, pedestrian, or transit facilities or access to those facilities
- ▶ **High:** Anticipated enhancements to a combination of bicycle, pedestrian, or transit facilities or access to those facilities

**Community benefits** evaluate if the project enhances or furthers the realization of the goals and plans of the cities of Englewood and Sheridan, including those for economic development. The study team considered specific input provided during public meetings, project management team meetings, public official meetings, the developer forum, and specific stakeholder input and information from relevant comprehensive and transportation planning documents. Evaluation thresholds are as follows:

- ▶ **Low:** No stakeholders identified the project as a priority and the project is not supported by the relevant planning documents
- ▶ **Medium:** Stakeholders identified the project as a priority or the project is supported by relevant planning documents, but not both
- ▶ **High:** Stakeholders identified the project as a priority and the project is supported by relevant planning documents

**Estimated cost** evaluates the opinion of probable cost for preliminary and final engineering design and construction, including acquisition of property for right-of-way if necessary, for each project. Evaluation thresholds are as follows:

- ▶ **Low:** Greater than \$10 million
- ▶ **Medium:** \$500,000 to \$10 million
- ▶ **High:** Less than \$500,000

The study team rated all of the projects as low, medium, or high based on the identified criteria, as summarized in **Table 8-1**. These ratings are based on the information developed through this study. Once the cities of Englewood and Sheridan advance specific projects, these criteria could be updated accordingly.

Table 8-1. Composite Rating of Projects

Transportation Improvement	Evaluation Criteria					
	Project Readiness	Safety Benefits	Multimodal Benefits	Community Benefits	Estimated Cost	Prioritization
Rail Trail (Big Dry Creek Trail Connection to Sheridan - Oxford Station)	Medium	High	High	High	Medium	Short-term
Rail Trail (Oxford Station to Little Dry Creek Trail)	Low	High	High	Medium	Medium	Long-term
Rail Trail (Little Dry Creek Trail to Bates Avenue)	Medium	High	Medium	High	Medium	Mid-term
Dartmouth Avenue Separated Bikeway (Inca Street to Clarkson Street)	High	Medium	Medium	Medium	High	Short-term
Clarkson Street (Dartmouth Avenue to Oxford Avenue) and Oxford Avenue (Clarkson Street to Broadway) Bicycle Boulevard	High	Medium	Medium	Medium	High	Short-term
Oxford Avenue (Broadway to Navajo Street) Separated Bikeway	Medium	Medium	Medium	Medium	Low	Long-term
Oxford Avenue (Navajo to Irving Street) Separated Bikeway	Medium	Medium	Medium	Medium	Medium	Mid-term
Oxford Avenue (Irving Street to Lowell Boulevard) Bicycle Boulevard	High	Medium	Medium	Medium	High	Short-term
Southwest Greenbelt Trail Improvements and Extension	Medium	Medium	Medium	Medium	Medium	Mid-term <sup>1</sup>
CityCenter Englewood Station Bicycle/Pedestrian Bridge	Medium	High	High	High	Medium	Mid-term <sup>2, 5</sup>
CityCenter Englewood Station Platform Shelter	High	Low	Low	Medium	High	Mid-term
<b>Complementary Transportation Improvements</b>						
Floyd Avenue Bike Lanes (CityCenter Englewood Station to Sherman Street)	High	Medium	Medium	Medium	High	Short-term
Dartmouth Avenue (South Platte River Drive to Federal Boulevard) Separated Bikeway	Medium	Medium	Medium	Low	Medium	Mid-term
Windermere On-Street Shared Use Path Extension (Batting Cages at Cornerstone Park Entrance to Englewood Canine Corral Entrance)	High	High	Medium	Low	High	Mid-term <sup>1</sup>
Tufts Avenue Bicycle/Pedestrian Improvements (Navajo Street to Rail Trail)	High	High	Medium	Low	High	Mid-term <sup>1</sup>

Transportation Improvement	Evaluation Criteria					
	Project Readiness	Safety Benefits	Multimodal Benefits	Community Benefits	Estimated Cost	Prioritization
Little Dry Creek Trail Connection Bicycle/Pedestrian Improvements (Along the frontage road west of US 85 to Little Dry Creek Trail, Mary Carter Greenway [South Platte Trail], and west across the South Platte River)	Medium	Medium	Medium	Low	Medium	Long-term <sup>2</sup>
US 85/Dartmouth Avenue Intersection Improvements	Low	High	Medium	Low	Low	Long-term <sup>3</sup>
US 85/Oxford Avenue Intersection Improvements	Low	High	Medium	Low	Low	Long-term <sup>3</sup>
Oxford Avenue/Navajo Street Intersection Improvements	Low	High	High	Low	Medium	Mid-term <sup>4</sup>
US 285 (Hampden Avenue)/Shoshone Street Right-in/Right-out Intersection	Medium	Low	Low	High	Medium	Mid-term <sup>5</sup>
Dartmouth Avenue Intersection Improvements (South Platte River Drive to Zuni Street)	Low	Low	Low	High	Medium	Long-term
Sheridan – Oxford Station park-n-Ride or Shared Use Parking	Medium	Low	Medium	Low	Medium	Long-term <sup>6</sup>
Hamilton Place Bridge Bicycle/Pedestrian Improvements or separate adjacent bicycle/pedestrian only bridge and/or Floyd Avenue Bridge over the South Platte River	Medium	High	Medium	Medium	High	Mid-term <sup>7</sup>

Notes:

- Prioritization is funding dependent.
- (1) Requires construction of Rail Trail to provide connectivity to either the CityCenter Englewood Station or the Sheridan – Oxford Station
- (2) Could be implemented sooner if parcels west of US 85 redevelop and install adequate bicycle/pedestrian facilities along frontage road
- (3) Should be pursued by CDOT in relation to the US 85 corridor
- (4) Would require modification of RTD buses accessing the Sheridan – Oxford Station, as well as redevelopment of adjacent parcels to warrant further analysis
- (5) Would provide additional access to the parcels west of US 85
- (6) May be implemented sooner as parcels in the vicinity of the Sheridan – Oxford Station redevelop
- (7) Requires construction of the CityCenter Englewood Station bicycle/pedestrian bridge to optimize connectivity to the station



Based on the ratings (**Table 8-1**), projects were prioritized into three categories: short-term (within 5 years), mid-term (5 to 10 years), and long-term (greater than 10 years). Projects, such as the Tufts Avenue Bicycle/Pedestrian Improvements, that require completion of another project (such as the Rail Trail) were categorized as mid-term projects. Projects, such as the Little Dry Creek Trail Connection Bicycle/Pedestrian Improvements, that would require acquisition of property for right-of-way or redevelopment of parcels, were categorized as long-term projects. It is important to note that all prioritization is funding dependent.

## 8.2 Potential Funding Sources

There are many options worth exploring for suitability for funding the package of Recommended Transportation Improvements. These strategies require coordination and participation among the departments of the cities of Englewood and Sheridan, as well as RTD, DRCOG, and CDOT, among others. A concerted team effort will most likely result in successfully securing funds for the improvements as well as the need for matching local funds. The presence of a champion to guide this effort is important.

The potential funding sources outlined in **Table 8-2** are proposed for consideration, in addition to funding opportunities through CDOT and DRCOG. It is likely that a mix of the strategies will form a final funding package for Recommended Transportation Improvements. **Table 8-3** matches potential funding sources with the package of Recommended Transportation Improvements.

**Table 8-2. Summary of Potential Funding Sources**

Funding Source	Description
US DOT Transportation Investment Generating Economic Recovery (TIGER) grant	The TIGER discretionary grant funds capital investments in surface transportation infrastructure.
US Department of Interior National Park Service Land and Water Conservation Fund (LWCF)	The LWCF Program provides matching grants to states and to local governments for the acquisition and development of public outdoor recreation areas and facilities.
State Infrastructure Bank (SIB)	The SIB is in effect a bank funded by the state. It provides loans for infrastructure projects at a low rate of interest. For planned improvements, the SIB could provide the up-front capital to form a local match against CDOT or FHWA dollars. The cities could then pay back the SIB by dedicating a small amount of its revenues over a period of several years.
Federal Highway Administration Transportation Alternatives Program (TAP)	This program for non-motorized forms of transportation activities includes facilities for pedestrians and bicyclists, safety and educational activities for pedestrians and bicyclists; and conversion of abandoned railroad corridors to trails. Administered through the DRCOG Transportation Improvement Program (TIP).



Funding Source	Description
Federal Highway Administration Recreational Trails Program – funds drawn from larger TAP	This program focuses on the maintenance and restoration of existing trails; development or rehabilitation of trailside and trailhead facilities and linkages; acquisition of necessary easements; associated administrative costs; and new trails and educational programs. Administered through the DRCOG TIP.
Colorado State Recreational Trails Grant Program (Colorado Parks and Wildlife)	This program administers funds for trail layout, design, engineering, feasibility studies, inventory, use studies, analysis of existing and proposed trails, master plans, or prepares plans to build a volunteer organization or increase capacity, and trail training.
CDOT Bridge Pool Funding	This funding pool provides for the construction, repair, and replacement of off-system bridge projects based on performance measures, as well as public safety, engineering judgment, project readiness, and funding limits. Administered through the DRCOG TIP.
CDOT Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Safety Improvements	This funding pool provides for the construction, reconstruction, or maintenance of projects that are needed to enhance the safety of a state highway, county road, or city street. Administered through the DRCOG TIP.
CDOT FASTER Colorado Bridge Enterprise	This program finances the repair, reconstruction, and replacement of bridges designated as structurally deficient or functionally obsolete and rated "Poor." Administered through the DRCOG TIP.
CDOT FASTER Transit Grants	FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year). The \$5 million in local transit grants is awarded competitively by CDOT regional offices. Local recipients are required to provide a minimum 20% local match. Types of projects that have been awarded include those that improve transit access (bicycle/pedestrian access, park-n-Ride facilities, bus shelters, etc.). Administered through the DRCOG TIP.
CDOT Responsible Acceleration of Maintenance and Partnerships (RAMP)	Program funding will be revisited annually by the Transportation Commission. To be eligible, a project must be constructed within 5 years, be consistent with the Long Range Statewide Transportation Plan and CDOT Policies, incorporate on-system improvements or be integrated with the state highway system, and provide project-specific sufficient information on additional eligibility and evaluation criteria. Administered through the DRCOG TIP.
CDOT Federal Discretionary Funds	Program funding is through the DRCOG TIP for projects using federal discretionary funds.
DRCOG Congestion Mitigation and Air Quality (CMAQ) grants	These grants are provided for projects that reduce congestion and improve air quality for the people of Colorado, including bicycle/pedestrian improvements. Administered through the DRCOG TIP.



Funding Source	Description
<p>CDOT and DRCOG CMAQ Travel Demand Management (TDM) Pool</p>	<p>These grants facilitate mobility options for residents of the Denver region while reducing single-occupant vehicle (SOV) travel by eliminating or shortening trips, changing the mode of travel, or changing the time of day a trip is made. It includes actions that increase transportation system efficiency through the promotion and facilitation of transportation options such as, but not limited to, carpooling, carsharing, vanpooling, transit, bicycling, bike sharing and walking. Administered through the DRCOG TIP.</p>
<p>US Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grants</p>	<p>This grant program supports locally led collaborative efforts that bring together diverse interests from the many municipalities in a region to determine how best to target housing, economic and workforce development, and infrastructure investments to create more jobs and regional economic activity.</p>
<p>FTA Urbanized Area Formula Grants- 5307 Funds (Urbanized areas of more than 200,000 people)</p>	<p>This program provides grants to urbanized areas for bicycle routes that connect to transit. Administered through the DRCOG TIP.</p>
<p>Federal Transit Administration Enhanced Mobility of Seniors and Individuals with Disabilities – 5310 Funds</p>	<p>This program provides grants for bicycle improvements that provide access to an eligible public transportation facility and meet the needs of the elderly and individuals with disabilities. Administered through the DRCOG TIP.</p>
<p>Arapahoe County Open Space Grants</p>	<p>This program funds projects in Arapahoe County that provide trail connections and provide for park development.</p>
<p>Great Outdoors Colorado Grants</p>	<p>Local government grants typically fund community parks, trails, and recreation facilities like skate parks, bike parks, ice rinks, pools, and other amenities that help communities gain easy access to the outdoors.</p>



Funding Source	Description
Foundation and Company Grants	<ul style="list-style-type: none"> <li data-bbox="594 436 1442 667"> <p>▪ <b>People for Bikes Foundation Community Grants</b> This grant program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.</p> </li> <li data-bbox="594 667 1442 930"> <p>▪ <b>Gates Family Foundation Capital Grants</b> The Urban Land Conservancy (ULC), Enterprise Community Partners, the City and County of Denver, and several other investors have partnered to establish the first affordable housing TOD acquisition fund in the country. The purpose of the Denver TOD Fund is to support the creation and preservation of over 1,000 affordable housing units through strategic property acquisition in current and future transit corridors.</p> </li> <li data-bbox="594 930 1442 1108"> <p>▪ <b>Mile High Connects</b> This program supports projects that establish and improve safe connections (connected and intact sidewalks, bike routes, pedestrian bridges, ADA-accessible amenities, addressing safety concerns, etc.) to and from transit stops and destinations.</p> </li> </ul>
Railway-Highway Crossing Hazard Elimination	The program provides funding for safety improvements at both public and private highway-rail grade crossings along federally designated high-speed rail corridors. Federal Railroad Administration (FRA) and FHWA jointly administer the program.
City of Englewood and City of Sheridan Bonding	The cities of Englewood and Sheridan can issue bonds to raise local revenue for transportation improvements.

Table 8-3. Summary of Potential Funding Sources for Recommended Transportation Improvements

Funding Source	Package of Recommended Transportation Improvements																				
	Rail Trail	Dartmouth Avenue Bikeway (Inca Street to Clarkson Street)	Clarkson Street and Oxford Avenue	Oxford Avenue Bikeway (Broadway to Navajo Street)	Oxford Avenue Bikeway (Navajo Street to Irving Street)	Oxford Avenue Bicycle Boulevard	Southwest Greenbelt Trail	CityCenter Englewood Station Bicycle/Pedestrian Bridge	CityCenter Englewood Station Platform Shelter	Floyd Avenue Bike Lanes	Dartmouth Avenue Bikeway (South Platte River Drive to Federal Boulevard)	Windermere	Tufts Avenue	Little Dry Creek Trail	US 85/Dartmouth Avenue	US 85/Oxford Avenue	Oxford Avenue/Navajo Street	US 285 Shoshone Street	Dartmouth Avenue Intersection Improvements	Sheridan – Oxford LRT Station	Hamilton Place Bridge and/or Floyd Avenue Bridge
US DOT TIGER Grant	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
US Department of Interior National Park Service LWCF							✓														
SIB	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
FHWA TAP	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓								✓
FHWA Recreational Trails Program	✓						✓														
Colorado State Recreational Trails Grant Program	✓						✓														
CDOT Bridge Pool Funding	✓							✓													✓

Package of Recommended Transportation Improvements

Funding Source	Rail Trail	Dartmouth Avenue Bikeway (Inca Street to Clarkson Street)	Clarkson Street and Oxford Avenue	Oxford Avenue Bikeway (Broadway to Navajo Street)	Oxford Avenue Bikeway (Navajo Street to Irving Street)	Oxford Avenue Bicycle Boulevard	Southwest Greenbelt Trail	CityCenter Englewood Station Bicycle/Pedestrian Bridge	CityCenter Englewood Station Platform Shelter	Floyd Avenue Bike Lanes	Dartmouth Avenue Bikeway (South Platte River Drive to Federal Boulevard)	Windsormere	Tufts Avenue	Little Dry Creek Trail	US 85/Dartmouth Avenue	US 85/Oxford Avenue	Oxford Avenue/Navajo Street	US 285 Shoshone Street	Dartmouth Avenue Intersection Improvements	Sheridan – Oxford LRT Station	Hamilton Place Bridge and/or Floyd Avenue Bridge
CDOT FASTER Safety Improvements								✓							✓	✓	✓		✓		
CDOT FASTER Colorado Bridge Enterprise																					✓
CDOT FASTER Transit Grants	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓							✓
CDOT RAMP	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
CDOT Federal Discretionary Funds	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓
DRCOG CMAQ grants	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
CDOT and DRCOG CMAQ TDM Pool	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓

Package of Recommended Transportation Improvements

Funding Source	Rail Trail	Dartmouth Avenue Bikeway (Inca Street to Clarkson Street)	Clarkson Street and Oxford Avenue	Oxford Avenue Bikeway (Broadway to Navajo Street)	Oxford Avenue Bikeway (Navajo Street to Irving Street)	Oxford Avenue Bicycle Boulevard	Southwest Greenbelt Trail	CityCenter Englewood Station Bicycle/Pedestrian Bridge	CityCenter Englewood Station Platform Shelter	Floyd Avenue Bike Lanes	Dartmouth Avenue Bikeway (South Platte River Drive to Federal Boulevard)	Windsormere	Tufts Avenue	Little Dry Creek Trail	US 85/Dartmouth Avenue	US 85/Oxford Avenue	Oxford Avenue/Navajo Street	US 285 Shoshone Street	Dartmouth Avenue Intersection Improvements	Sheridan – Oxford LRT Station	Hamilton Place Bridge and/or Floyd Avenue Bridge
HUD Sustainable Communities Regional Planning Grants	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
FTA Urbanized Area Formula Grants- 5307 Funds	✓	✓	✓	✓	✓	✓		✓		✓	✓									✓	
FTA Enhanced Mobility of Seniors and Individuals with Disabilities – 5310 Funds	✓	✓	✓	✓	✓	✓		✓		✓	✓									✓	
Arapahoe County Open Space Grants	✓						✓														
Great Outdoors Colorado Grants	✓						✓														

Package of Recommended Transportation Improvements

Funding Source	Rail Trail	Dartmouth Avenue Bikeway (Inca Street to Clarkson Street)	Clarkson Street and Oxford Avenue	Oxford Avenue Bikeway (Broadway to Navajo Street)	Oxford Avenue Bikeway (Navajo Street to Irving Street)	Oxford Avenue Bicycle Boulevard	Southwest Greenbelt Trail	CityCenter Englewood Station Bicycle/Pedestrian Bridge	CityCenter Englewood Station Platform Shelter	Floyd Avenue Bike Lanes	Dartmouth Avenue Bikeway (South Platte River Drive to Federal Boulevard)	Windsor	Tufts Avenue	Little Dry Creek Trail	US 85/Dartmouth Avenue	US 85/Oxford Avenue	Oxford Avenue/Navajo Street	US 285 Shoshone Street	Dartmouth Avenue Intersection Improvements	Sheridan – Oxford LRT Station	Hamilton Place Bridge and/or Floyd Avenue Bridge
People for Bikes Foundation Community Grants	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓							✓
Gates Family Foundation Capital Grants	✓							✓													
Mile High Connects	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓							✓
Railway-Highway Crossing Hazard Elimination								✓													
City of Englewood and City of Sheridan Bonding	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



### 8.3 DRCOG RTP and TIP

The *Metro Vision Plan* serves as a comprehensive guide for future development of the Denver metropolitan region with respect to growth and development, transportation, and the environment. One component of the *Metro Vision Plan* is the Regional Transportation Plan. The RTP presents the vision for a multimodal transportation system that is needed to respond to future growth and to influence how the growth occurs. The fiscally-constrained RTP defines the specific transportation elements that can be provided by the planning year based on reasonably expected revenues. The DRCOG RTP is amended on a six-month cycle.

The Transportation Improvement Program is a short-term capital improvement program that is consistent with the long-range RTP. The TIP is updated every four years and includes a six-year planning horizon. All projects to be granted federal funds through the TIP must implement the improvements and/or policies in the *Metro Vision RTP* and abide by federal and state laws.

### 8.4 General NEPA Requirements

This study provides a framework for the long-term implementation of the transportation improvements as funding becomes available. Although NEPA will not apply to all projects and will depend on funding sources and interaction with CDOT facilities, this Next Steps Study is to be used as a resource for future NEPA documentation. **Chapter 5.0** of this study has identified issues that will require additional evaluation in any future NEPA documentation.

Funding for the package of Recommended Transportation Improvements has not been identified at this time. However, the identification of a package of Recommended Transportation Improvements is consistent with FHWA's objective of analyzing and selecting transportation solutions on a broad enough scale to provide meaningful analysis and avoid segmentation. Fiscal constraint requirements must be satisfied for FHWA and CDOT to approve further NEPA documentation. Before FHWA and CDOT can sign a final NEPA decision document (Record of Decision, Finding of No Significant Impact, or programmatic or non-programmatic Categorical Exclusion), the proposed project, as defined in the NEPA document, must meet the following specific fiscal-constraint criteria:

- ▶ The proposed project or phases of the proposed project within the time horizon of the RTP must be included in the fiscally-constrained RTP, and other phase(s) of the project and associated costs beyond the RTP horizon must be referenced in the fiscally-unconstrained vision component of the RTP.
- ▶ The project or phase of the project must be in the fiscally-constrained TIP, which includes:
  - At least one subsequent project phase, or the description of the next project phase (For project phases that are beyond the TIP years, the project must be in the fiscally-constrained RTP and the estimated total project cost must be described within the financial element of the RTP and/or applicable TIP).
  - Federal-Aid projects or project phases and state/locally funded, regionally significant projects that require a federal action.
  - Full funding is reasonably available for the completion of all project phase(s) within the time period anticipated for completion of the project.



In cases where a project is implemented in more than one phase, care must be taken to ensure that the transportation system operates acceptably at the conclusion of each phase. This is referred to as "independent utility," the ability of each phase to operate on its own. Additionally, it must be demonstrated that air quality conformity will not be jeopardized. Any mitigation measures needed in response to project impacts must be implemented with the phase in which the impacts occur, rather than deferred to a later phase.

Once funding is secured, the environmental planning process can be initiated. The environmental process will build on the environmental work, public outreach, and agency outreach conducted by this study.

CatExs are the most common NEPA documents and are for actions that do not individually or cumulatively have a significant environmental impact, are excluded from the requirement to prepare an EA or an EIS, and do not have substantial public controversy. CatExs are defined in 23 CFR 771.117, meet the definition from the Council on Environmental Quality in 40 CFR 1508.4, and are based on the past experience with similar actions of FHWA.

## 8.5 Preliminary and Final Engineering Design

Appendix D includes the conceptual engineering plans and opinions of probable cost for the Recommended Transportation Improvements. Additional information is necessary to proceed to preliminary and final engineering design, such as survey, verification of property ownership and boundaries, public right-of-way (Englewood, Sheridan, RTD, and CDOT), geotechnical information, verification of utilities, etc.. In addition, further coordination with RTD will be required in regard to:

- ▶ RTD right-of-way, access to gates and other maintenance activities
- ▶ Crime prevention through environmental design strategies along trail sections
- ▶ Preparation of a Threat and Vulnerability Analysis
- ▶ Aesthetics and signage, including pedestrian and bicycle safety
- ▶ Compliance with NFPA 130

## 8.6 Real Estate Implementation

The prioritized transportation improvements must work with complementary economic development initiatives and activities to fully realize the potential of Englewood's station areas and key neighborhoods in Englewood and Sheridan. The following section outlines the project team's recommendations pertaining to future land use activities and public policies. The CityCenter Englewood and Sheridan - Oxford station areas are discussed first, followed by a discussion of the North Neighborhood focusing on the redevelopment site at Bates and Elati Streets, and the West neighborhood, which is the area west of Santa Fe and north of Hampden. The associated market study more fully discusses these areas, the market potentials, and the outreach conducted that informs the implementation recommendations.



## 8.6.1 CityCenter Englewood

To realize the long term goal of creating an activated and high-quality CityCenter Englewood station area, current market conditions require incremental infill development, phasing over time, the use of public private partnerships, and the potential use of tools such as a DDA, along with TIF. Additional potential tools include Title 32 Metropolitan Districts and Public Improvements Fees, both of which are tools not historically used in the City of Englewood.

A new master plan for the area should be developed in conjunction with the creation of a DDA. The plan should be developed in concert with a detailed development strategy (planning, design, financial and legal) that has the cooperation and buy-in of major property owners and large employers along both sides of Hampden Avenue. A new TIF district orchestrated through the DDA should be put into place with both sales and property tax TIFs used at the appropriate times to generate revenues to help fund needed public improvements.

Given the importance of the Broadway corridor to the CityCenter Englewood area, the DDA boundaries should include the CityCenter Englewood area and critical sections of the Broadway corridor. Given the breadth of the area, subareas should be designated with specific plans in place for each.

Areas could be subdivided into:

- ▶ Property and businesses west of Wal-mart, as their focus tends to be CityCenter Englewood and the LRT station
- ▶ Property and businesses east of Wal-mart, as the focus tends to be Broadway
- ▶ Property and businesses along the Broadway corridor, north of Hampden
- ▶ Property and businesses along the Broadway corridor, south of Hampden

The City previously had a Business Improvement District (BID) along the Broadway corridor. An expanded DDA can undertake the same types of projects that a BID typically oversees.

Other potential tools include:

- ▶ Title 32 Metropolitan Districts have been successfully used in urban infill developments, such as Belmar, to help offset the cost of public infrastructure. One of the impediments to the use of this tool in CityCenter Englewood may be the fractured pattern of ownership in the area. These districts are typically most effective when property is under one ownership.
- ▶ Public Improvement Fees (PIFs), which are added on top of sales taxes, are currently being used at River Point and Belmar. The River Point PIF of 1 percent was established to pay for the River Point public improvements, including environmental remediation, open space and trails, public roads and bridges, public street lighting, regional stormwater facilities, and water quality and protection. A Retail Sales Fee can also be considered. At the Centerra development in Loveland, retailers collect a PIF and a Retail Sales Fee (RSF) within The Promenade Shops, Centerra Marketplace, and Centerra Motorplex.



The following table outlines specific recommendations with suggested time frames.

CityCenter Englewood Station Action Items	Short Term (0-4 Years)	Medium Term (5-7 Years)	Long Term (8-10 Years)
Institute a Downtown Development Authority	✓		
Institute other financial tools and mechanisms as appropriate including Title 32 Metropolitan Districts, other special districts, Public Improvement and Retail Sales Fees	✓	✓	
In conjunction with the current visioning process at CityCenter Englewood, obtain strategic development advice from organizations like the Urban Land Institute Technical Advisory Panel program, the University of Denver (DU) or University of Colorado (CU)	✓		
Develop detailed master / vision plan for the properties east of Wal-mart		✓	
Develop detailed master / vision plan for the immediate CityCenter Englewood area (north and south side of Hampden) with major property owners	✓		
Investigate current legal agreements at CityCenter Englewood with an attorney to determine if agreements can/should be modified to inform or help implement the Vision /Master Plan.	✓		
Determine the future role of the Englewood Environmental Foundation	✓		
Develop a financial plan concurrently with the major property owners	✓	✓	
Rezone appropriately based on outcomes of Vision / Master Plans	✓	✓	
Pursue shorter term residential infill opportunities aligned with the longer term vision of property owners	✓		
Determine whether an Owner's Representative with development experience should represent the City during discussions about the immediate CityCenter Englewood area or whether a relationship with a Master Developer should be pursued	✓		
Develop TOD Overlay District Regulations	✓		
Stay in touch with and determine the role of major employers in the area including Sports Authority, Wal-mart	✓	✓	✓
Explore, with property managers, a wider range of shorter	✓		



CityCenter Englewood Station Action Items	Short Term (0-4 Years)	Medium Term (5-7 Years)	Long Term (8-10 Years)
term uses for unsuccessful ground floor retail			
Continue to refine alignment of the Rail Trail Section in CityCenter Englewood area as a Vision / Master Plan is developed		✓	
Regularly follow up with area developers and developers who participated in the forum	✓	✓	✓
Pursue funding for Station Bicycle/Pedestrian Bridge at Englewood Light Rail Station		✓	
Construct Floyd Avenue Bike Lane	✓		
Continue to coordinate with RTD and pursue funding for LRT Station Platform Shelter		✓	

### 8.6.2 Sheridan - Oxford Station

South of the Sheridan - Oxford Station, the former industrial area has begun transitioning to a mixed-use land use orientation. Given the current activity, rail trail improvements to help facilitate station connectivity and area redevelopment should be prioritized. Longer term, development of a shared parking strategy would help enhance area redevelopment. As mixed use retail develops in the area, the City should consider using Urban Renewal as a financial tool to capture sales (and property) tax increment to help pay for shared structured parking.

Oxford Station Action Items	Short Term (0-3 Years)	Medium Term (3-5 Years)	Long Term (6-10 Years)
Develop TOD zoning regulations to accommodate industrial mixed use areas	✓		
Work with area developers and property owners to facilitate area redevelopment and shared parking in locations that fit within RTD's Transit Access Guidelines for parking, ideally south of Oxford	✓	✓	
Proactively work with the development community to acquire properties for shared parking / development	✓	✓	
Work with RTD on providing additional commuter parking spaces		✓	
Institute Urban Renewal as area redevelopment includes retail and restaurant uses	✓	✓	
Continue to refine design and pursue funding for Rail Trail connection in this segment	✓		
Pursue Oxford Avenue Separated Bikeway short-term actions in addition to long-term improvements. Short-	✓	✓	✓



term improvements could include painting the section from the Sheridan - Oxford station area to Broadway			
Plan and pursue funding for US 85/Oxford Intersection Improvements		✓	✓
Plan and pursue funding for Oxford Avenue / Navajo Street Intersection Improvements		✓	✓
Plan and pursue funding for Sheridan-Oxford LRT Station park-n-Ride or Shared Use Parking			✓

### 8.6.3 North Neighborhood

The Winslow Crane property is the primary development opportunity in the North Neighborhood. Given the nature of the neighborhood surrounding this area, this planned redevelopment could be sizeable enough with enough critical mass to start changing perceptions of the area. Mixed income housing can be a catalyst for area redevelopment. Metro area redevelopments have often seen the introduction of tax credit affordable, senior and rental housing as the first housing types into a market to help catalyze future area redevelopment. Although there is currently market support for the development, better connectivity to the Englewood - CityCenter Station and amenities along the South Platte River is critical to attracting future residents to the area. A stronger, vibrant, more attractive Broadway corridor would also enhance the neighborhood's redevelopment potential.

North Neighborhood Action Items	Short Term (0-3 Years)	Medium Term (3-5 Years)	Long Term (6-10 Years)
Support current development proposal for mixed income housing development through CHFA LIHTC process. Facilitate letters of support from City, Urban Renewal Authorities (URAs), neighborhood organizations, affordable housing groups, and others.	✓		
Assist the developer of the Winslow Crane property in communicating with neighborhoods about the overall master plan for the development project	✓		
Continue to plan and seek funding for Rail Trail improvements commensurate with the timing of development	✓	✓	
Develop strategies and programs that encourage exterior home/yard improvements in the single family residential neighborhoods surrounding the North Neighborhood	✓		
Work closely with the developer on identifying and attracting appropriate employment to the station area	✓		



North Neighborhood Action Items	Short Term (0-3 Years)	Medium Term (3-5 Years)	Long Term (6-10 Years)
The Winslow Crane property is within the General Ironworks URA. Work with the developer on the potential timing of triggering the TIF mechanism to offset / assist with public infrastructure costs.	✓	✓	
Develop subarea plan for the North Neighborhood focusing on neighborhood revitalization and connectivity		✓	
Work with developer / help with publicizing / branding of the area.	✓		
Monitor the construction defects issue and consider taking action if it is not resolved in the state legislature. Lakewood and Lone Tree have passed local ordinances allowing "right to repair" before litigation and modifying the requirements of Homeowners Association's ability to sue	✓	✓	
Develop appropriate TOD overlay regulations	✓		
Plan and pursue funding for the Dartmouth Avenue Separated Bikeway	✓		
Plan and pursue funding for US 85/Dartmouth Avenue Intersection Improvements			✓
Plan and pursue funding for Dartmouth Avenue Intersection Improvements			✓

### 8.6.4 West Neighborhood

The most critical challenges with redevelopment in the West Neighborhood are the current industrial nature of the area and the potential jurisdictional issues. The inadequacy of infrastructure in the area and the lack of connectivity to the surrounding street network are also significant barriers to redevelopment. On the other hand, the regionally central location of the area, coupled with the prospect of improved connectivity to the east side of Santa Fe and the potential to create enhanced amenities along the South Platte River, will enhance the viability of future real estate development. Additional planning by both Englewood and Sheridan is critical in realizing this potential.

Action Item	Short Term (0-3 Years)	Medium Term (3-5 Years)	Long Term (6-10 Years)
Develop Englewood and Sheridan cross-jurisdictional subarea plan, which would identify critical businesses to maintain, potential catalytic parcels, prioritized connections, infrastructure needs, appropriate zoning	✓		



As part of this effort, create a working group of Englewood and Sheridan officials who would meet regularly to focus and coordinate redevelopment efforts in this area and along the Santa Fe corridor (including the Sheridan - Oxford station area)		✓	✓
Plan and pursue funding for CityCenter Englewood/ LRT Station Bike / Pedestrian Bridge	✓	✓	✓
Continue to work inter-jurisdictionally on the creation of improved and better connections to South Platte River	✓	✓	✓

## 8.7 Public Finance

### 8.7.1 Special Authorities / Tax Increment Financing

Special authorities are quasi-municipal organizations intended to address and redevelop deteriorating or “blighted” areas. Two types of special authorities exist: Downtown Development Authorities and Urban Renewal Authorities. Both can employ TIF, which is a special fund consisting of increases in property or sales tax (or both) revenues generated within the specified areas. A base property valuation or base sales tax level is identified or “frozen.” The taxing jurisdictions continue to receive the revenue in the base, and the TIF entity collects the revenue generated by the levy on the incremental increase above the base.

A mayor-appointed authority board governs these authorities, which are designed to address multiple projects over a period of time. The team is recommending the establishment of a DDA for the CityCenter Englewood area, which would also encompass parts of the Broadway Corridor, to potentially provide revenues for needed public improvements in the CityCenter Englewood area and in strategic locations along the Broadway Corridor.

There are important differences between DDAs and URAs:

- ▶ The timeframes for TIF districts for URAs are 25 years and 30 years for DDAs.
- ▶ URAs require a resolution stating that blight is being eliminated while DDAs require a statement indicating that blight is being prevented.
- ▶ The City Council or a separate board can administer a URA. A separate board must be created to administer a DDA.
- ▶ URAs don’t require a public vote to establish a district and issue bonds. DDAs require a vote to establish the district. They do not have the ability to issue bonds on their own behalf (although they can work with an entity that does have the authority). They do have the ability to levy taxes.
- ▶ URAs have condemnation authority while DDAs do not.

### 8.7.2 Improvement Districts

There are a number of different types of improvements districts.



## Business Improvement Districts

BIDs are formed by petition and election by commercial property owners to provide services such as planning, management of development activities, promotion or marketing, business recruitment, and/or maintenance.

## Public Improvement Districts / General Improvement Districts / Local Improvement Districts

A General Improvement District (GID) in a city is a public infrastructure district that applies an additional property tax or assessment to a specific improvement area to pay for new public infrastructure. GIDs are commonly used to fund shared infrastructure facilities. They can be initiated by a majority of property owners. Boulder has used a GID to pay for shared parking facilities in its downtown, its University Hills neighborhood, and its Transit Village area.

A Local Improvement District (LID) is a public infrastructure district that assesses specific improvement costs to abutting property. It charges an assessment for a specific capital improvement project. A LID is best applied for very specific infrastructure costs relating to a discrete number of abutting properties that directly benefit from the improvements. They are not separate entities but rather are under the full control of the City. The City of Denver created a LID to help pay for the streetscape amenities of the South Broadway street reconstruction.

## Title 32 Metropolitan Districts

Title 32 Metropolitan Districts (Metro Districts) are often seen particularly in large scaled master planned new development and redevelopment projects where there are major property owners. Several TOD sites in Metro Denver have metro districts including Alameda Station (BMP Metro District) and Belleview Station (Madre Metro District). A metro district is a quasi-governmental entity and political subdivision of the state formed to finance, construct, and maintain public facilities. A wide array of public improvements can be addressed, including: street improvements, water, sewer, drainage, parks and recreation, fire protection, public transportation systems, ambulance, solid waste, and limited security. Metro districts are most often created by a land developer (but require the City's approval of the service plan) to apply an additional mill levy to future development to help pay for infrastructure costs. There is a statutory maximum of 50 mills but no time limit on the duration of the district. Metro Districts have the power to issue general obligation and revenue bonds and have limited condemnation powers.

### 8.7.3 Retail Fees and Programs

There are several fees and programs in place that specifically leverage retail sales taxes for local improvements. Tools such as PIFs and Retail Sales Fees (RSFs) have been used in large scale developments in Lakewood and Loveland, for instance, but so far not in Englewood.

## Public Improvement Fees

A PIF is a fee imposed by the developer on retail and service tenants to fund public improvements. PIFs are used to finance public improvements and are collected as a fee charged on sales within a set of negotiated categories and a designated geographic boundary. General



obligation or revenue bonds may be issued. Because PIFs are fees, they become a part of the cost of the sale or service and are subject to sales tax. The fee is administered through covenants on the retail lease and is usually collected by a metro district established as part of a project. Because the additional fee can result in a higher effective tax rate, the center can potentially be at a disadvantage to competitive retail destinations so cities sometimes forego a portion of the existing sales tax rate to offset the cumulative impact of the PIF. PIFs have been used at Belmar and River Point.

## Retail Sales Fee

Similar to a PIF, a RSF is imposed by developers on retail tenants as a percentage of the retail transaction. It is typically used for retail operations, primarily in the form of marketing, events and promotions. RSFs are administered through covenants on the retail lease and collected by a metro district or similar entity. Although this tool has been used at the Centerra project in Loveland, it tends not to be widely used.

## Enhanced Sales Tax Incentive Program

Cities use an Enhanced Sales Tax Incentive Program (ESTIP) to promote new development and/or provide funding for renovations or improvements to local businesses. ESTIPs allow local sales taxes generated from specific new businesses to be earmarked for local development improvements. ESTIPs do not require that the project be located in a special district and are often executed through a formal development agreement on a case-by-case basis.

## 8.7.4 City of Englewood Tools

### Enterprise Zones

All of the station areas examined as part of the Next Steps Study are located in enterprise zones. The enterprise zone program provides tax incentives to encourage businesses to locate and expand in designated economically distressed areas, defined as areas with high unemployment rates, low per capita income, and/or slower population growth. The program encourages job creation and capital investment by providing tax credits to businesses and projects that promote and encourage economic development activities. Costs eligible for tax credits include:

- ▶ 3 percent investment tax credit for equipment acquisition
- ▶ \$500 per employee tax credit for new and expanding business facilities
- ▶ Two-year credit of \$200 per employee, for a total of \$400, for employer sponsored health insurance programs for new and expanding businesses
- ▶ Tax credit of 10 percent for expenditures on job training and school-to-career related programs
- ▶ Tax credit of up to 25 percent of expenditures to rehabilitate vacant buildings at least 20 years old and vacant for a minimum of 2 years



## 8.7.5 Economic Development Incentives

The incentives outlined below are provided by the City of Englewood, at the sole discretion of City Council, and are considered on a case-by-case basis.

### Building Use Tax Reimbursements

The City may consider a reimbursement of construction and equipment use tax generated by the development of a project. All proceeds of the use tax reimbursement must be used for purposes such as public infrastructure, eliminating obstacles or eyesores to development, or public improvements such as public spaces. Building use tax rebates shall not exceed 50 percent (with a maximum rebate to be determined by cost/benefit analysis) of the *actual* use tax collected.

### Furniture Fixtures and Equipment Use Tax Reimbursements

The City may consider partial or full reimbursement of the use taxes paid for furniture fixtures and equipment generated by a project. All proceeds of the use tax reimbursement must be used for purposes such as public infrastructure, eliminating obstacles or eyesores to development, or public improvements such as public spaces. Rebates of up to 100 percent (with a maximum rebate to be determined by cost/benefit analysis) may be granted for furniture, fixtures, and equipment use tax.

### City Property Tax Reimbursement

The City may consider partial or full reimbursement of the City's portion of property tax collections for a finite period of time.

### Reduction in Fees

The City may consider offsetting all or a portion of the development fees for commercial or residential projects that meet the goals and objectives of the Comprehensive Plan and Subarea Plans (if applicable), and provide a unique and quality project in terms of product type, tenant mix, and overall physical environment.

Rebates of up to 100 percent (with a maximum rebate to be determined by cost/benefit analysis) may be granted for building permit fees and development application fees, not to include plan review fees or other contractual fees.



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