AGENDA

1000 Englewood Pkwy – Community Room
Englewood, CO 80110

City Council Study Session
Monday, March 14, 2016 ◆ 5:30 p.m.

City Council Dinner Available at 5:00 p.m.

I. Denver Fire Department Report 5:30-5:50 p.m.
Denver Fire Deputy Chief Todd Bower and other Denver Fire representatives will be present to give a report on Denver Fire Department.

II. Englewood Forward Comp Plan 5:50-6:40 p.m.
Senior Planner Harold Stitt and consultants will be present to discuss the Englewood Forward Comp Plan.

III. Council Goal Setting (Feasibility) 6:40-7:30 p.m.

CITY OF Englewood
CITY MANAGER'S OFFICE

TO: Honorable Mayor and Members of the City Council

FROM: Eric A. Keck, City Manager

DATE: 8 March 2016

SUBJECT: Denver Fire Report

On Monday 14 March 2016, Deputy Chief Todd Bower and representatives from Denver Fire will be providing a report of their operations within the City of Englewood to the City Council. Chief Bower will be sharing key operational statistics as well as interesting perspective on their first 9 months of operations as a contract service provider to our community. The operational statistics will include run data including type and nature of calls, response criteria, performance metrics, and a discussion of their findings concerning managing the fire and EMS calls in Englewood so far.

Should you have any questions, please do not hesitate to contact me.

TO: Mayor Jefferson and Council Members

THRU: Michael Flaherty, Deputy City Manager

FROM: John Voboril, Long Range Planner
Harold J. Stitt, Senior Planner

DATE: March 14, 2016

SUBJECT: Englewood Forward: The 2016 Englewood Comprehensive Plan

An update to Roadmap Englewood: The 2003 Englewood Comprehensive Plan became a chief City Council goal in 2012. Lengthy discussions between City Council and Planning and Zoning Commission members eventually led to a consensus to significantly reinvent the 2003 plan through a planning consultant-led process. The comprehensive plan update process was combined with the Englewood Light Rail Corridor Next Steps Study and the Englewood Walk and Wheel Master Plan and Program, and were collectively named as Englewood Forward.

City Council and Planning Zoning Commission Desires for New Comprehensive Plan

Council and Commission desires for the new plan included the following directions:

- Build on the goals and objectives of the previous plan, with selected modifications, and additions
- Separate the socio-economic indicators from the plan, so that the data could be regularly updated more easily
- Develop more detailed policies at the individual neighborhood level
- Develop an overall direction with a menu of strategies for Council and the Commission to prioritize through the establishment of annual work programs

What is a Comprehensive Plan?

A comprehensive plan is generally characterized as having the following attributes:

- A high level, 30,000 foot visionary view of the City
- A *physical* plan for the development of the community
- Long range time frame, typically ten to twenty or more years
- Comprehensive, covering the entire City, including all physical functions of a community such as housing, business, transportation, parks and recreation, and others
- Embodiment of community values in the form of goals and objectives

- Statement of policy, indicating the location and degree of where and how change should occur, as well as areas that should remain relatively stable

Document Structure of Englewood Forward: The 2016 Englewood Comprehensive Plan

The new Englewood Forward Comprehensive Plan is divided into four parts.

- Part 1: The Importance of Englewood (Introduction, Process, History, Themes)
- Part 2: Englewood's Framework (Existing Conditions, Goals and Objectives)
- Part 3: Envisioning the Plan (Neighborhood Policies)
- Part 4: Realizing the Plan (Strategies, Prioritization, Work Program, Monitoring)

Part 1 includes an elementary introduction to the plan, the plan development process, the development history of the City within the regional context of the Denver Metropolitan Area, and concludes with an introduction of the six major plan themes (live, work, shop, move, learn, play), and a map of Englewood neighborhood areas.

Part 2 includes a series of snapshots of existing conditions and trend lines, and the goals and objectives of the plan listed under each of the six plan themes. Most of the goals and objectives of the previous plan were retained, sometimes with slight rephrasing, and new goals for healthy eating/active living, and learning were added.

Part 3 provides additional visioning, assessment, and policies at the neighborhood area level. This section starts with the City's chief economic engines, Downtown/Englewood Station, the Medical District, Oxford Station, and the South Platte River Area. These areas are followed by the residential neighborhoods immediately surrounding the City's economic core areas (Cushing Park, Bates-Logan Park, Jason Park/Maddox, and South Broadway Heights. These residential neighborhood areas feature the City's oldest housing stocks, are within walking distance to the commercial core, and offer opportunities for new selective infill housing. These four neighborhoods are followed by outlying residential neighborhoods, including Baker Park, where some change is expected to occur, and the stable Romans Park, Duncan Park, Belleview Park/Brookridge, and Centennial Park neighborhood areas, where very little change is expected to occur for residential portions of these neighborhoods.

Finally, part 4 provides an implementation section for the plan that lays out a series of residential and commercial strategies. Residential strategies are further divided into single family neighborhood, residential transition area, compatible development/cultural resources, and neighborhood connections. Commercial strategies are further divided into strategies for community centers, key catalyst sites, industrial areas, and neighborhood-serving retail. Outlines for a monitoring and annual work program process are also included.

ENGLEWOOD FORWARD

COMPREHENSIVE PLAN UPDATE

ADOPTION DRAFT MARCH 2016

Foreword

In 2003, the City of Englewood completed Roadmap Englewood: The 2003 Englewood Comprehensive Plan that replaced the 1979 Comprehensive Plan, which had become badly outdated. The delayed replacement was due to the City's grappling with the demise of the Cinderella City Mall, the City's main economic driver for nearly three decades. Roadmap Englewood celebrated the redevelopment of Cinderella City into CityCenter Englewood, the region's first transit-oriented development, and the anticipated redevelopment projects that would follow along the light rail corridor.

In the years that immediately followed, large-scale redevelopment projects in Englewood were few, due to a relatively tepid economy following the 1990's economic boom. These economic factors contributed to the budgetary struggles experienced by the City since 2000. The financial crisis of 2008 and the Great Recession further impacted the Denver Metro's most vulnerable workforce and working neighborhoods the hardest, including Englewood. The City has also been slightly slower to recover than the Denver Metropolitan Area as a whole.

After many years of economic difficulty, policy makers recognized that the City must take a bolder direction and initially called for a revamping of Roadmap Englewood, to reflect the changing environment. However, after consideration, City Council directed the development of a new and more robust Comprehensive Plan document as a starting point for charting future development and investment. The new comprehensive planning effort was joined with grant funded studies of the Englewood Light Rail Corridor Next Steps Study and the Englewood Walk and Wheel Master Plan and Program, to form the Englewood Forward planning process. Together, these three projects have identified actionable capital investments that build on the City's grid street network and light rail transit access, as well as establish bold strategies for a more proactive public role in spurring investment in the community.

As the Englewood Forward planning process comes to a close, significant economic and demographic shifts are taking place across the Denver Metropolitan Region. A rebounding economy, relative to the rest of the United States, is once again attracting migration to Colorado, driven primarily by a large Millennial generation seeking employment and recreational opportunities. The construction industry, decimated by the Great Recession, has been unable to keep up with the new migrants, resulting in a serious regional housing crisis, including low vacancy rates and housing inventories, and rapidly rising rents and housing prices. . As a result of such tight housing supplies, developers are looking for large scale redevelopment opportunities in walkable and transit locations, like Englewood. The City is now experiencing construction of large scale redevelopment projects.

Englewood Forward: The 2016 Englewood Comprehensive Plan has been developed to help guide the private development community to invest in and build appropriately-scaled projects in locations according to the existing layout of the City and the values of its citizenry. The Highway 285 corridor, stretching from CityCenter Englewood to the historical Broadway commercial main street and the Swedish-Craig Medical District, will continue to serve as the commercial heart of the community and will continue to improve and grow into a true downtown for the south suburban community over time.

"Englewood Forward" Vision

Englewood will be a hub for creative thinkers, innovators, and a highly educated citizenry. The Englewood Community will be premised on a series of vibrant neighborhood areas all connected to the region by a leading edge transit system.

The Oxford Light Rail Transit Station area is envisioned to slowly transform through market forces into a true mixed use environment, including planned housing, small scale retail, and specialized industries. Smaller-scale residential opportunities are present in the close-in walkable core neighborhoods clustered around the Highway 285 and Broadway corridors. Investments in both new housing and remodels have resulted in significant improvements to the housing stock in these neighborhoods. Additional investments should help drive a change in perception of the community, leading to greater interest in commercial investments along the Broadway corridor.

In order to realize the City's fullest potential, decision makers must be committed to the City's role in planning for and investing in the quality and character of the public infrastructure. The strategies laid out in the Plan, as well as the actionable capital investments identified in the companion Englewood Light Rail Corridor Next Steps Study and the Englewood Walk and Wheel Master Plan and Program are designed to assist decision makers in planning and implementation of community public investment.

Englewood's Vision

Live

Current and future Englewood residents will have opportunities to choose from a variety of high quality housing stock that incorporates a range of housing types and densities that appeal to the needs and desires of families, singles, and seniors, within desirable neighborhoods.

Work

Current and future Englewood residents will have opportunities to provide their talents and skills in Colorado's economy locally through the City's support of flexible land uses and expanded industrial and incubator spaces, and regionally through convenient transit access to Downtown Denver.

Shop

Current and future Englewood residents will have opportunities to shop and dine at high quality neighborhood businesses featuring a wide array of products, services and healthy food within walking distance from their homes. The City of Englewood will also continue to market itself as the southern suburbs historical downtown, as well as capitalize on the City's strong daytime population.

Move

Current and future Englewood residents will enjoy safe walking and bicycling connections to transit, the central business district, neighborhood-serving businesses, parks and recreational facilities, and schools.

Learn

Children and teens will enjoy a strong public school system offering a wide choice of quality educational programs. Current and future Englewood residents will enjoy opportunities for cultural enrichment through the arts as well as opportunities to participate in life-long learning activities.

Play

Current and future Englewood residents will enjoy an enhanced park and open space system that includes local neighborhood parks, as well as regional parks that offer specialized destination facilities and amenities, and expanded and improved regional leisure and recreational amenities in South Platte River corridor.

City of Englewood

Eric Keck, City Manager

Mike Flaherty, Deputy City Manager

Harold Stitt, AICP Senior Planner, Project Manager

John Voboril, Long Range Planner

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Tamara Wolfe, Municipal Court Administrator

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Tom Brennan, Utilities

Dennis Stowe, Waste Water

Special Thanks

Grateful and special thanks to the City of Englewood community members, retailers, business owners, residents, and boards and commissions who spent their time helping the City shape Englewood Forward.

City Boards and Commissions

Alliance for Commerce in Englewood

Englewood Cultural Arts Commission

Englewood Library Board

Englewood Parks and Recreation Commission

Englewood Transportation Advisory Committee

Englewood Urban Renewal Authority

Keep Englewood Beautiful

Other Boards and Commissions

Englewood Chamber of Commerce

Englewood Historic Preservation Society

Englewood Housing Authority

Englewood School District

Acknowledgments

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Randy Penn, District 3 (Former)

Mayor Pro Tem

Rick Gillit, District 4

City Council

Linda Olson, District 2

Steven R. Yates, At Large

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Amy Martinez, At Large

Rita Russell, At Large

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PART 1:
THE IMPORTANCE OF ENGLEWOOD

Introduction

Englewood Forward (the Plan) is a comprehensive land use plan that represents the City's values. Organized into unique, character-oriented neighborhood areas, this Plan envisions the future of Englewood by identifying locations of stability, transition, and catalytic change.

Englewood is a first-ring Denver suburb with ample amenities and assets upon which to capitalize. Community and economic dynamics have changed since the last comprehensive plan, Roadmap Englewood, was completed in 2003. Englewood's CityCenter has grown into a regional transit hub with RTD's light rail stop and bus transfer station; Swedish Medical Center and Craig Hospital are nationally-recognized premier medical facilities; and redevelopment projects at the Flood Middle School and the LIV apartments on Bannock are poised to bring new life into the historic Downtown. The City has great park and recreation facilities, a convenient location with access to all modes of transportation, and affordable real estate - all of which are attractive to both a younger demographic and an aging population.

This plan update is essential to fulfilling the future vision for Englewood; as such, this plan does more than simply update the Roadmap Englewood. It is designed to move the community forward and maintain dialogue as the City experiences growth and change. Englewood Forward has striven to be legally-defensible, forward-thinking, interdisciplinary, and community-driven. It takes advantage of timely opportunities to provide the best quality of life for its citizens, visitors, and businesses in the years to come.

Goals of Englewood Forward

The key project goals are described as follows:

- Strengthen existing goals and objectives through the incorporation of sustainability, active daily living, and healthy eating principles.
- Develop a menu of strategies designed to address each comprehensive plan element.
- Engage the community in evaluating the menu of strategies and making choices on which strategies the City should pursue.
- Develop an implementation program based on the community's adopted strategies.

What is the Comprehensive Plan?

Englewood Forward establishes a vision for the City's land use while also serving as a policy document containing direction for the development of Englewood over the next 10 plus years. The Plan sets forth broad principles to support six plan themes: Live, Work, Move, Shop, Learn, and Play. Based on these principles, detailed goals and objectives outline how the vision can be realized. Locations of stability, transition, and catalytic change are identified for 13 unique neighborhood areas within the City. These tools allow Englewood to take advantage of timely opportunities to continue to provide a high quality of life for its citizens, visitors, employers and businesses. The Plan also includes monitoring and strategy recommendations for long-term implementation.

The Plan outlines a direction forward that recognizes Englewood's history, preserves those elements that make Englewood a great place, and promotes actions to help the City thrive and strengthen in the coming years.

Plan Highlight

Englewood Forward reorganizes the structure of the 2003 Comprehensive Plan around six plan themes: Live, Work, Shop, Learn, Play, and Move, to clearly present the Plan's goals.

How to Use This Plan

Englewood Forward is designed to be an interactive tool to be used by the community, City staff and elected officials. The Plan is organized into four parts, each of which relate to the project review process (See Figure 1-1). The following four check points should be used in evaluation of all development proposals, along with informing the strategies and work plans of Englewood's boards and commissions.

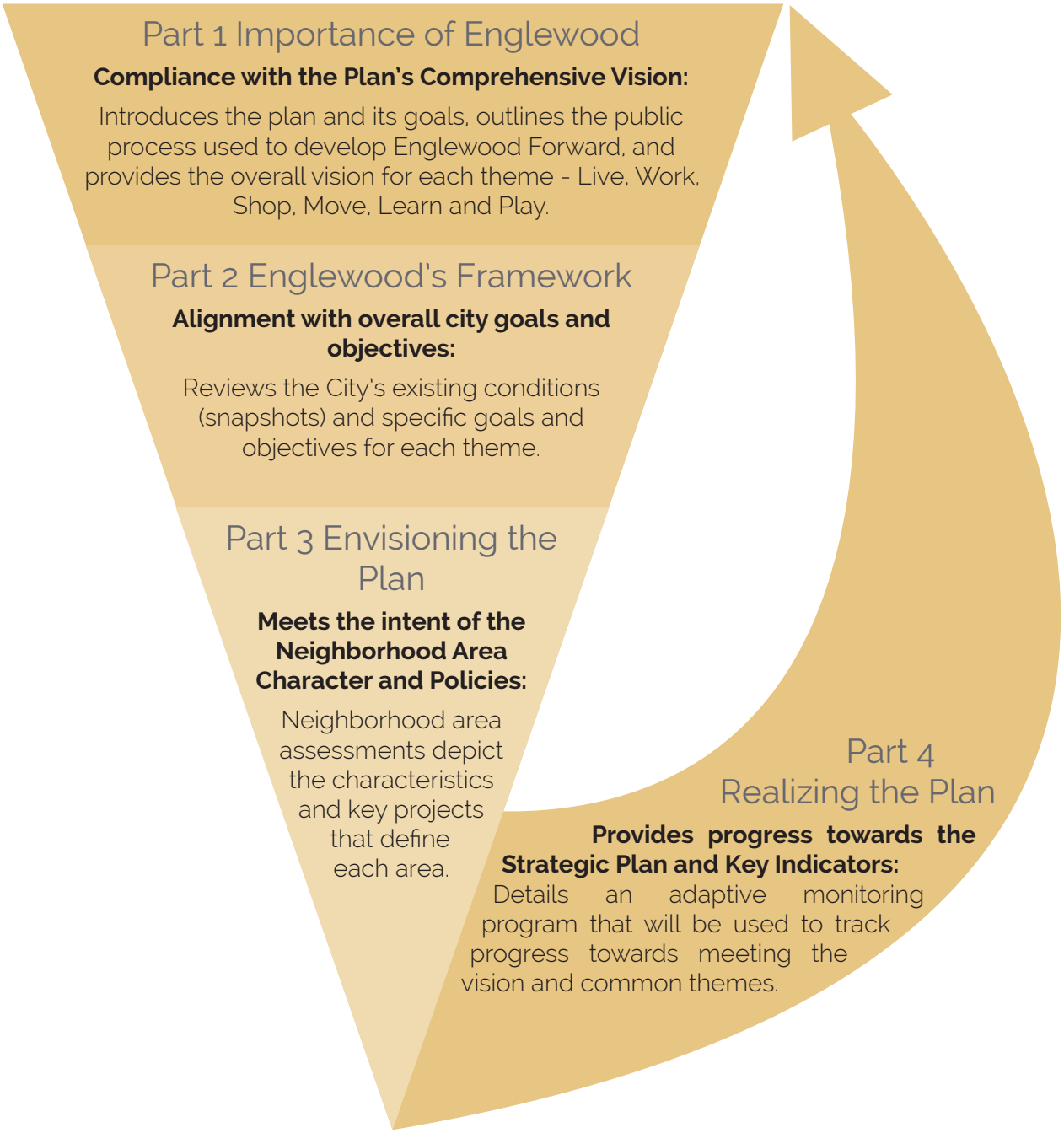


Figure 1-1 Plan Organization

Plan Development

Process

The City of Englewood simultaneously conducted three major planning studies that have a direct impact on the future of the community:

- Englewood Comprehensive Plan Update
- Englewood Light Rail Corridor Next Steps Study
- Englewood Walk and Wheel Master Plan and Program

These three studies were collectively branded "Englewood Forward" to minimize confusion and maximize the exposure and public interest in the plans. Three separate consultant teams were contracted to work with staff from the City of Englewood and the City of Sheridan (for the Light Rail Corridor Study). Conducting the studies simultaneously and collaboratively reduced costs, staff time, and the length of time required for input by the public and affected agencies, resulting in more coherent and integrated community plans.

The Comprehensive Plan process involved four phases:

Phase 1: Project Initiation, was a review of previous plans and analysis of baseline conditions. The Englewood Snapshots, or baseline conditions, are presented in Part 2 of the Plan. The Community Indicators Report, a supplementary document in the Appendix, expands on the Snapshots with additional data and trend analysis.

Phase 2: Vision & Trends, developed the Englewood Forward vision and identified plan themes. Subject experts and City department directors completed an audit of the 2003 Comprehensive Plan to identify policies to carry forward. Key indicators and planning trends were also identified.

Phase 3: Community Choices and Neighborhood Assessment, assessed neighborhood areas to identify specific, location-based opportunities and issues including catalytic sites and areas of transition.

Phase 4: Strategies and Implementation, refined the strategic choices determined by input received from the City Council, stakeholders, and the public. With this input, the team recommended adjustments to key policies, developed an annual work plan, and identified key indicators - ways to measure progress - in order to monitor the Plan once adopted.

Public Involvement Outreach

The Plan process included targeted public outreach techniques to effectively reach and maintain open channels of communication with community and interest groups. Multiple opportunities and a broad range of methods were used to engage the public, key stakeholders, and elected officials (Figure 1-1). A website was set up to provide meeting materials, information, public meeting notices, video summaries recorded at the meetings, and process updates.

21,000
residents and businesses reached by Englewood's Citizen Newsletter

600
postcards mailed to key businesses and residences near the light rail stations

1,700
residents notified through Nextdoor.com

323
City of Englewood's e-notifier contacts

570
interested stakeholders on the mailing list

Photo: Walk & Wheel Fest.

Notification

The public was notified of project updates and meetings through multiple e-newsletters, a city Facebook page, project website updates, e-notifier notices, Nextdoor.com notifications, and Englewood Citizen newsletter updates. Meetings were published on community calendars, sent to HOAs and business associations, and distributed through press releases.

Notification of the plan process was widely distributed throughout the community. Since the Plan relied on broad community input to accurately articulate the community's values and vision, this outreach provided the project with extraordinary attendance at public and stakeholder meetings throughout the process. This included elected officials and board members, as well as young families, and older residents.

Throughout the process 18% of participation has come from small group meetings, with 28% from online surveys.

62%

of participation has come from public events.

Project Initiation

- Agency Kickoff
- Stakeholder Interviews
- Planning & Zoning/City Council Worksession
- Indicators Report and Snapshots

Vision & Trends

- Englewood Forward Kickoff - Public Event #1
- Survey/Virtual Workshop
- Planning & Zoning/City Council Worksession
- Neighborhood Walks

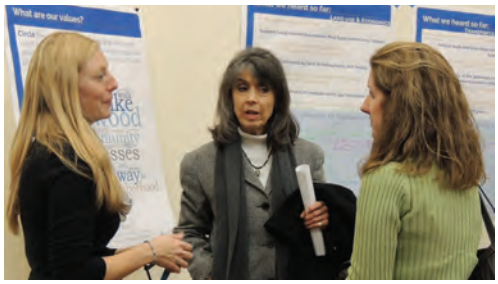
Community Choices

- Student Engagement
- Planning & Zoning/City Council Worksessions
- Community Choices - Public Event #2
- Survey/Virtual Workshop
- Developers' Roundtable & Business Summit
- Walk & Wheel Fest

Strategies & Implementation

- Neighborhood Area Meetings
- Survey/Virtual Workshop
- Planning & Zoning/City Council Worksessions
- Recommendations - Public Event #3

Figure 1-2 Key Public and Stakeholder Events



Photos: (Clockwise starting at top-left) Public Event #1, Neighborhood Area Meeting lawn sign, Public Event #1, Public Event #2, Walk and Wheel Fest, Neighborhood Area Meeting.

Public Events and Small Group Outreach

Interviews with boards and commissions, interested groups, and business owners were held early and throughout the process to gauge issues, needs, and values. Residents and stakeholders were also engaged through three public events featuring interactive workshops that focused on vision, community choices, and strategies and recommendations. Participatory exercises were used to build the initial vision, provide education, and increase awareness of the importance of the process in shaping the City's future quality of life. An e-newsletter was sent after each meeting with a summary of the meeting and links to the materials presented. Online virtual workshops were held after each public meeting to gather additional input from community members unable to attend the workshop.

A roundtable of developers from within and familiar with the Englewood market convened to discuss the findings of the market study, and provided input on ways to move forward with implementation of development concepts for the study areas.

City Council and Planning and Zoning Commission

The planning team met often with City Council, including one joint work session between the City Council and Planning and Zoning Commission. The Planning and Zoning Commission convened multiple times to work through the neighborhood area assessment process. Key strategies and the action plan were developed with the Commission and City Council with an emphasis on producing a plan that is implementable and flexible. The Commission provided significant input into the final review of the plan.

Englewood's Foundation

City Development and Planning History

In 1858, gold was discovered near the mouth of Little Dry Creek, where it flows into the South Platte River at Dartmouth Avenue in present day Englewood. Permanent settlers soon followed the prospectors. The area's first permanent settler, Thomas Skerritt, arrived in 1864. In 1903, a large number of scattered settlements in the area banded together to form the City of Englewood.

The majority of Englewood's land area and housing stock was developed during the post World War II era, between 1945 and 1960. The City's residential areas include a mix of housing styles, established schools, parks, recreational facilities, and trail systems. Industrial manufacturing and health care, including Swedish and Craig Hospitals, have been - and still are - the predominant employment types in the City.

Over the years, Englewood has clearly valued innovation and mobility, as demonstrated in the construction of the Cherrelyn Trolley, the Alexander Eaglerock airplane, and Cinderella City Mall, which was the largest mall in the region when it was built in 1968. CityCenter, the rebirth of Cinderella City, was the first transit-oriented development in Metro Denver with Englewood spearheading the advance of the light rail. However, the identity of Englewood has waned over the years. The Plan strives to reinforce a sense of place and identity to Englewood in order to bring vibrancy back to its neighborhoods and retail centers. It is a guide for neighborhoods to follow to create a complete and balanced community.

Englewood has been proactive in land use and comprehensive planning throughout its history. The City adopted its first zoning ordinance in 1940, with major subsequent revisions in 1955, 1963, 1985, and 2004. During the 1950s and 1960s, the City of Englewood was primarily occupied with growth through annexation of unincorporated parts of Arapahoe County, as well as frequent rezoning requests in response to the rapid post-World War II development. In the early 1960s, Englewood began work towards a comprehensive vision of the City's future. Major land use and demographic studies were conducted in 1964 and 1969, which led to the development and adoption of the City's first comprehensive plan in 1969 entitled "A Time to Plan, A Time to Act, A Time to Care." The 1969 plan focused primarily on facilities and infrastructure, but also identified specific residential areas for targeted housing upgrades, and anticipated a major reinvention of the historic Downtown.

A new comprehensive plan was developed in-house in 1979, and borrowed heavily from the former plan in terms of facilities and infrastructure, land use, and housing. By the time the Cinderella City Mall redevelopment was under way in the late 1990's, the

Englewood is a...
"...tight-knit community...small town in a big city...balanced community..."

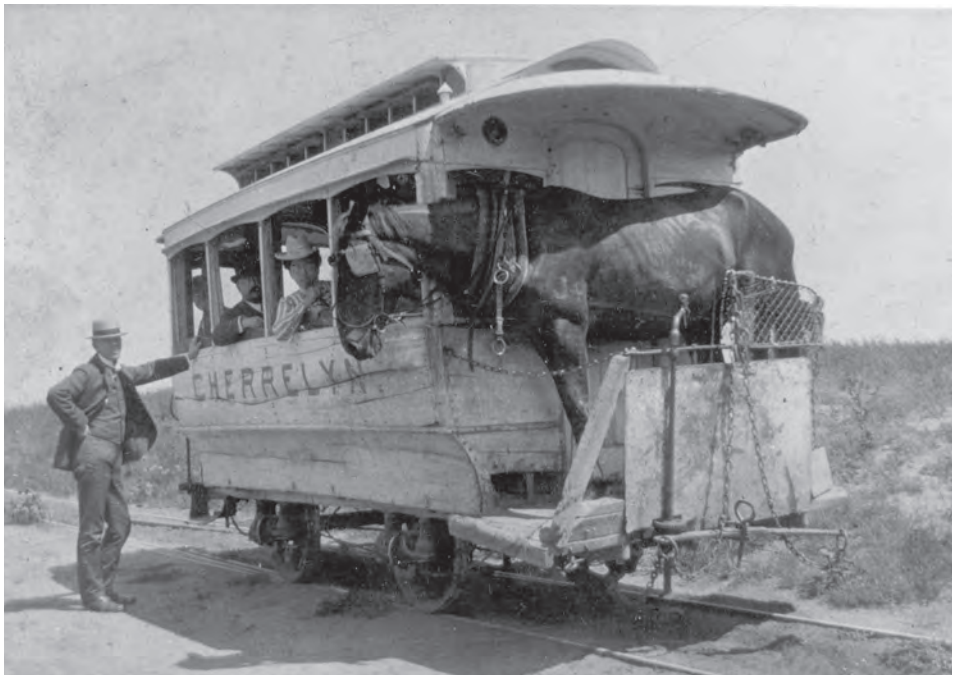


Photo: Cherrelyn Trolley. Source: Englewood Public Library Photo Collection

The City of Englewood's Mission and Vision

Mission: To promote and ensure a high quality of life, economic vitality, and a uniquely desirable community identity.

Vision: To promote and ensure a high quality of life, economic vitality, and a uniquely desirable community identity through the delivery of reliable, affordable, and flexible services and by proactively collaborating with our citizens and businesses to develop an environment that fosters safety and opportunity.

1979 plan was obsolete. Roadmap Englewood was completed in-house from scratch, and adopted in 2003. The plan contained sections entitled Regional Cooperation, Housing, Parks and Open Space, Business and Employment, Transportation, Environmental Quality, and Cultural Arts. The plan continued the evolution of comprehensive planning away from a static facilities and infrastructure plan towards a greater emphasis on policy, goals, and objectives. The City has developed numerous facilities and infrastructure master plans, and small area plans based on the policies, goals, and objectives included in Roadmap Englewood.

Since the onset of the Great Recession of 2008, the City has faced ongoing fiscal challenges. Additionally, economic and demographic changes have rapidly accelerated and have fundamentally changed from the time of the 2003 plan. The goals and objectives of the 2003 plan were written in broadly enough to be applicable for twenty to thirty years. However, due to the challenging fiscal environment, City leadership called for the evolution of the current policy plan, and the inclusion of specific, strategic actions to serve as an agenda for implementation. As a result, this Plan was developed to address new city values and directions, such as neighborhoods, walkability, density, transit, recreation, affordability, and investment in Downtown and the Broadway corridor, and introduces goal statements, courses of action, and a section specifically tailored to the central business district.

Photo Top: Cinderella City Mall before

Photo Bottom: Cinderella City Mall redeveloped into CityCenter Englewood

Regional Context and Connectivity

The City of Englewood is a first-ring suburb, south of Denver. The City is bordered by a number of other communities including Cherry Hills Village to the east, Littleton to the south, and Sheridan to the west (Figure 1-3). Since Englewood is landlocked, the opportunities for potential growth are constrained to within city limits.

Given its strategic location, Englewood is highly accessible via highways, recreation trails, light rail, and bus. The multimodal access is advantageous to attracting customers and businesses along with the current lifestyles of Millennials (those born roughly between 1982-2004) and Baby Boomers (those born between 1946-1964). Two major highways provide excellent vehicular connectivity: Hampden Avenue/US 285 runs east-west across the northern third of Englewood, and Santa Fe Drive/US 85 runs north-south along the western portion of the City. The South Platte Regional Trail and Mary Carter Greenway traverses in and out of Englewood to the west of Santa Fe along the South Platte River. These north-south spine trails connect to parks, golf courses, and other regional trails in the region, including the Bear Creek Trail in Sheridan and the Cherry Creek Trail in downtown Denver. Englewood is regionally connected via light rail and bus. The Regional Transportation District's (RTD) southwest light rail line stops twice in Englewood; at the Englewood Station at CityCenter and the Oxford Station. Multiple bus routes connect the light rail stations with the rest of the Englewood and the RTD system with a limited-stop bus along South Broadway through the heart of Downtown.

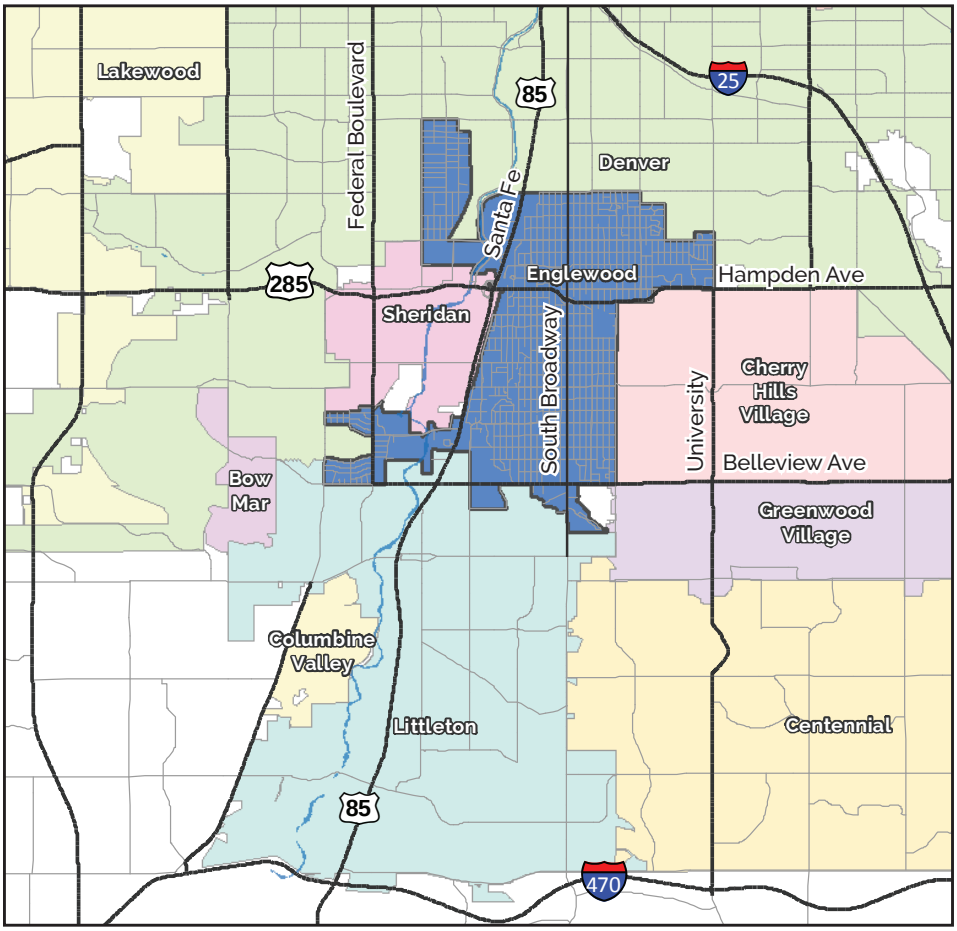


Figure 1-3 Regional Context

Importance of Corridors

Not only are Englewood's transportation corridors important for moving people throughout the City, they act as vital employment and retail destinations for residents and visitors. Perhaps more importantly, Broadway and the Hampden/US 285 corridors provide neighborhood and retail opportunities. In addition, these corridors provide the gateways, or the first glimpse, of Englewood and should highlight the community and its' strengths with signage, high quality development, and catalytic activity.

Englewood continues Denver's north-south grid, which makes on-street bike connections convenient and efficient. Linking residents to the neighborhood edge, with local retail and restaurant opportunities, is vital to a complete neighborhood area.

Integration with Metro Vision

For 60 years, the counties and municipalities of the Denver region, through the Denver Regional Council of Governments (DRCOG), have worked together to advance a shared vision of the future of the metro area and to make life better for our communities and residents. DRCOG's regional plan, MetroVision, outlines regional principles that offer guidance for local implementation.

With regional cooperation as its keystone, DRCOG promotes a high quality metropolitan setting that embraces the physical and cultural diversity of the Denver region, and creates the opportunity for a wide variety of economic development initiatives and lifestyles. These principles are integrated throughout the Plan.

Effective and efficient cooperative use of limited resources, whether financial, societal, or natural, is essential to achieve the goals of Metro Vision and progress toward a sustainable future. Through the implementation of MetroVision, the region can be a place where people live close to where they work and play; where a balanced transportation network connects mixed-use urban centers; where access to open space and recreational opportunities is abundant; and where cultural diversity and respect for the natural environment is celebrated.

Englewood, especially CityCenter, is regionally located in an ideal location for future investment. As an emerging Urban Center, CityCenter is critical to increasing the share of the region's housing and employment located in Urban Centers. The goals of MetroVision will help to decrease the housing and transportation costs as a percent of income and increase alternative and sharing transportation options as well as an increased focus safety. Infill and redevelopment will be focused along transit corridors.

Other Existing Plans

The plans in Table 1-1 were used to help inform Englewood Forward. These plans provide additional recommendations and direction for particular areas of focus.

Moving forward, these plans should be updated to meet the character and intent of the Englewood Forward Comprehensive Plan.

Photo: Oxford Lightrail Station

Table 1-1 Other Existing Plans

Existing Plan	Overview
South Platte River Open Space Plan (2003)	The South Platte River Open Space Plan presents both a strategy for improvement of the South Platte River corridor over time, and identifies specific short term measures to further the plan's goals. It proposes significant new parks, trailheads, and trails; identifies areas for redevelopment; envisions a new "River Parkway" to facilitate redevelopment; and demonstrates how redevelopment goals can complement open space planning.
South Broadway Plan (2004)	The South Broadway Plan is a strategic plan that helps guide implementation of the Englewood Comprehensive Plan, and addresses such issues as housing, parks and open space, business and employment, environmental quality, cultural arts, and transportation.
Business and Employment Strategic Plan (2004)	The Business and Employment Strategic Plan further expands on the 2003 Comprehensive Plan to identify implementation strategies that work to retain and strength existing business and employment, increase population along transit lines, and attract new businesses and employment through expanding the market for business services, retailing, and entertainment opportunities.
Three Mile Annexation Plan (2005)	The Three Mile Annexation Plan describes the areas potentially suitable for annexation that are located within three miles of Englewood's existing municipal boundaries, and addresses land uses and infrastructure improvement needs if annexation were to occur.
Parks and Recreation Master Plan (2006)	The Parks and Recreation Master Plan provides direction on new parkland and amenities, facility redesigns and enhancements, and trail and connection enhancements. An updated plan is currently underway.
Downtown and Medical District Small Area Plan (2007)	Following the adoption of the 2003 Comprehensive Plan, the Downtown and Medical District Small Area Plan focuses on strengthening these geographical areas.
Ready, Set, Action! An Urban Design Action Plan for the Englewood Downtown and Medical Districts (2009)	Ready, Set, Action identifies the additional planning steps needed to achieve a more vibrant pedestrian oriented streetscape within the Downtown and Medical Districts.
Englewood Complete Streets Toolbox (2011)	The Englewood Complete Streets Toolbox takes steps toward a community vision for mixed-use, pedestrian-oriented development patterns in Englewood's Downtown and Medical Center Districts. The plan serves as a working toolbox for both the Public Works and Community Development Departments as the City moves forward with traffic operational changes.
Englewood Light Rail Corridor Plan (June 2013)	The Englewood Light Rail Corridor Plan identifies the complementary functions, character, uses, and design elements for each station area and the public infrastructure needed.
Walk and Wheel Master Plan and Program (November 2015)	The Walk and Wheel Master Plan will evaluate the City's current walking and bicycling conditions and activity and to develop recommendations to strengthen walking and bicycling connectivity in Englewood and to encourage more people include walking and bicycling in their daily activities.
Englewood Light Rail Corridor Transit Next Steps Study (September 2015)	Working with the City of Sheridan, the Next Steps Study assessed the development potential for transit-oriented, development for four distinct areas (Englewood Station – West Neighborhood, Englewood Station – CityCenter, Oxford Station – South Neighborhood, and Bates Station – North Neighborhood) and to evaluate infrastructure alternatives for multi-modal connections to the CityCenter and Oxford Light Rail Stations.

Englewood Forward's Vision

The vision for Englewood Forward was created through input from the public, staff, and leadership of Englewood to be a concise and cohesive image of the City into the future. The vision for Englewood is informed by six themes - live, work, shop, play, learn, and move - that make a complete city. These ideas form the basis of the plan structure and are a way to organize and clearly present the Plan's goals but are not listed in any particular priority order. The Plan provides straightforward goals and objectives, and easy-to-read maps with text descriptions that convey the City's desired future character for each of the six themes.

"Englewood Forward"

Englewood will be a hub for creative thinkers, innovators, and a highly educated citizenry. The Englewood Community will be premised on a series of vibrant neighborhood areas all connected to the region by a leading edge transit system.

Photos: (Clockwise starting at top-left) Lightrail Station, Broadway Paeso, Englewood events, tree-lined street along Englewood Parkway.

Live

Current and future Englewood residents will have opportunities to choose from a variety of high quality housing stock that incorporates a range of housing types and densities that appeal to the needs and desires of families, singles, and seniors, within desirable neighborhoods.

Work

Current and future Englewood residents will have opportunities to provide their talents and skills in Colorado's economy locally through the City's support of flexible land uses and expanded industrial and incubator spaces, and regionally through convenient transit access to Downtown Denver.

Shop

Current and future Englewood residents will have opportunities to shop and dine at high quality neighborhood businesses featuring a wide array of products, services and healthy food within walking distance from their homes. The City of Englewood will also continue to market itself as the southern suburbs historical downtown, as well as capitalize on the City's strong daytime population.

Move

Current and future Englewood residents will enjoy safe walking and bicycling connections to transit, the central business district, neighborhood-serving businesses, parks and recreational facilities, and schools.

Learn

Children and teens will enjoy a strong public school system offering a wide choice of quality educational programs. Current and future Englewood residents will enjoy opportunities for cultural enrichment through the arts as well as opportunities to participate in life-long learning activities.

Play

Current and future Englewood residents will enjoy an enhanced park and open space system that includes local neighborhood parks, as well as regional parks that offer specialized destination facilities and amenities, and expanded and improved regional leisure and recreational amenities in South Platte River corridor.

Englewood's Neighborhood Areas

Neighborhood areas were developed to identify the desired future character of each general area and assist with future planning and development decisions (Figure 1-4). The neighborhood areas are not political or organizational boundaries. By focusing on how to facilitate change at the neighborhood level, the City will ensure that development occurs in the desired amount, location, and type throughout the community.

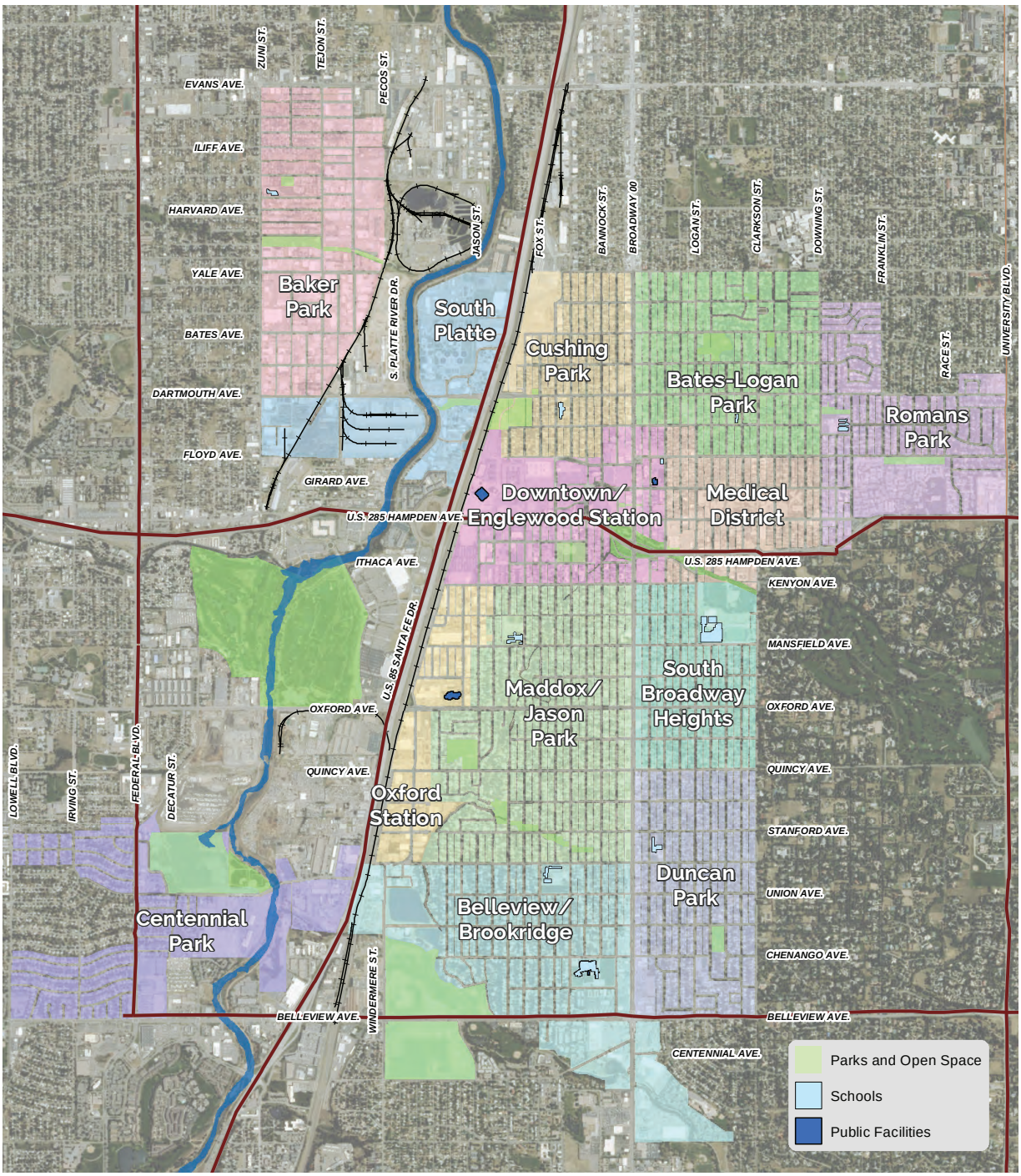


Figure 1-4 Englewood's Neighborhood Areas

PART 2:
ENGLEWOOD'S FRAMEWORK

Snapshots

Using the best available data from the City, Arapahoe County, the US Census Bureau, Colorado datasets and other sources, the planning team researched and synthesized information for each planning topic into a series of "existing conditions snapshots."

These snapshots provide not only an overview of baseline conditions, but also define how those conditions influence the development of policies, land uses, and opportunities for Englewood Forward. An extensive list of indicator data is presented under separate cover in the "Community Indicators Report.". Together with a summary of what we heard during the planning process, this section provides an overview of the current issues and needs of the community.

At the end of each theme "Key Indicators" are identified by theme. A review of indicators will serve as a check-in on Englewood's progress toward achieving the Vision. A monitoring program, which describes how the key indicators will be tracked and evaluated, is detailed in Part 4.

Plan Highlight

Snapshots provide an overview of issues and needs that were researched and synthesized into the six planning themes.

Numerous meetings were held with the public, small groups, and the City's boards and commissions to gather input on the snapshots. The following sections summarize hundreds of comments into "What We've Heard."

Photo Source: (Clockwise starting at top-left) bigstockphoto.com, metrolinktrains.com, usnews.com, liveurbandenver.com.

Global Trends & The City of Englewood

In recent years, cities and downtowns have seen a renaissance of investment, influenced by a shift in preferences toward urban living. Reinvestment is occurring at a rapid pace around the Denver metro region and investments can be witnessed in Englewood as well. These changing preferences, discussed in the 2014 Top 10 Global Trends Report by Progressive Urban Management Associates (PUMA), are increasing the influence cities have in the national economy and will have many implications for future planning. Key trends related to Englewood include:

- The demographics of the United States are changing, and shifts are occurring most rapidly in urban areas. The nation's two largest demographic segments - Baby Boomers and Millennials - are guiding this shift toward urban living and are seeking compact, social environments that offer diversity and culture. Statistics show that Millennials are moving to cities at the same time as Baby Boomers are downsizing and returning to an urban lifestyle. Millennials are waiting longer to buy a house and both Millennials and Baby Boomers are showing a preference for smaller housing units.
- Recruiting a highly educated workforce is now crucial to business attraction and economic health of cities. As Baby Boomers continue to retire, there will be opportunities for younger talent to seek good mid-to-high wage jobs. With educated Millennials choosing to live in more urban areas, cities close to urban centers, like Englewood, can position themselves to attract companies that are looking to locate near young talent. Educational institutions and healthcare facilities are strong industries that both attract and demand high- and mid-skilled talent.
- Changes in technology and consumer behaviors are shrinking storefront retail expansion overall. Even though most communities in the Denver metro area have recovered from the Great Recession of 2008, retail square footage is not expanding at the rate it once was. With more and more consumers looking to online retailers for many goods, retail growth areas are somewhat limited. Retail growth will need to focus on concentrated shops that offer unique products, experience-based shopping, or specific niches such as technology, sporting apparel, and green products.
- Transportation preferences are shifting, with car ownership dropping overall and particularly among Baby Boomers and Millennials. Both groups prefer walkable environments and are becoming increasingly less dependent on the automobile as their primary mode of transportation. Englewood's higher–than-average Walk Score® and access to light rail can help the City attract these demographic segments. Walkable communities also experience economic benefits such as higher property values and higher net incomes for office, retail and industrial businesses.
- The obesity epidemic and rising health care costs in the United States have given rise to demand for better access to healthy and local foods and more opportunities for active living. Local policy makers are increasingly paying attention to the connection between heath and the way communities are designed and branded.

Englewood, which has a large Millennial population, a walkable central business district, and transit access is poised to benefit from many of the above trends. However, Englewood must continue to adapt by offering a mix of housing options, unique retail, cultural attractions and other amenities that support healthy lifestyles. Doing so will continue to make Englewood an attractive place to live, work, and play and maintain its position as a competitive first-ring suburb in the Denver metro area.

> Englewood's higher–than-average Walk Score® and access to light rail can help the City attract Baby Boomers and Millennials who are increasingly less dependent on the automobile.

Key Points

- **Englewood's older, smaller homes, which rank below peer cities and the Denver metro area, aren't retaining families.**
- **The City hosts a large number of Millennials and Baby Boomers, who desire urban living and walkability.**
- **The population declined slightly between 2000 and 2010.**
- **Housing is relatively affordable, but costs are rising.**
- **There is a desire to retain existing neighborhood character while increasing the mix of uses and densities in strategic locations.**

Live

Why it Matters

Maintaining a diversified housing stock is integral to any city's livability. Available homes must be suitable for all life stages and lifestyles in order to attract and keep young adults as they progress through marriage, raising kids, downsizing, and transitioning to assisted living facilities. As a first-ring suburb of Denver, Englewood has many smaller, affordable houses in older neighborhoods and a significant number of apartments. The City also has numerous urban amenities with a concentration of walkable businesses along Broadway and in CityCenter, the region's first transit-oriented development adjacent to light rail. As such, the City is particularly attractive to Millennials and Baby Boomers, both of whom have an affinity toward urban living, walkable areas, and transit options. However, the City must evolve its housing stock to accommodate families desiring larger houses.

Overview

Housing

Homes built prior to 1940 represent 43% of Englewood's housing stock, while those built post World War II, between 1941 and 1960, represent 48% of the City's dwellings (Figure 2-3). Only 1% of the City's housing has been built since 2001. The older age of homes contributes to the smaller average size of homes in Englewood at 1,237 square feet. In comparison, single-family houses built in 2010 across the country averaged 2,392 square feet, according to the Census - almost twice as large as those found in Englewood (Figure 2-1). The average residential density is 3.68 units per acre and is fairly consistent with peer cities on a per capita basis.

Englewood has a large number of multi-family units and the highest number of complexes with 20 or more units in comparison to its peer

1,237

square feet = the average size of Englewood homes

2,392

square feet = the average size of U.S. homes built in 2010

Figure 2-1 Average Size of Homes
Source: US Census 2010

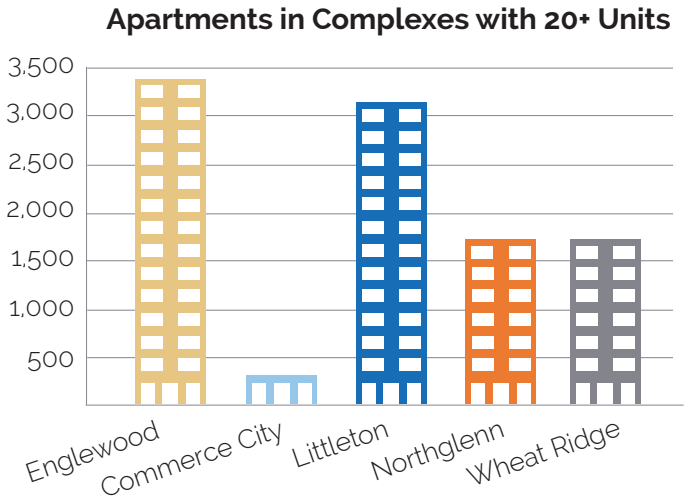


Figure 2-2 Apartments in Complexes with 20+ Units
Source: US Census, ACS 2010 5-year estimates

suburbs (Figure 2-2). Higher density housing is generally located near Broadway, Hampden, and the light rail line (Figure 2-5). In the fourth quarter of 2012, the vacancy rate was 4.3%, slightly lower than that of Arapahoe County (5.0%) and Denver metro (4.9 %).

Englewood is unique compared to its peer suburbs in that slightly more of its occupied units are rented (47%) than owned (46 %), with a 7% vacancy rate (Figure 2-4, US Census 2010). Englewood had the highest rate of renting among comparable cities, where the average is 33%. This is likely due to the type and size of housing stock available. While renters are often associated with poor property maintenance, less community involvement, and higher crime, such broad generalizations should be avoided.

Finally, there are a limited number of assisted living/age restricted housing options for older residents in the City, according to the Boomer Bond Assessment developed by the Denver Regional Council of Governments, the American Association of Retired Persons, and the Tri-County Health Department.

Affordability

Housing in Englewood is more affordable compared to comparable cities and the metro area. In 2014, the median housing price in Englewood was $249,164. This is 13% lower than the median for the Denver metro area, which was $287,860. Similarly, the average rental rate for one-bedroom apartments in Englewood in 2013 was $853, lower than the Denver metro area ($890) and lower than Denver ($915).

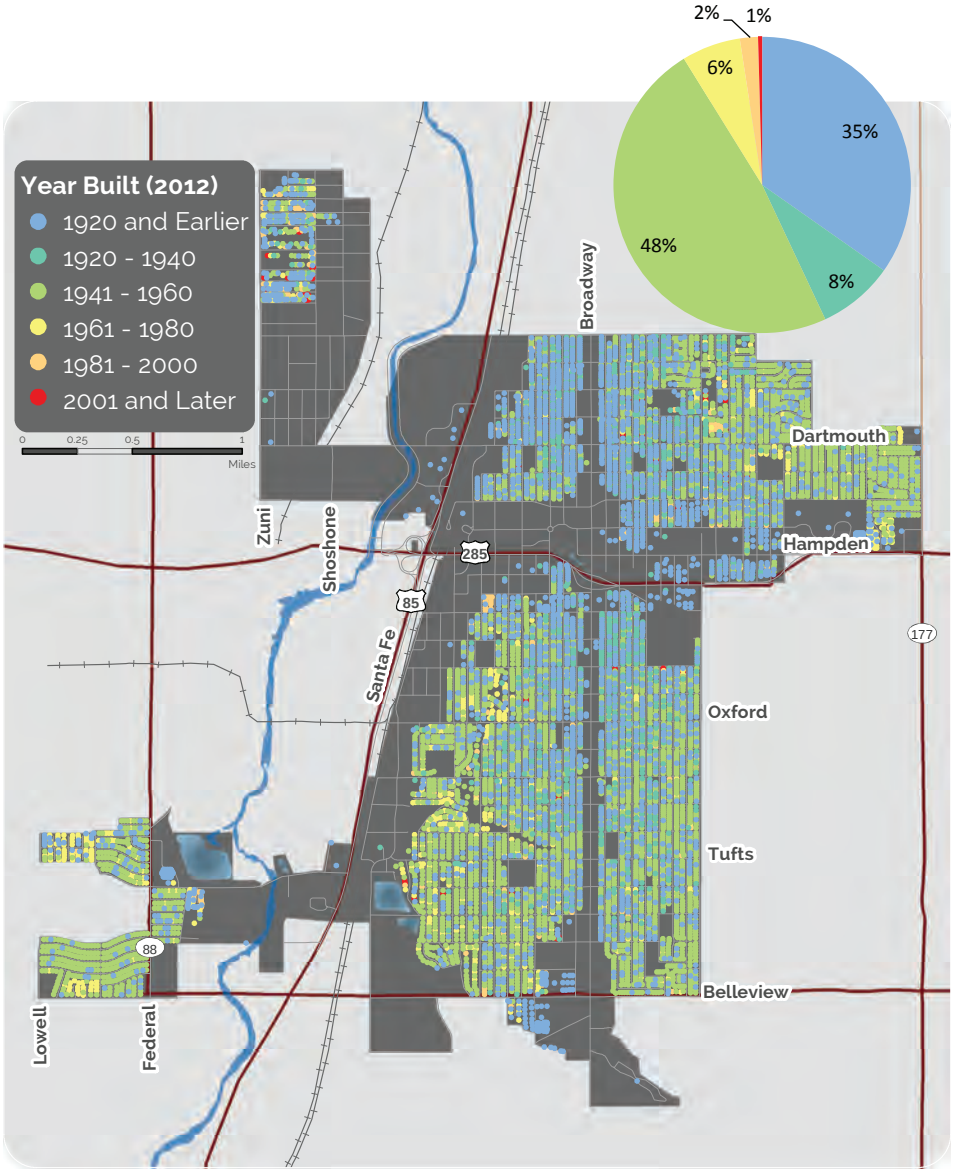


Figure 2-3 Residential Year Built
Source: City of Englewood, 2015

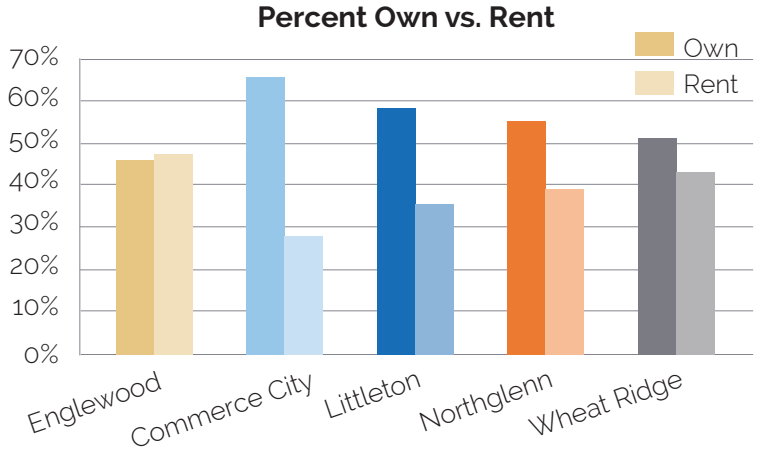


Figure 2-4 Percent Own vs. Rent
Source: US Census 2010

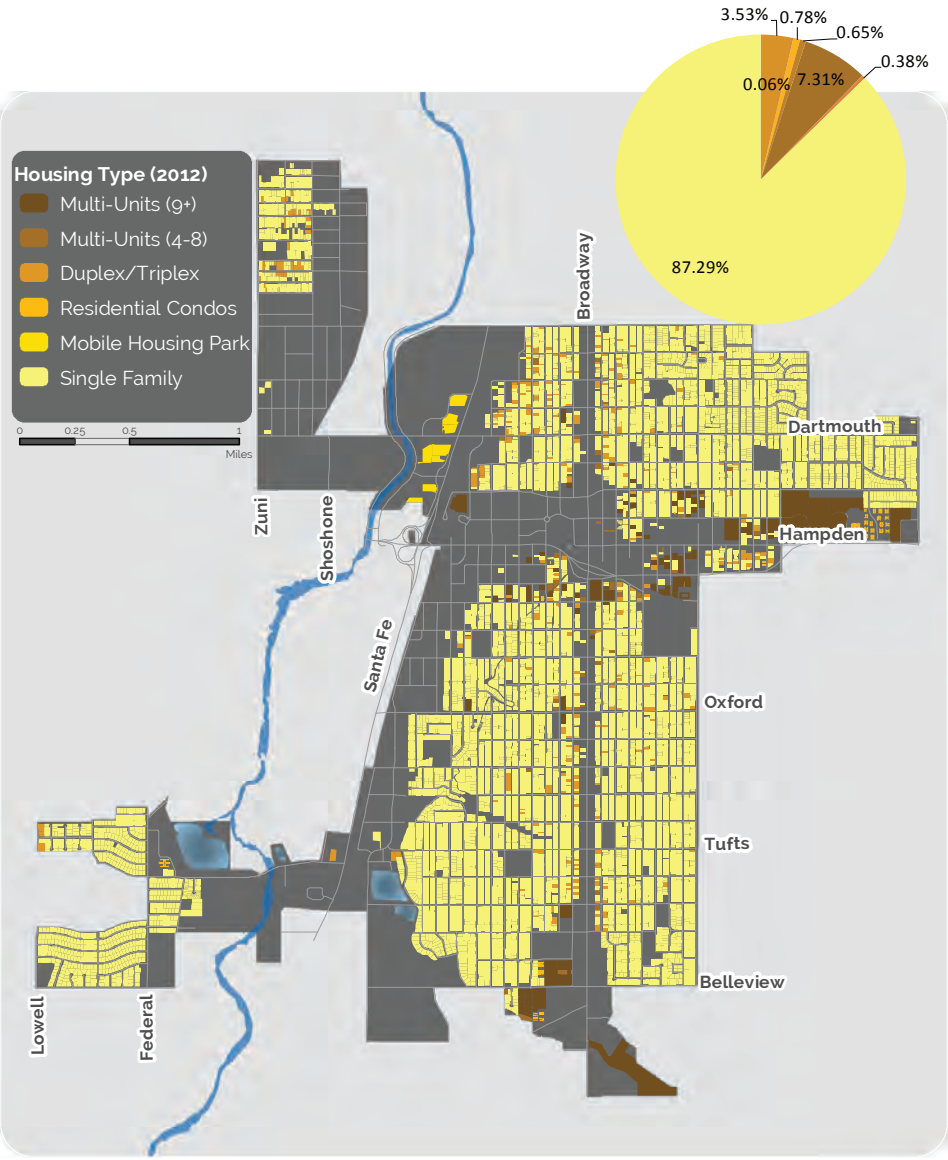


Figure 2-5 Housing Type
Source: City of Englewood, 2015

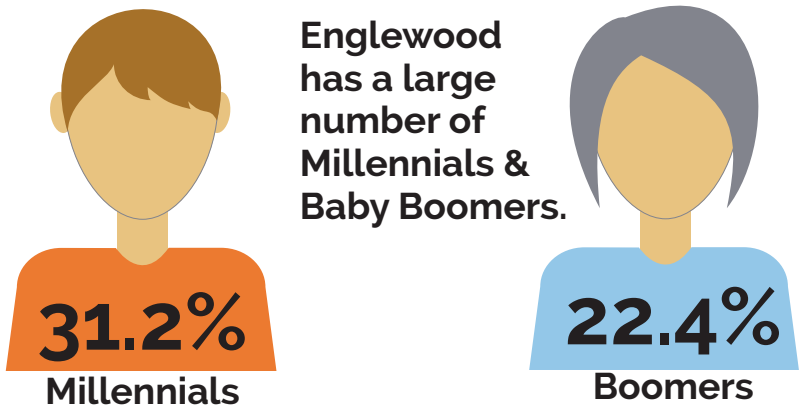


Figure 2-6 Percent Millennials and Baby Boomers
Source: US Census 2010

However, Englewood's rental rate is higher than Commerce City and Wheat Ridge, likely due in part to its proximity to amenities such as light -rail and easy access to downtown Denver and the Denver Technological Center along Interstate 25. Millennials and Boomers are often willing to pay a premium to live in urban centers that are less auto-dependent and close to retail, dining, and transit.

Home prices are on the rise across the Denver metro area and Englewood is not immune. Home sales remained steady through the Great Recession and began to increase significantly in 2012. Additionally, home sales in the $250,000 to $350,000 range have increased in recent years, making up 20.4% of sales in 2013 compared to 11.6% in 2012. Since 2011, Englewood has also witnessed an increase in residential prices per square foot, reaching a five-year high of $158 in 2013 compared to $121 in 2011. Home prices per square foot can be expected to continue to rise in the future as Englewood experienced prices approaching $180 per square foot in the years before the Great Recession (Figure 2-7).

Residents

The fact that Englewood has so many smaller, single-family homes and a greater number of multi-family housing units makes it attractive to child-free households. In the Denver metro Area in 2010, Englewood had the largest percentage of Millennials, those born between 1982-2004 at 31% (Figure 2-6).

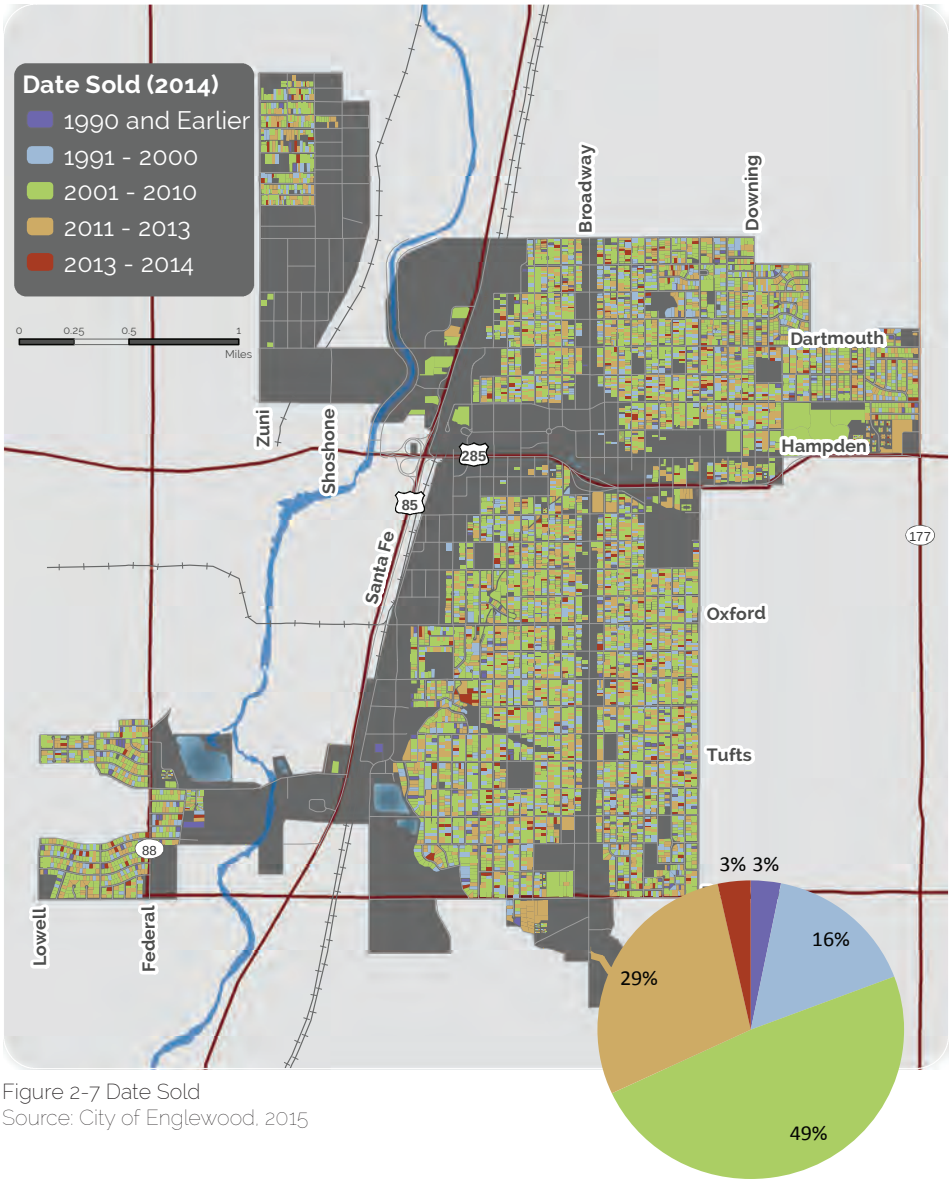
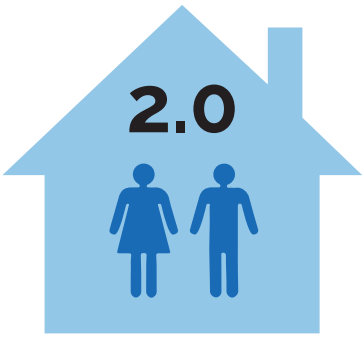


Figure 2-7 Date Sold
Source: City of Englewood, 2015

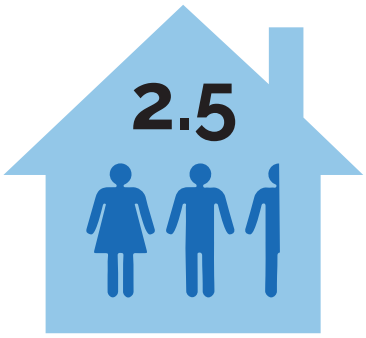
Englewood also had a significant baby boomer population in 2010, born 1946-1964, which is higher then its peer cities. This contributes to the City having a household size of 2.0, the lowest of its peer suburbs and the Denver metro area, which had an average household size of 2.7 and 2.5, respectively (Figure 2-8). The dearth of larger homes suitable for families may contribute to the dip in Englewood's population aged 35 to 44, who are in key, child-rearing years.

City residents are predominantly white. In many American cities the ethnic makeup has become more diverse, with Hispanics making up 26% of the population on average. According to the 2010 Census, in Englewood, Hispanics make up the second largest segment of the population (18.1%), after whites (84.4%), with less than 8% of the population in other races. Among both white and non-white Millennials, diversity is often a desirable characteristic when considering where to live. Therefore, Englewood may not be as appealing to some people in the young, skilled talent pool compared to more diverse cities.

Although population growth continues around the Denver metro area and throughout the State of Colorado as the nation recovers from the Great Recession, the population in Englewood declined slightly from 31,727 in 2000 to 30,255 in 2010 Figure 2-9 and Figure 2-10). This may be linked to the City's lack of larger homes. Therefore, Englewood must continue to adapt by offering a mix of housing options in



Average Household Size in Englewood



Average Household Size in Denver Metro

Figure 2-8 Average Household Size
Source: US Census, ACS 2010 5-year estimate

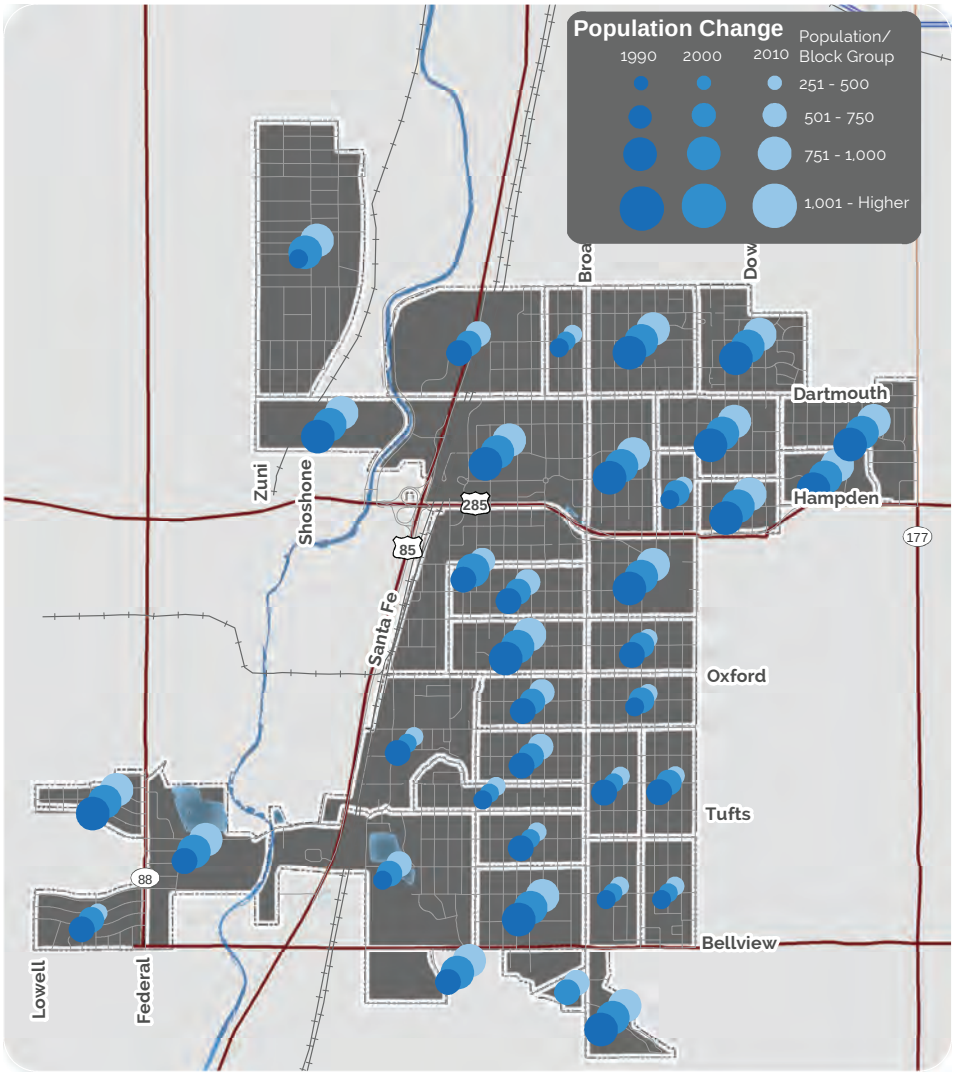


Figure 2-9 Population Change
Source: US Census, 2013.

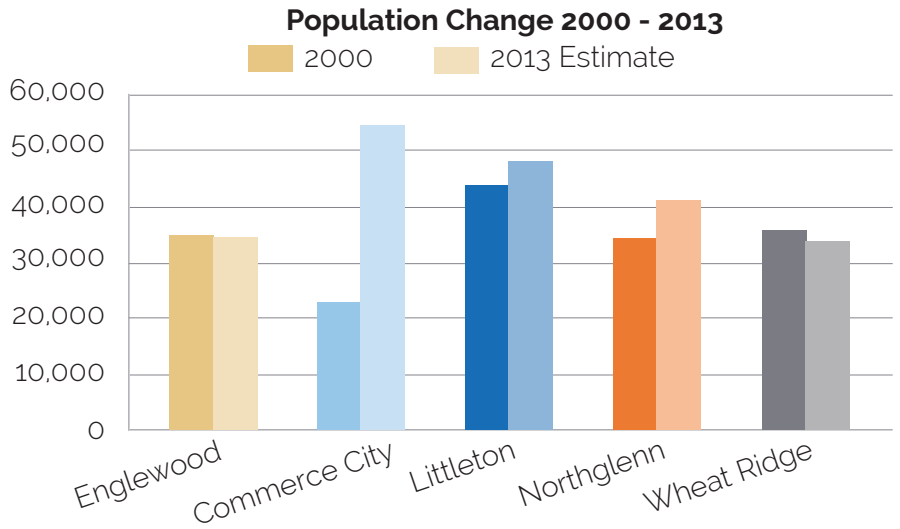


Figure 2-10 Regional Population Change
Source: US Census 2010, ACS 2013

proximity to unique retail, cultural attractions, and other amenities that support healthy lifestyles at all ages. Doing so will continue to make Englewood an attractive place to live and help maintain its position as a competitive first-ring suburb in the Denver metro area.

What We've Heard

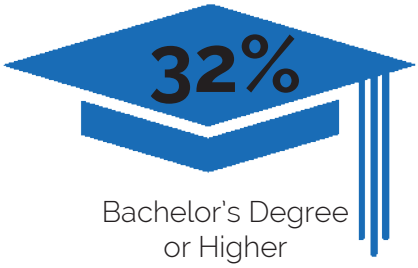
Stakeholders and the general public expressed concern that there are too many poorly-maintained rental properties in Englewood and that the housing stock limits the growth of families in the City, forcing them to move elsewhere as families get bigger. They felt the City should locate density near light rail stations, while preserving and upgrading the character of stable neighborhoods, including updating and expanding existing houses. They also said the City needs to better accommodate vulnerable populations by reevaluating the availability and location of housing and services for seniors and the homeless. Some feel that homelessness is detracting from the quality of neighborhoods, including retail, civic, and recreational amenities.

Key Indicators

Average Residential Density
Walk Score®
Parks Level of Service
Median Housing Price
Homeownership Rates
Housing Affordability
Average household size
Job/Housing Balance

Key Points

- **A growing number of Englewood's residents are well-educated, which is attractive to employers.**
- **Median household income is significantly lower than peer cities, but should increase as Millennials establish themselves in the workforce.**
- **Englewood offers many jobs across a range of occupations, but most residents commute to work outside the City.**
- **The construction industry, which is projected to grow, is well represented.**
- **Hospitals are 2 of the 3 largest employers, and healthcare is the fastest growing occupation in the nation.**
- **Low vacancy and lease rates for office and industrial space provide an opportunity to grow these uses.**
- **A concentration of Millennials can help foster creative businesses and new job opportunities.**



Work

Why it Matters

Recruiting a highly educated workforce is now crucial to business attraction and the economic health of cities. As Baby Boomers continue to retire, there will be opportunities for younger talent to seek good mid-to-high wage jobs. With educated Millennials choosing to live in more urban areas, Englewood can position itself to attract companies that are looking to locate near young talent. Lower than average incomes are prevalent in Englewood, however, and could be a deterrent to retaining mid-life residents seeking higher-paying job opportunities.

Overview

Education

With a sizable well-educated adult population, Englewood's resident workforce appears to offer a competitive advantage in attracting employers, compared to many of its peer suburbs. With 32% of residents holding a bachelor's degree or higher, Englewood has a higher educated population than peer cities including Commerce City, Northglenn, and Wheat Ridge. However, Littleton ranks the highest with 41% and the Denver metro area is close behind that with 38% of residents with bachelor's degrees or higher. (2010 US Census)

Millennials, in many cases, have more degrees than older generations but are slower to start careers and are starting off with lower incomes. This may shed light on why Englewood has strong educational attainment but lower household income compared to several of its peer cities.

Income

The median household income in Englewood is significantly less than peer suburbs and the Denver metro area. At $42,416, median household income in Englewood is followed by Wheat Ridge ($47,014), then Northglenn ($52,093) and Littleton ($54,512). Commerce City and the Denver metro area have significantly higher median household incomes, both equaling $56,635 (Figure 2-11). Englewood's relatively low median household income may partially be attributed to its significantly lower household size, smaller housing units, and a large number of Millennials who are still in the early stages of their careers.

Median Household Income: Englewood

$42,416

Median Household Income: Denver Metro

$56,625

Figure 2-11 Median Household Income
Source: US Census, ACS 2010 5-year Estimates

Employment

Englewood, much like other communities across the nation, witnessed a severe spike in unemployment due to the Great Recession beginning in 2008. Englewood's unemployment rate reached a peak of 10% in 2010, but has experienced a steady decline since, reaching 5% in October 2014, which was slightly higher than the Denver metro area at 4%.

Englewood's largest occupation group includes management, business, science, and arts (34%). However, the share of workers in these occupations is slightly lower when compared to the Denver metro area (40%), The second largest group of employees (26%) is contained within sales and office occupations, the same as the Denver metro area. In occupations consisting of service; natural resources, construction, and maintenance; and production, transportation, and material moving, Englewood has a slightly higher share than the Denver metro area (Figure 2-12).

Most of Englewood's employment opportunities are focused along Broadway, Hampden, and Santa Fe, and in the northwestern portion of the City. Small-scale service and retail jobs are common along Broadway, while large-scale trades congregate in Downtown, near Santa Fe, and near Broadway and Belleview. Construction and manufacturing are predominantly located in the northwestern portion of the City. Healthcare and social assistance are clustered near Hampden (Figure 2-13).

According to the 2014 Englewood Community Profile, the City's top three employers include Swedish Medical Center with 1,705 employees, Sports Authority, which is headquartered in Englewood and has 829 employees, and Craig Hospital with 744 employees. Healthcare is a growing industry that attracts and demands high- and mid-skilled talent.

While there are currently 1.54 jobs for every household, indicating a strong employment base, only 1,198 people both live and work in the City. More than 14,000 residents work in other cities, and more than 21,000 people are in-commuters. This equals 92.4% of the workforce that works outside of the City.

Vacancy & Lease Rates

During the 4th quarter of 2012, Englewood had the lowest office vacancy rate and also the lowest lease rate at 11% and $17.06 respectively, in comparison to Denver metro. Englewood also had the lowest industrial vacancy rate and lease rate at 5% and $5.62 respectively, compared to Denver metro. Englewood's lower lease rates for office and industrial, compared to Denver metro, provide an opportunity for Englewood to attract these uses. Englewood's lower than average office and industrial vacancy rates are an indication of the interest in more affordable rents.

What We've Heard

Industrial land in Englewood is an important asset to the local economy, and the public would like to see the City provide more support for flexible industrial and incubator space that could attract new businesses. Englewood should also consider mixing housing into existing industrial areas, such as near the Oxford light rail station. The public also desires more higher-paying jobs in the City.

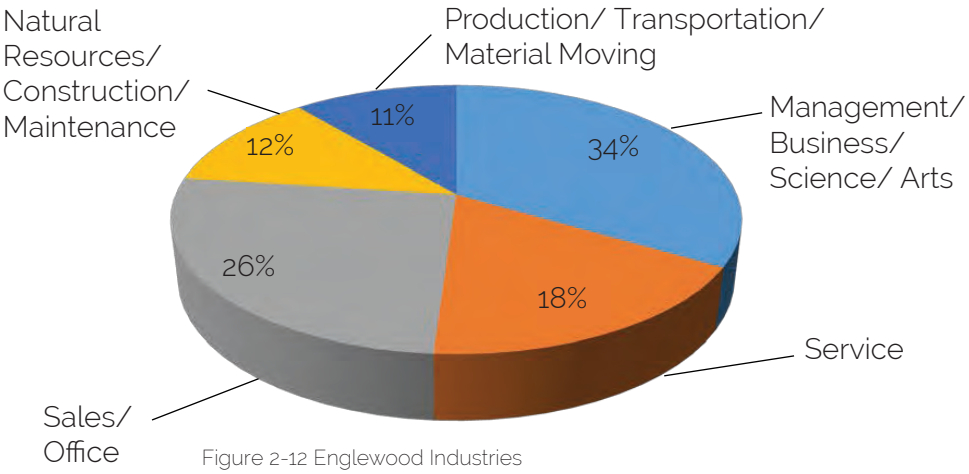


Figure 2-12 Englewood Industries
Source: US Census 2010

Key Indicators

Job/Housing Balance

Worker Outflow

Educational Attainment

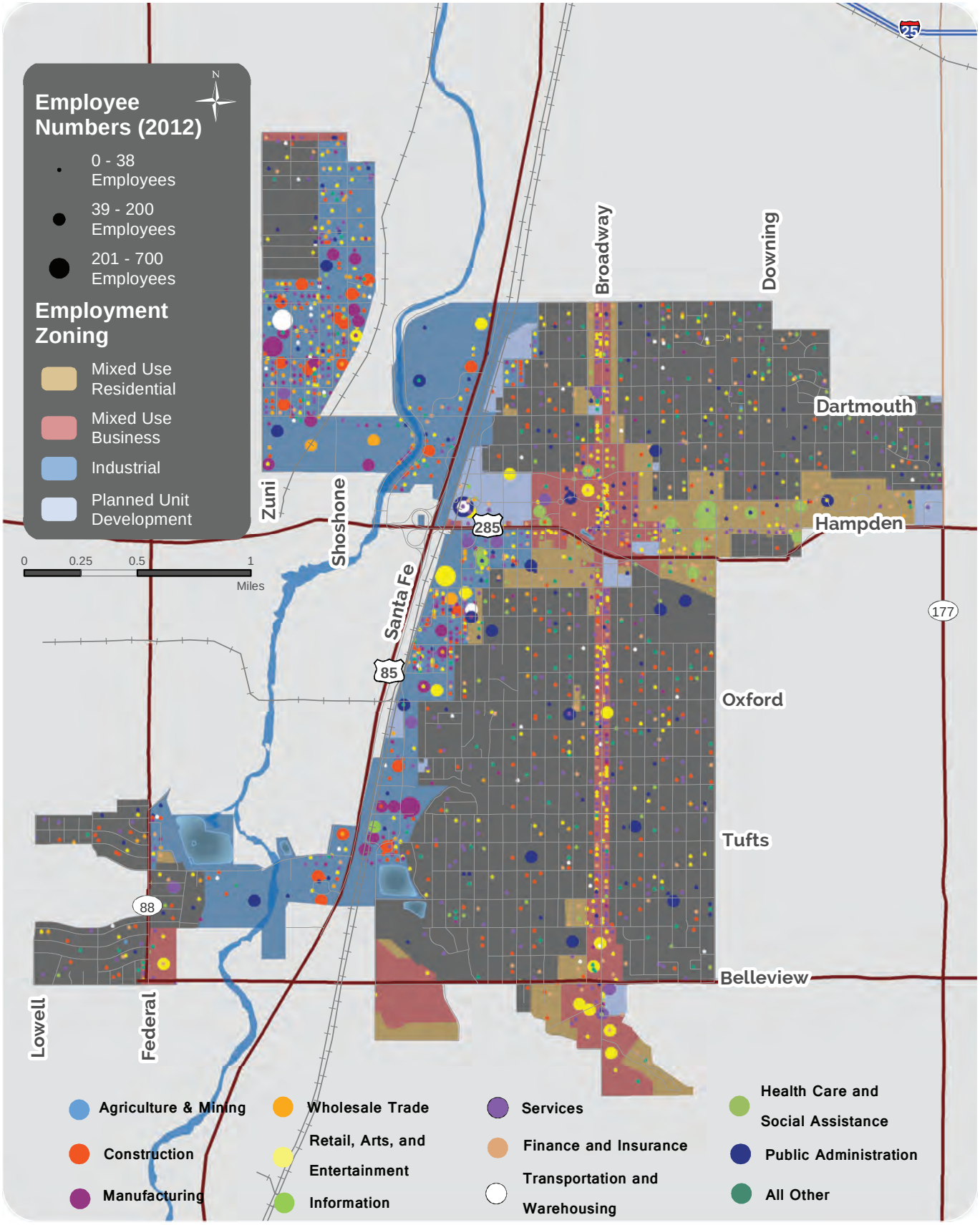


Figure 2-13 Employment Concentration and Zoning
Source: City of Englewood, 2015

Key Points

- **Englewood's higher–than-average walkability, extensive bike network, and access to light rail are attractive to Millennials and Baby Boomers.**
- **25% of residents choose an alternative to driving to work alone.**
- **Main thoroughfares may need improvements to prevent traffic delays.**
- **The public desires continued investment along Broadway that benefits all modes while enhancing the identity of the City's most important commercial corridor.**
- **The public also supports expanding walkability, biking, and transit by allowing a greater and denser mix of land uses in certain areas.**

Move

Why it Matters

Transportation preferences are shifting. Car ownership and vehicle miles traveled in the United States have decreased in recent years, while transit ridership has experienced a significant increase. This is especially true among Millennials and Baby Boomers, who prefer walkable urban environments and are forgoing automobile ownership in favor of transit, walking, and biking. Englewood's higher–than-average walkability, extensive bike network, and access to light rail can help the City further attract these demographic segments. Walkable communities experience economic benefits such as higher property values and higher net incomes for office, retail and industrial businesses. Englewood's light rail stations provide an opportunity to expand transit oriented development that integrates housing, employment, and transportation options.

Overview

Commuting

Commuters in Englewood have an average commute of 25 minutes, approximately four minutes shorter than the average for the Denver metro area.

While driving is still the dominant mode (75%), Englewood residents enjoy a range of other transportation options for commuting to work, including carpooling, transit, walking and biking (Figure 2-14). A full quarter of Englewood residents choose an alternative to driving to work alone. Mobility options other than driving make Englewood attractive to Millennials who own fewer cars for financial reasons or by choice.

The top five reported commuting destinations for workers living in Englewood are Denver, Englewood, Littleton, Greenwood Village, and Centennial. Transit commute times are two to three times longer than driving for all of the destinations, with the exception of Downtown Denver, which likely explains why only seven percent of workers residing in Englewood commute by transit.

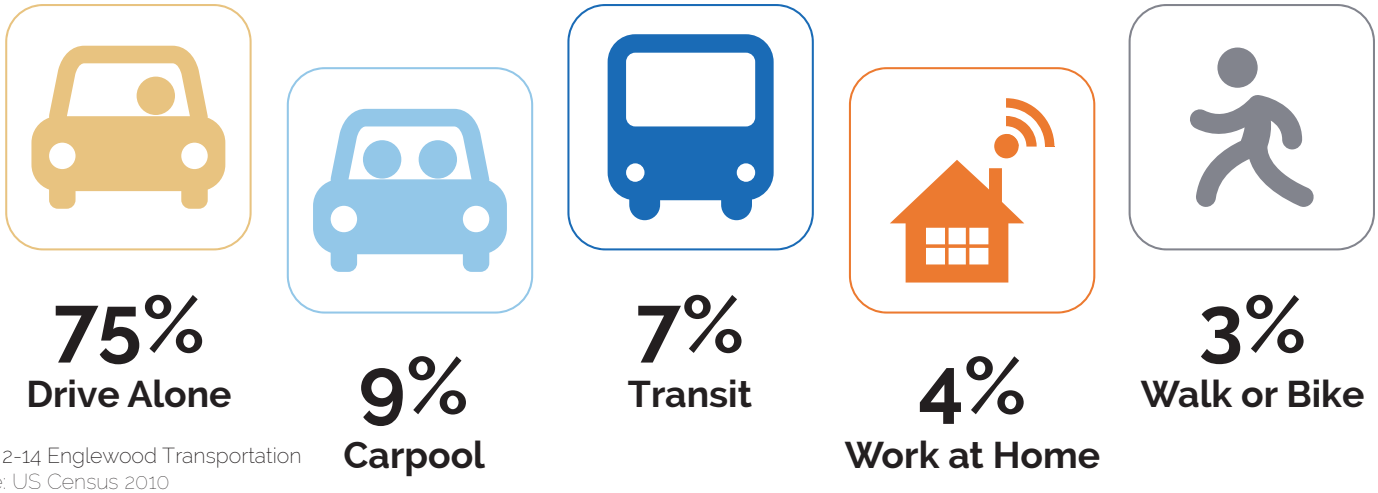


Figure 2-14 Englewood Transportation
Source: US Census 2010

Traffic Counts

Traffic volumes decreased slightly during the Great Recession, and have remained flat since. Exceptions to this are Belleview Avenue east of Federal Boulevard and Dartmouth Avenue west of Clarkson Street, which each averaged around 1.5% of traffic growth per year. Although this is higher than other locations in the City, this level of growth is considered to be average in the region.

Despite growth in traffic, volumes are within existing capacities of most roads and excessive delays at intersections are not experienced. Broadway, Santa Fe, Hampden, and Belleview, however, have volume to capacity ratios between 0.75 and 1.0, indicating that demand could soon exceed the capacity and improvements may be necessary in the near future (Figure 2-17).

Transit

Englewood is well served by both light rail and bus transit. The City is home to two Regional Transportation District (RTD) light rail stations with service to and from Downtown Denver and Mineral Station in Littleton along the Southwest Line. Transit ridership at these stations decreased slightly over the past decade with the implementation of the Southeast Line along the I-25 corridor (Figure 2-15).

The areas around the light rail stations offer a prime opportunity to create walkable neighborhoods that offer a mix of compatible and desirable land uses. Current land uses in the quarter-mile walk zone are depicted in Figure 2-16.

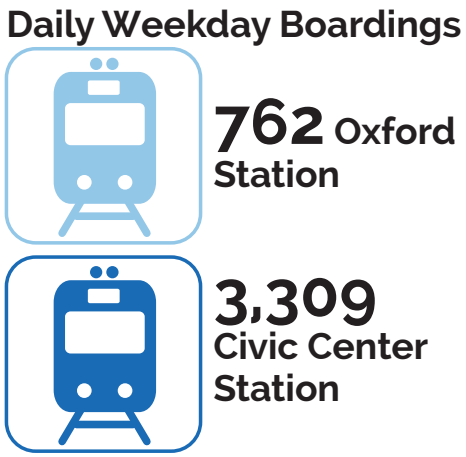


Figure 2-15 Daily Weekday Boardings
Source: RTD

Light rail service into Denver is supplemented by east-west fixed-route bus service through the community from the Civic Center and Oxford light rail stations.

Route 12 provides service from the Civic Center Station east along Floyd Avenue, Englewood Parkway and Old Hampden Avenue to the Swedish Medical Center, and north south along Downing Street into Denver. The highest daily boardings along this route within Englewood occur at the Civic Center Station, Englewood Parkway/Acoma Street stop, and Hampden Avenue/Pennsylvania Street stop.

Route 27 provides east-west service in Englewood from the Civic Center Station, east along Floyd Avenue and Englewood Parkway to Broadway, and north on Broadway to Yale Avenue where it again travels east-west. The highest daily boardings along this route occur at the Civic Center Station and Englewood Parkway/South Acoma Street stop.

Route 35 provides service from the Civic Center Station east along Floyd Avenue and Englewood Parkway, south along Sherman Street to Hampden Avenue. The highest daily boardings along this route within Englewood occur at the Civic Center Station and Hampden/South Pennsylvania Street stop, followed closely by boardings at Englewood Parkway/Acoma Street stop.

Route 51 provides service from the Civic Center Station to the Oxford Station and then west on Oxford to Sheridan where it then travels north into Denver and beyond. The highest daily boardings along this route within Englewood occur at the Civic Center Station and the Oxford Station.

The Art Shuttle is a free circulator shuttle running east-west between

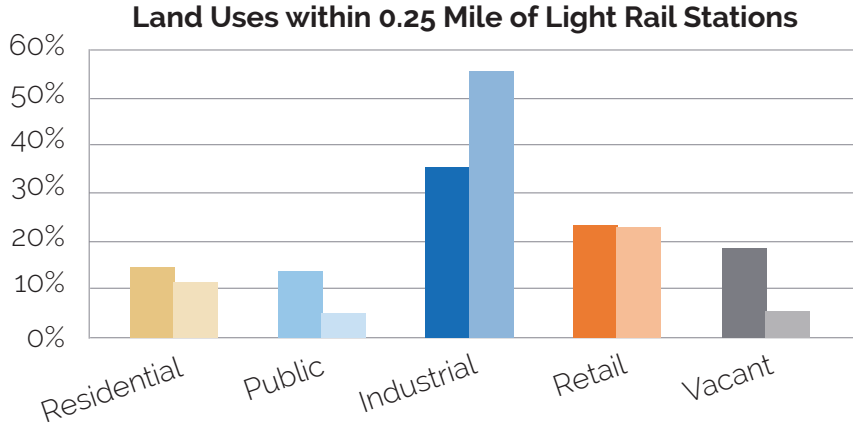


Figure 2-16 Land Uses Within 0.25 Miles of Light Rail Stations
Source: City of Englewood 2015

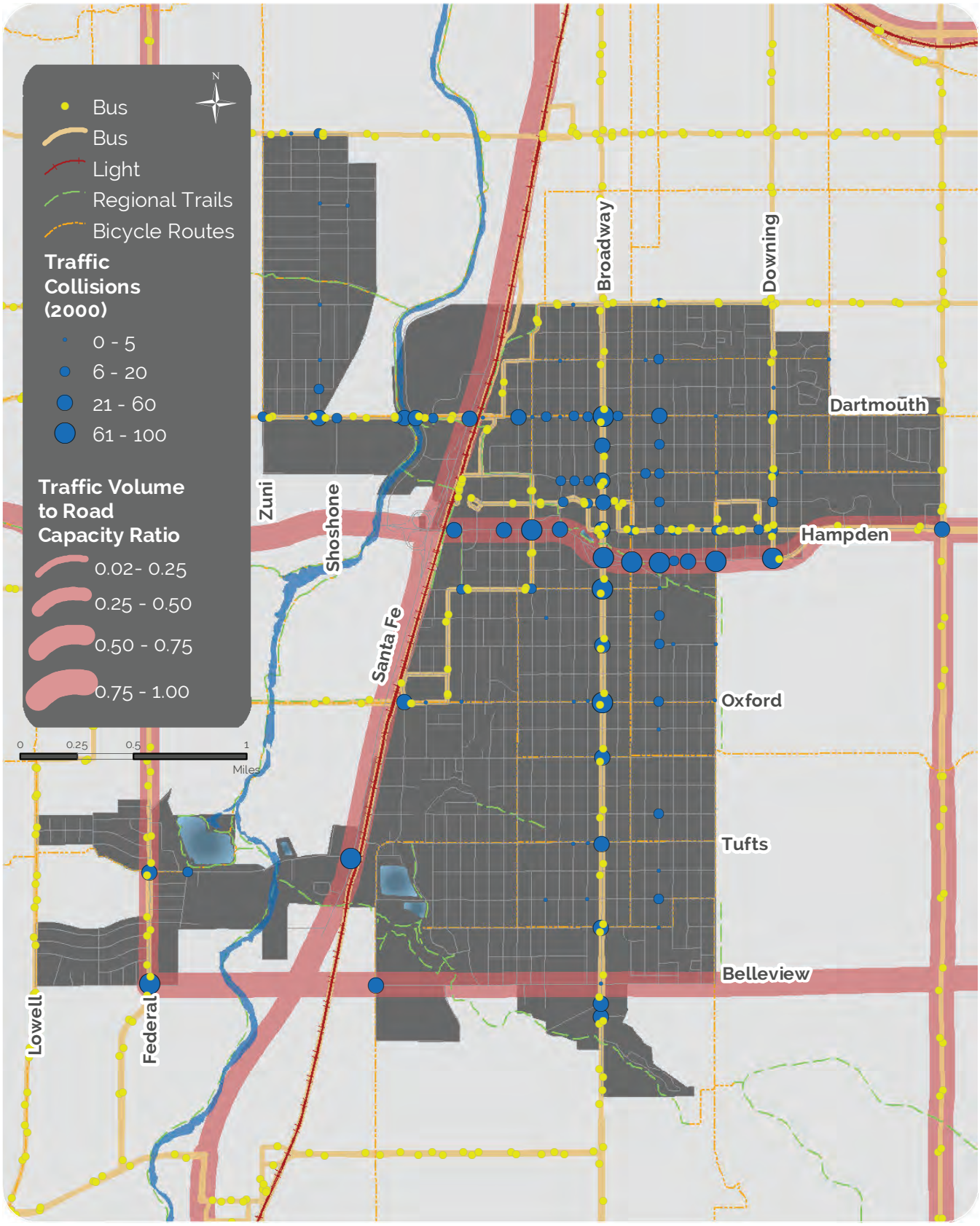


Figure 2-17 Englewood Traffic Volume and Accidents
Source: CDOT/City of Englewood, 2015

the Englewood CityCenter and the Medical District. The shuttle picks up and drops off passengers at 19 stops, including downtown and the senior center, and runs from 6:30 AM - 6:30 PM on Monday through Friday. The shuttle, which runs every fifteen minutes, is frequently used as an alternative mode of transit.

Walking

Englewood's walkable downtown and proximity to transit give it a high Walk Score®. Walk Score® is an online tool that measures the walkability of an area on a scale from 0 to 100. It is indicative of the mix and proximity of walkable destinations and takes into account some pedestrian friendliness measures such as block length and intersection density but does not report on the quality of the pedestrian infrastructure.

The overall Walk Score® in Englewood is 55 but locations in downtown, especially along South Broadway, have a particularly high score of 90 (Figure 2-18). Locations in central Englewood are rated from "very walkable" to "walker's paradise" according to the Walk Score® tool. This includes many of the areas around South Broadway. The area around the Englewood light rail station is considered very walkable as well. Areas further from the central business district are not as walkable, such as the intersection of Floyd Avenue & South Downing Street, which is considered "somewhat walkable."

The industrial area near the Oxford light rail station, originally built for access to employment, is considered "car-dependent" with a low Walk Score® of 40 due to the lack of desirable walkable locations nearby,

Unfortunately, the majority of sidewalks in residential areas do not meet the five foot width standard set by the Americans with Disabilities Act, according to the Boomer Bond Assessment. Upgrading to the five foot standard is possible in many of the residential neighborhoods; however, the cost is currently beyond the capacity of the City's capital budget.

Biking

Englewood has an extensive bicycle transportation network including off and on-street facilities which connect to 91 miles of regional bicycle trails (Figure 2-19). The off-street facilities consist primarily of bike paths in park-managed lands, primarily geared toward the recreational user. The on-street system is made up of local and regionally connected signed bicycle routes. Bicycle facilities are an attractive amenity, particularly for Millennials who value alternative transportation options and active recreation.

What We've Heard

The public desires improving Broadway to benefit all modes while enhancing the identity of the City's most important commercial corridor. Paving alleys is also important as Englewood is comprised of many traditional, alley-served neighborhoods. While the existing street grid is a good base for the pedestrian and bicycle network, there are opportunities to expand walkability and transit use by allowing a greater and denser mix of land uses in certain areas. Increasing the frequency of light rail would help make transit a more viable alternative to driving, and bicycling could be further encouraged via on-street lanes and a bike share program. The City should also enhance off-street trail connections to schools, parks, shops and other destinations. Many would like brighter lights for paths to improve safety, covered areas for bus and light rail stations, and increased signage for wayfinding.

Key Indicators

- **Trip Distribution by Mode Share**
- **Miles of Bike Routes / Lanes**
- **Walk Score®**
- **Parks Access**

Figure 2-18 Overall Walk Score®
Source: walkscore.com

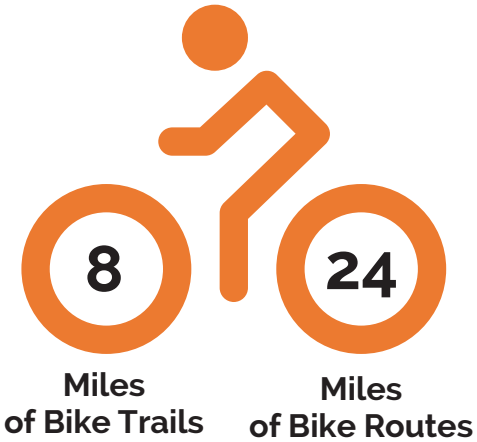


Figure 2-19 Miles of Bike Trails and Routes
Source: City of Englewood 2015

Key Points

- **Global consumer trends are resulting in less demand for retail space.**
- **Retail sales have rebounded from the Great Recession slower than the region and state.**
- **Retail vacancy rates are low and retail lease rates are high, suggesting a strong market.**
- **Several neighborhoods have lower than average car ownership and no retail food store within walking distance.**
- **The public would like more local businesses and smaller, neighborhood-serving commercial centers within walking distance of homes.**

Shop

Why it Matters

Today's consumers are seeking a variety of retail with a specific interest in local, independent businesses and places that provide experience shopping. This has influenced big box retail to re-examine their store fronts in urban contexts, in favor of smaller formats that fit within more compact, walkable environments. Technology also continues to influence retail space, with a growing number of online sales replacing in-store shopping in some instances. These changing consumer behaviors mean retail square footage is shrinking – even though consumer expenditures have risen to pre-recession levels.

Overview

Retail Sales

Englewood made a slower recovery from the downturn of 2008 than Denver metro and Colorado, which both saw increases as early as 2010. Retail sales in Englewood increased in 2013 for the first time since 2007, with an increase of 3%. In the same year, Denver metro and Colorado as a whole saw an increase in sales of 4%.

General merchandising accounts for the largest share of Englewood sales tax revenue, at $9.5 million dollars in 2012 (Figure 2-20). Transportation and eating out, and manufacturing also generate more than $2 million each in sales tax annually. Traditional retail such as general merchandising is vulnerable to online competition with trends showing that consumers are increasingly price-sensitive and comfortable with online purchasing.

Net sales tax revenue is created from taxable sales after any discounts or waivers. The net sales tax revenue generated in Englewood increased every year from 2009 to 2013 to the current revenue of $36.48 million.

During the 4th quarter of 2012, Englewood had a lower retail vacancy rate (5%) in comparison to Denver metro (7%), and its retail lease rate was higher, $15.22 vs. $14.51, reflecting a strong market. The ready accessibility of Englewood retail for residents and commuters, and the convenience of vehicle and transit access help make Englewood locations desirable.

General Merchandising

$9.5

Million Sales Tax Revenue From

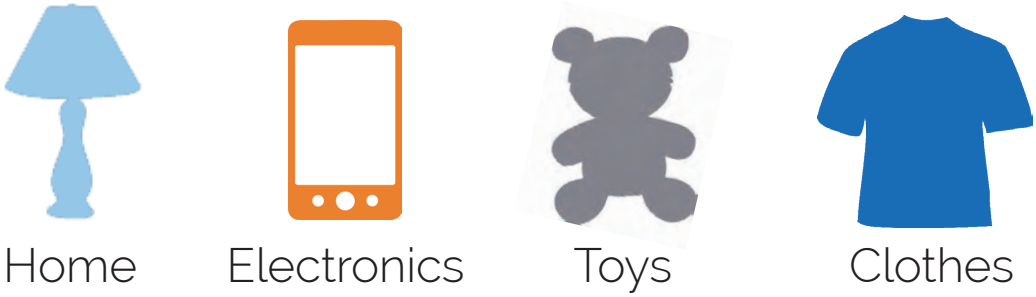


Figure 2-20 General Merchandising
Source: Englewood Community Profile 2014

Food Access

Englewood has recently added two grocery stores, adding to the already robust selection of retail grocery stores. There are six supermarkets within Englewood city limits, all located along the major east-west thoroughfares of Hampden, Broadway, and Federal Boulevard. Additionally, several more major food stores outside of City boundaries serve Englewood residents. Most of Englewood's neighborhoods are within one mile but only 9.8% are within 0.25 miles of a full service grocery store. Additionally, there are a few limited selection food stores that serve nearby neighborhoods. Some neighborhoods, including several with lower-than-average vehicle ownership rates, lack a food store within a walkable, quarter-mile distance.

What We've Heard

The public would like the City to support local businesses and smaller, neighborhood-serving commercial centers that enable walkable shopping and dining experiences close to their neighborhoods. This includes retaining and enhancing the character of Downtown and promoting Broadway as a thriving main street with nightlife. People also desire breweries, better restaurants, and access to affordable and healthy food via food banks, community gardens, and farmers' markets. Englewood should also capitalize on the presence of in-commuters during the day and attract more residents at all times, perhaps developing a large-scale, unique, catalytic project and more mixed-use, higher-density areas with abundant street activity.

Key Indicators

Walk Score®

Net Sales Tax Revenue

Worker Outflow

Healthy Food Access

Psychographics

While demographic data describes age, gender, and income; psychographic data provides information on habits, hobbies, spending behaviors and values. Individuals with the most similar characteristics are grouped together into geographic areas. All companies, agencies, and organizations can use this data to better understand consumers/ constituents in order to supply them with the right products and services and to reach them via their preferred media. This data can be used by both the private and public sectors, such as the economic development or parks and recreation departments, to market services and amenities. The map is used to show the general locations and diversity of these segments throughout Englewood. Figure 2-21 shows the breakdown of where seven distinct psychographic groups reside in Englewood. These groups represent a range of lifestyles based on age, household composition, and housing and economic characteristics:

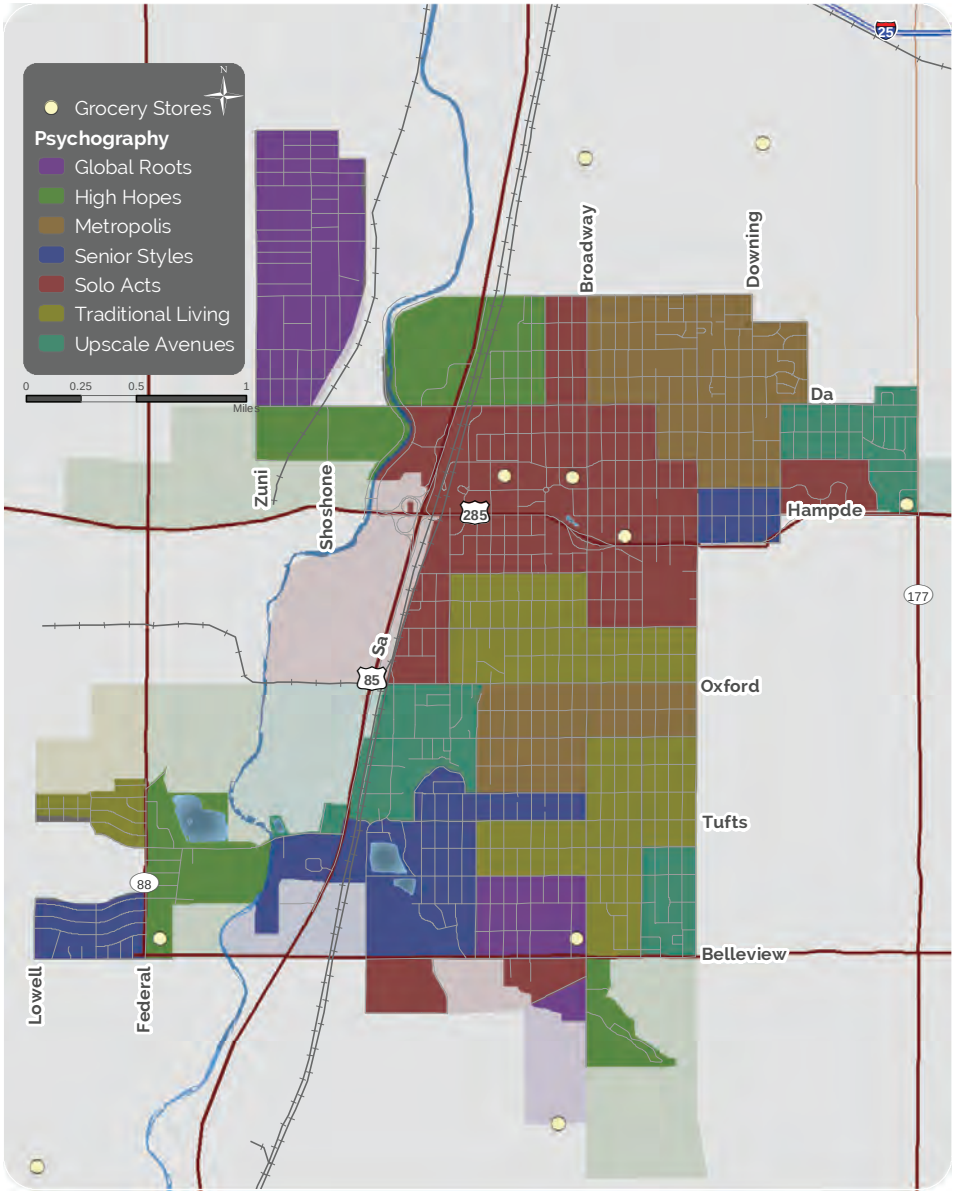


Figure 2-21 Psychography
Source: ESRI, 2012.

1. Global Roots: Ethnic and culturally diverse families
2. High Hopes: Young households striving for the "American Dream"
3. Metropolis: City dwellers in older homes reflecting the diversity of urban culture
4. Senior Styles: Senior lifestyles by income, age, and housing type
5. Solo Acts: Urban young singles on the move
6. Traditional Living: Middle-aged, middle income—Middle America
7. Upscale Avenues: Prosperous, married-couple homeowners in different housing

Where these groups reside helps identify opportunities for various services and products. For example, Solo Acts may prefer more nightlife, whereas the Traditional Living group may desire more youth-oriented activities.

Key Points

- **The Englewood Public School District faces significant challenges which make attracting families difficult.**
- **Land use and transportation systems are important to promoting walkability and reducing environmental impacts.**
- **Keep Englewood Beautiful provides many public programs for environmental responsibility.**
- **The City participates in many initiatives to reduce impacts of their internal operations.**

Learn

Why it Matters

Englewood and the Englewood School District have made significant investments in developing educational offerings in the City. However, underperforming schools are a problem, which Englewood must address in order to attract more families.

Although environmental stewardship, water and air quality, and energy conservation are issues that are regional in scale, many solutions begin at the local level. The City's land use and transportation systems, key elements of the comprehensive plan, can be designed in a way that reduces the impacts on the environment. By providing transportation alternatives within the City, promoting higher densities and pedestrian-oriented commercial spaces to encourage walking and biking, and providing facilities and programs that help residents reduce their impact can increase the environmental quality.

Overview

Education & Schools

Multiple school districts are located within the boundaries of Englewood but the majority of students attend Englewood School District (Figure 2-23). Englewood School District teaches 3,000 students in one early childhood center, four elementary schools, one middle school, and two high schools. The student population has decreased by 25% in the last 10 years, yet the percentage of at-risk students has nearly doubled. Today, 67% of all students receive free lunch due to low incomes, are learning English as a second language, and/ or require special education.

Partly due to the challenges these students face, the school district is generally underperforming. According to the Transitional Colorado

	Reading		Writing		Math	
Grade	Englewood	Colorado	Englewood	Colorado	Englewood	Colorado
3	64%	72%	27%	51%	54%	72%
4	42%	67%	19%	52%	49%	72%
5	67%	71%	41%	55%	49%	65%
6	60%	71%	31%	57%	44%	61%
7	67%	69%	50%	61%	35%	55%
8	46%	66%	30%	56%	33%	52%
9	53%	66%	33%	54%	13%	40%
10	57%	69%	29%	49%	16%	33%

Figure 2-22 School Assessment Results
Source: 2014 TCAP School and District Summary Results (http://www.cde.state.co.us/assessment/coassess-dataandresults). Percentages are based on the number of students who are proficient and advanced. School Assessment Results

Assessment Program, which measures the performance of students in grades third through tenth, the district had fewer proficient and advanced students than Colorado as a whole in the subjects of reading, writing, and math (Figure 2-22).

Nevertheless, the district is able to provide students with many advantages, including:

- Full-day kindergarten and free breakfast in grade school
- One-to-one iPad distribution for all students
- Low-fee athletics, clubs, music
- The award-winning Englewood Leadership Academy
- Career and Technical Education programs (STEM, culinary, cosmetology, etc.)
- College preparation program and concurrent college enrollment

Because of these opportunities, the schools attract approximately 25% of their students from outside the district.

Environmental Programs

The City of Englewood is focused on green initiatives aimed at increasing energy efficiency, conserving resources, reducing waste, and increasing fuel savings for City operations as well as promoting public programs that help residents be environmentally friendly.

Englewood has a citizen board dedicated to environmental concerns. Keep Englewood Beautiful (KEB) is a team of volunteers who work to promote community participation and environmentally responsible behavior through community partnerships. KEB promotes community participation and environmentally responsible behavior through partnerships with citizens, schools, businesses, and government agencies.

KEB hosts many activities throughout the year including paint recycling, household hazardous waste roundup, and a leaf and tire drop-off.

The City of Englewood offers a grant program, Energy Efficient Englewood, to help low- and moderate-income homeowners update their homes to be more energy efficient.

The City of Englewood is committed to improving environmental quality and has undertaken multiple internal operation initiatives.

Photovoltaic solar panels have been placed on four City facilities: The Englewood Civic Center, the Malley Senior Recreation Center, the Englewood Service Center, and the Police/Fire Complex.

Through a collaborative effort with the Governor's Energy Office, Englewood launched an aggressive energy conservation program that has significantly reduced energy-related costs. The measures have covered weatherization, heat and hot water improvements, electrical improvements, and water conservation measures. The City has installed energy-efficient lighting in all facilities and in traffic signals.

Using grant funding from Keep America Beautiful, a single-stream recycling program was implemented at all City facilities in 2009. Materials from dally operations are recycled as much as possible, including asphalt (which is recycled for street paving/patching projects); metal from old street signs, traffic signs, and water meters; and fleet supplies such as tires, auto batteries, and motor oil.

The Parks Division conserves water by using only nonpotable water for irrigation at the golf course and park facilities and by taking turf management measures to reduce water usage. Englewood's parks are controlled by a computerized irrigation system to ensure they receive only as much water as they need.

Additional environmental safety programs include ozone reduction program to reduce hydrocarbon emissions, retrofitting older diesel equipment to meet emission standards, use of environmentally-friendly biodegradable, non-toxic cleaning supplies, use of all soy-based inks in the City's in-house print shop printing press.

What We've Heard

Keeping Englewood clean and safe is key to attracting residents and businesses. City should look into providing combined trash and recycling pick up. Improving the performance of students, as well as adult and technical training, is also important.

Key Indicators

Walk Score®

Educational Attainment

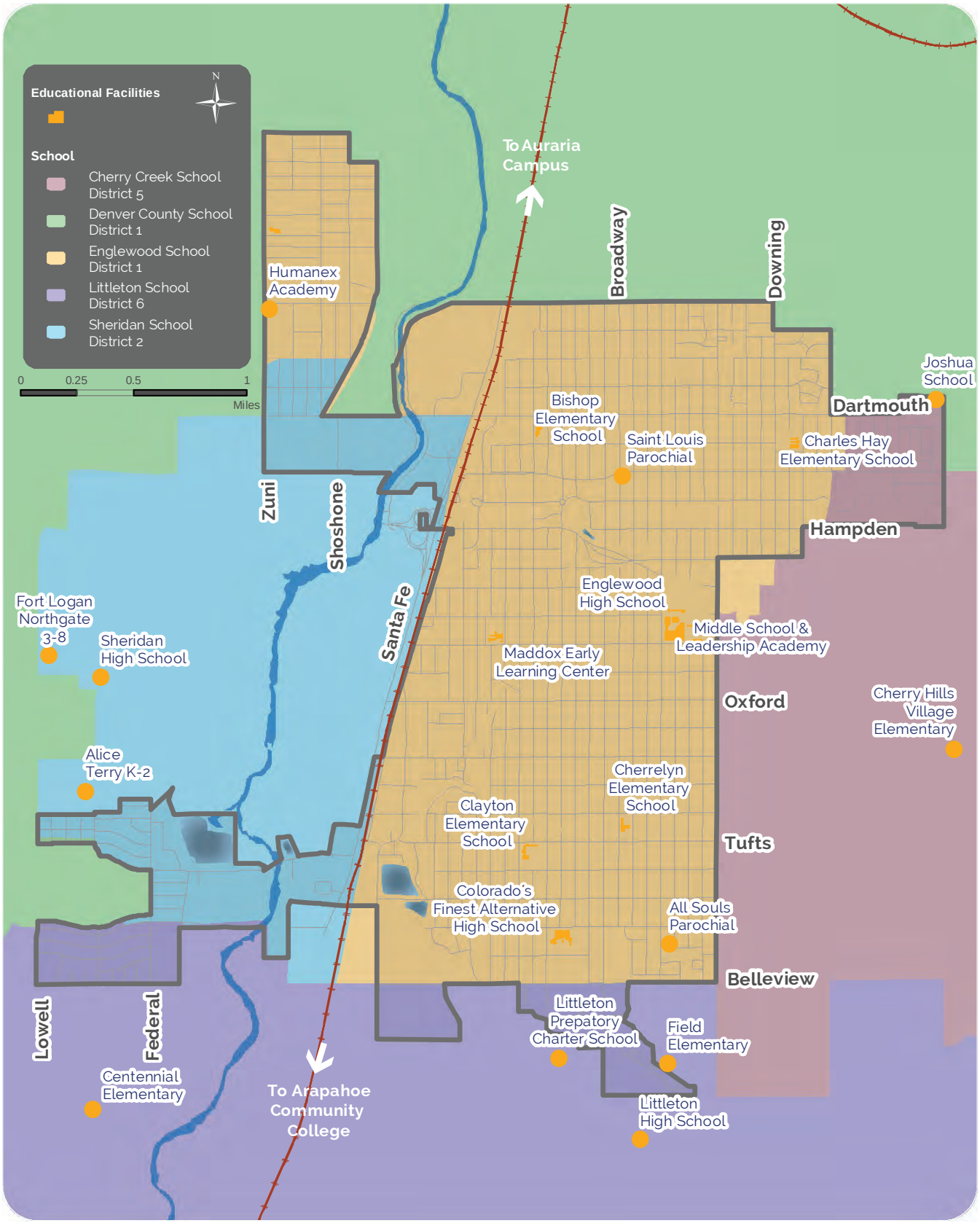


Figure 2-23 School Districts and Facilities
Source: City of Englewood 2015

Key Points

- **Abundant recreational opportunities to support healthy lifestyles and are an important factor in deciding where to live and work.**
- **The City can't expand parks & cultural amenities if retail sales tax revenues decline.**
- **Englewood has made significant investments in cultural amenities, including the library and public art.**
- **The public would like art and culture to be further supported, more social assistance provided, and schools improved.**
- **Besides being a resource for books, the library provides important social programs, including education and job assistance.**
- **The Art in Public Places program has enlivened the City's landscape, but expenditures have decreased drastically.**

Play

Why it Matters

Recreational opportunities contribute to a community's quality of life and can help counter the obesity epidemic and rising health care costs. As such, they have become an increasingly important factor in determining where to live or locate a business. Cities are responding by looking at land use choices that support healthy lifestyles – including parks, open space and recreation facilities. Local policy makers are increasingly paying attention to the connection between health and the way communities are designed and branded. Cultural amenities and good schools are desirable as a service and resource to enhance quality of life for all residents.

Overview

Parks and Recreation System

Englewood has a well-regarded urban parks and recreation system with more than 31 facilities. These are well distributed throughout the City so that most neighborhoods are near one or more facilities. Over 250 acres of parks and open space, including 12 neighborhood parks, are within a half-mile walk of most homes. However, a swath of the City north and south of Oxford lacks ready access to park land (Figure 2-24).

The City currently has two recreation centers and a water park. The award-winning Englewood Recreation Center offers classes, fitness equipment, racquetball and basketball courts, and an indoor running track. The Malley Recreation Center provides activities, education, and travel for seniors 55 years of age or older. The Pirates Cove Family Aquatic Center is an award-winning water park with slides, a competition pool, leisure pool, and a lazy river. The City also has a skatepark, golf course, three community gardens, and one dedicated dog park and four parks that allow off leash dogs.

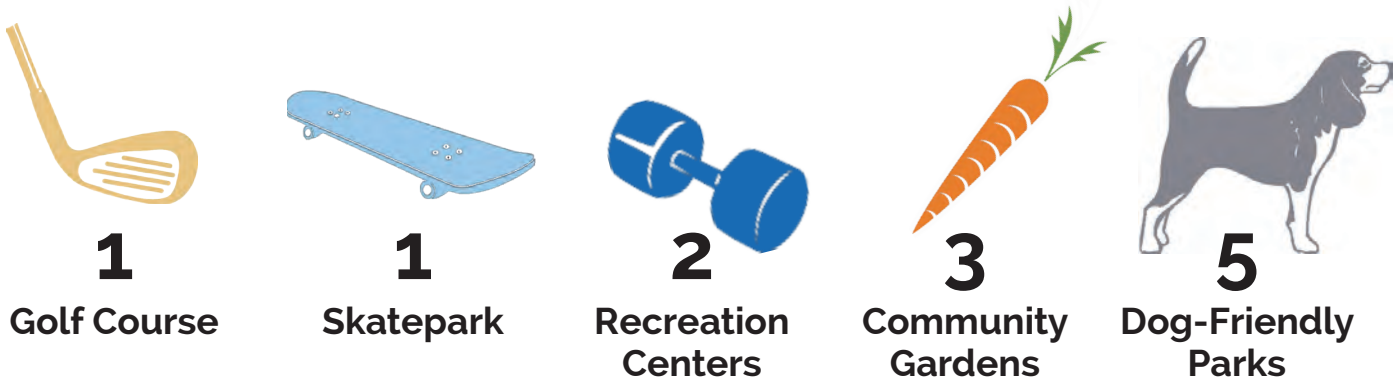


Figure 2-24 Englewood Facilities
Source: City of Englewood 2015

Over eight miles of bicycle paths/ trails connect to 14 regional trail systems. The South Platte River Trail and the Mary Carter Greenway provide good north-south access for the western portion of the City, while other trails are oriented more east-west.

Parks Access

The City of Englewood provides a level of service for parks of 4.40 acres per 1,000 residents. This level of service is higher than peer communities across the Front Range. However, as residential development increases the parks level of service will decrease as the availability for new parks is minimal within City limits. About one-third of the residential units are located within 0.25 miles of a park, and 65% are within 0.5 miles (Figure 2-25 and Figure 2-26).

Culture

Englewood spent $7,530,317 on culture and recreation in 2013, an increase of 16% since 2004. This includes library services. In the past ten years, library funding has increased by 7% with an average of $1,210,778 in funding per year.

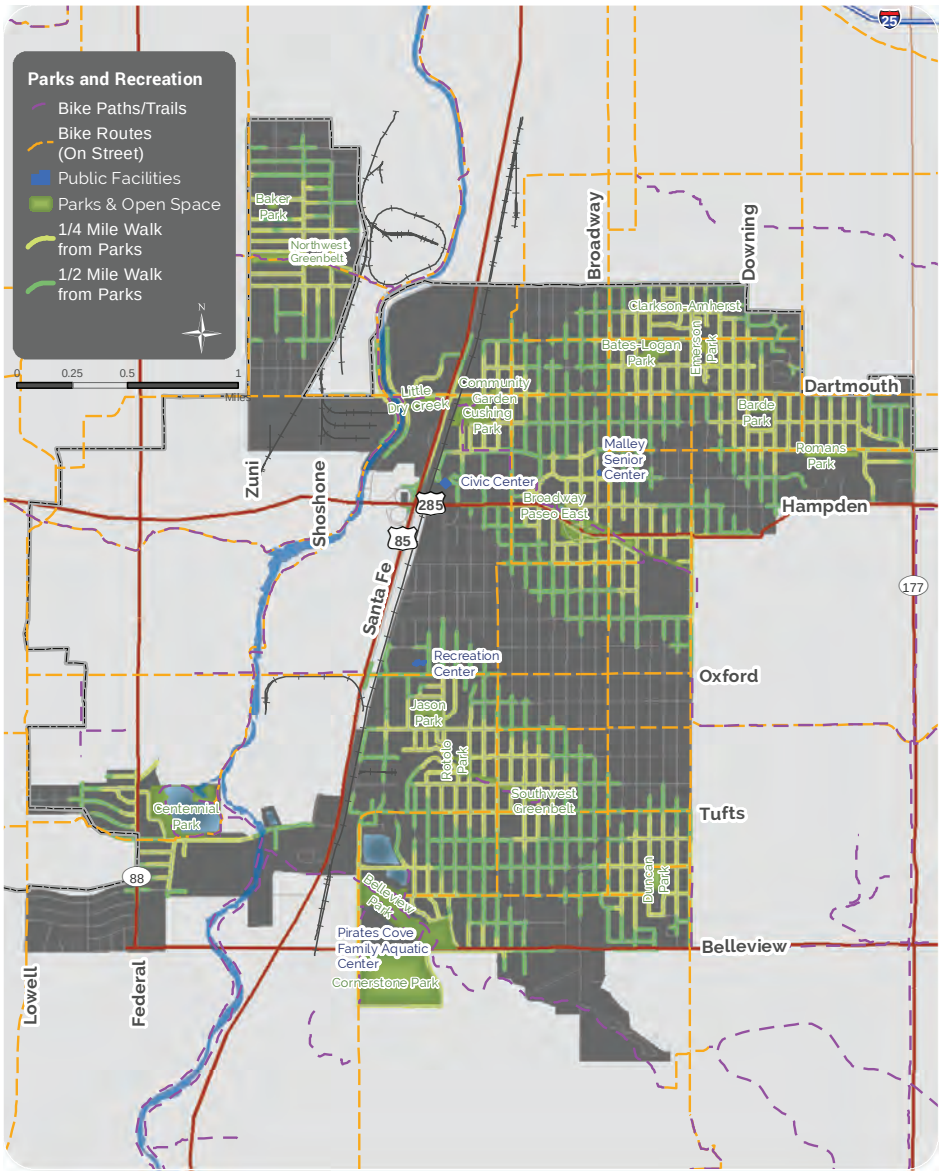
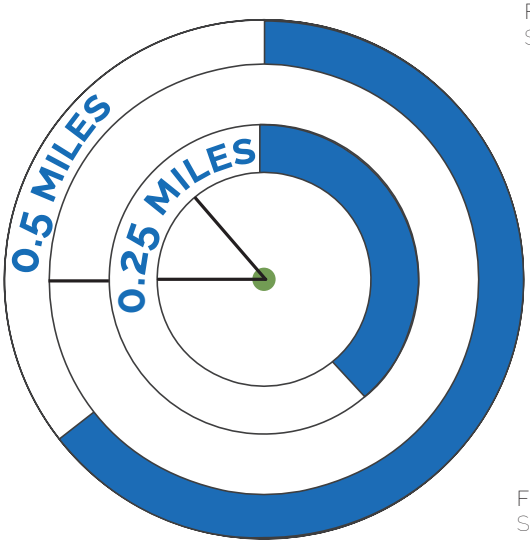


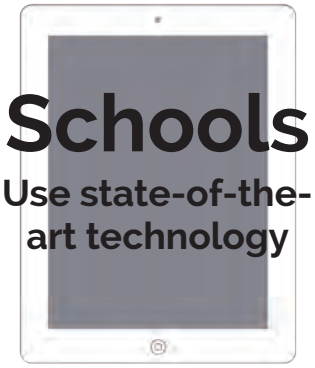
Figure 2-25 Englewood Parks and Recreation
Source: City of Englewood 2015



Parks Access

1/3 of residential units are within 0.25 miles of a park; 65% are within .5 miles

Figure 2-26 Access to Parks
Source: City of Englewood 2015



The library, located on the first floor of the CityCenter complex, is open every day of the week and hosts numerous activities and programs, including book groups, story time and Friday movies for kids, free SAT preparation, and a summer art program for youth.

The library also offers one-on-one beginner computer classes, job search assistance, and English as a second language (ESL) assistance. ESL helps students obtain language survival skills, improve their job prospects, attend higher education classes, and participate more fully in the community.

The Scientific and Cultural Facilities District supports several cultural institutions operated by the City and experienced a slight funding decrease of 7% from 2004 to 2013. The Museum of Outdoor Art, which places art in public places throughout the Denver metro area and hosts exhibits at its location in Englewood Civic Center, has continued to be the biggest contributor to the budget. Up Close and Musical and the Englewood Parks and Recreation Department follow.

Since 2007, Englewood has made a significant commitment to funding public art through the "Art in Public Places" program, which allows up to one percent of the City's Capital Improvement Budget to be directed toward public art. One of the most visible installations is located in the median of Broadway near Yale, where sculptural blades of grass define a key gateway to the City. Unfortunately, funding for the program has fallen significantly from $14,705 in 2007 to $6,353 in 2013; a 56.8% decrease. This is attributed to the Cultural Art Commission requesting fewer funds for projects. Nevertheless, public art continues to be placed at the Art Shuttle stops where it is offered for sale, with the City keeping a portion of the proceeds.

Demand for senior-oriented culture and learning opportunities is likely to increase in the coming years. As the Boomer population continues to grow and age, additional resources will be necessary to maintain the current high level of facilities and programing.

What We've Heard

The public desires more cultural facilities in Englewood, including more public art placed throughout the City and in parks, artists' studios, more frequent Art Shuttle service, more youth-oriented activities, and additional library services.

According to the public, the existing parks, recreation and open space network is an important asset in Englewood and one that should be supported and expanded. The public desires access to parks and recreation facilities within 0.25 miles of their home and more participation in recreational activities. To facilitate this, the City should consider expanding recreation and senior centers, creating a recreation destination along the South Platte River, daylighting Dry Creek as a naturalized greenway, and enhancing existing facilities with more trails, benches, gardens, public art, and signage.

Key Indicators

Walk Score®

Parks Level of Service

Parks Access

Goals and Objectives

The goals and objectives provide guidance for future planning and decision-making in Englewood. These statements are not hard-and-fast regulations, but rather statements that reflect the community's aspirations. Future capital improvement plans, targeted economic development efforts, and new development proposals will all be reviewed in relation to these goals and objectives, This chapter will also be used as a starting point for changes to the City's zoning code and other regulations.

Many of the goals and objectives from the previous 2003 Roadmap Englewood Comprehensive Plan were brought forward intact or refined to reflect new realities and to achieve the revised community vision.

The following section presents goals and objectives related to each plan element- Live, Work, Move, Shop, Learn and Play.

Plan Highlight

This plan is organized into four parts, each of which relate to the project review process. The second check point is the alignment with the City's overall goals and objectives. The City's goals and objectives establish the overall foundation for the neighborhood area policies which are described in Chapter 3: Envisioning the Plan.

Photo: Community Garden at Bishop Elementary School

Goal Live-1: Promote a balanced mix of housing opportunities serving the needs of current and future Englewood citizens.

OBJECTIVE LIVE-1.1. Allow for housing that meets the needs of all income groups, including appropriate type and location of housing.

OBJECTIVE LIVE-1.2. Allow for housing investments that improve the housing mix and serve different lifecycle stages and groups with special needs in appropriate locations, including both smaller and larger unit sizes and a wider range of housing types, including single-family, duplex, townhome, condominium, multi-family, and accessory dwelling units.

Goal Live-2: Provide an environment for the improvement of the quality of the City's existing housing stock.

OBJECTIVE LIVE-2.1. Facilitate home ownership and property improvement, including home additions by making city regulations and rules resident and business friendly and streamline application and approval process.

OBJECTIVE LIVE-2.2. Facilitate the upgrade or replacement of substandard residential units by making city regulations and rules resident and business friendly and streamline application and approval process.

Goal Live-3: Recognize and enhance the relationships between land use and the transportation system.

OBJECTIVE LIVE-3.1. Capitalize on opportunities for urban renewal associated with obsolescent land uses in proximity to major transportation investments.

OBJECTIVE LIVE-3.2. Encourage higher-density, pedestrian-oriented, mixed-use development along primary mass transit routes, such as the lightrail corridor and Broadway bus route.

OBJECTIVE LIVE-3.3. Encourage land use patterns and urban designs that reduce dependency on automobiles.

Goal Live-4: Improve community quality of life through complete neighborhood design and neighborhood identity.

OBJECTIVE LIVE-4.1. Improve neighborhood identity through the incorporation of thematic designs and materials into new public improvements.

OBJECTIVE LIVE-4.2. Incorporate local historical, cultural, and aesthetic references in new housing developments where appropriate.

OBJECTIVE LIVE-4.3. Strengthen pedestrian and bicycle access and connectivity in urban designs for new developments and in neighborhood revitalization plans.

OBJECTIVE LIVE-4.4. Encourage development that is compatible with existing neighborhood character in established residential areas in order to foster neighborhood identity.

OBJECTIVE LIVE-4.5. Ensure a range of desirable amenities, such as recreation, retail, and quality housing, in all neighborhoods, through zoning reforms, where appropriate.

Work

Goal Work-1: Support local and regional businesses to build and maintain a diverse and compatible base of companies.

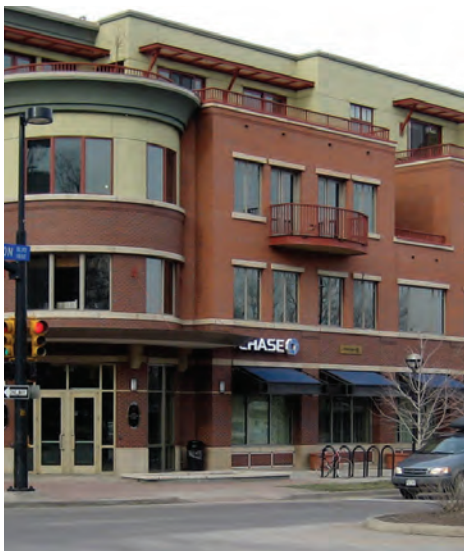


Photo: Example of mixed office and retail space.

OBJECTIVE WORK-1.1. Develop programs and projects to actively retain and assist existing commercial and industrial businesses.

OBJECTIVE WORK-1.2. Actively engage in attracting new businesses to the City that provide quality jobs across a range of skill levels.

OBJECTIVE WORK-1.3. Increase the value and appeal of Englewood's commercial, industrial, and mixed-use districts by supporting and facilitating improvement of the building stock.

OBJECTIVE WORK-1.4. Encourage diversity in business types and available spaces through an economic development program.

OBJECTIVE WORK-1.5. Continue to provide a high level of critical public services and infrastructure including roadways, water delivery systems and wastewater collection systems, public safety, sidewalks, bike lanes, and various other municipal services.

Goal Work-2: Build, attract, and retain a quality workforce.

OBJECTIVE WORK-2.1. Foster job education and training opportunities to enhance the skill level of Englewood's labor force.

OBJECTIVE WORK-2.2. Create and maintain workforce housing meeting the needs of both employers and employees.

OBJECTIVE WORK-2.3. Focus business attraction efforts towards employers providing a living wage, defined as an income sufficient to afford adequate shelter, food, and other necessities of life.

OBJECTIVE WORK-2.4. Offer access to transit and alternative modes of transportation, parks, trails, and other lifestyle amenities that attract and retain the skilled talent that drives business location decisions.

OBJECTIVE WORK-2.5. Work to attract adult education programs to prepare a future workforce and encourage job creation.

Goal Work-3: Encourage a regional balance of jobs to housing in order to reduce vehicle miles traveled, traffic congestion, and commuting times, and to improve air quality.

Photo: Example of flex industrial space

Objective Work-3.1. Encourage mixed-use developments that include both housing and business and employment opportunities.

Objective Work-3.2. Connect residents to employment opportunities within the City.

Objective Work-3.3. Improve physical connections between existing employment centers and housing, and connect in-commuting workers with housing opportunities within the City.

Objective Work-3.4. Encourage telecommuting and home-based employment as ways to reduce air pollution and promote energy conservation.

Goal Work-4: Encourage the use of state and local incentives to encourage business retention and attraction.

Objective Work-4.1. Promote the use of the Arapahoe County Enterprise Zone Tax Credits.

Objective Work-4.2. Pursue the use of Great Outdoors Colorado and other funds to help fund bike recreation and mobility infrastructure.

Move

Goal Move-1: Enhance multi-modal mobility and accessibility for all residents through maintenance and improvement of all transportation corridors.

Photo: Example of bicycle mobility for recreation.

OBJECTIVE MOVE-1.1. Ensure safe and efficient movement of vehicular traffic along all major arterials.

OBJECTIVE MOVE-1.2. Develop a timeline and seek funding for implementing Complete Streets on identified corridors to ensure vehicular, transit, bicycle, and pedestrian mobility.

OBJECTIVE MOVE-1.3. Support new regional transportation system enhancements, capacity improvements, and corridor studies through the DRCOG planning process.

OBJECTIVE MOVE-1.4. Increase bicycle and pedestrian access between neighborhoods and activity centers.

OBJECTIVE MOVE-1.5. Ensure access to multi-modal transportation networks for all groups with special needs including the elderly, children, and disabled.

OBJECTIVE MOVE-1.6. Coordinate street, intersection and transit stop improvements with regional transportation patterns to increase availability of and access to public transit.

OBJECTIVE MOVE-1.7. Maintain an appropriate parking supply for mixed-use districts.

Goal Move-2: Improve environmental quality and safety as it relates to the transportation system.

OBJECTIVE MOVE-2.1. Utilize a variety of traffic calming and speed reduction methods to slow traffic on collector routes and on adversely impacted local residential streets.

OBJECTIVE MOVE-2.2. Design and construct new transportation improvements that effectively minimize noise levels.

OBJECTIVE MOVE-2.3. Promote use of alternative transportation modes to improve air quality.

OBJECTIVE MOVE-2.4. Design and construct new transportation improvements that effectively maximize water quality.

Goal Move-3: Improve the pedestrian and bicycle environment throughout the City.

Photo: Bike lane demonstration

OBJECTIVE MOVE-3.1. Provide safe and comfortable pedestrian facilities that are ADA compliant to connect public places and encourage pedestrian activity and active daily living.

OBJECTIVE MOVE-3.2. Incorporate high-quality aesthetic design elements in all new transportation facilities, including landscape and safety elements.

OBJECTIVE MOVE-3.3. Develop a Pedestrian and Bicycle Citizen Advocacy Group to promote walking and wheeling within the community and prioritize implementation of walking and wheeling improvements.

OBJECTIVE MOVE-3.4. Promote walking and biking through educational programming and increased awareness of travel options and active lifestyles in Englewood.

OBJECTIVE MOVE-3.5. Increase the presence and visibility of pedestrian and bicycle facilities and connections throughout the City.

OBJECTIVE MOVE-3.6. Improve bicycle facilities and infrastructure in strategic locations throughout the City.

OBJECTIVE MOVE-3.7. Implement a wayfinding system to improve access to and through the City.

Goal Move-4: Develop shared transportation options.

OBJECTIVE MOVE-4.1. Educate residents and businesses about shared transportation options as alternatives to the private automobile.

OBJECTIVE MOVE-4.2. Examine the feasibility of shared automobile programs and related parking regulations.

OBJECTIVE MOVE-4.3. Examine the feasibility of shared bicycle systems, partner organizations, and funding mechanisms.

OBJECTIVE MOVE-4.4. Encourage the use of state and local incentives to improve multi-modal mobility.

Goal Shop-1: Retain and expand the City's strong and diverse retail offerings.

OBJECTIVE SHOP-1.1. Actively engage in activities to attract and retain retail businesses that provide diverse offerings to residents, workers, and commuters.

OBJECTIVE SHOP-1.2. Support a mix of complementary retail uses within and surrounding commercial nodes.

OBJECTIVE SHOP-1.3. Provide a safe, healthy, and attractive physical environment for retail businesses, patrons, and employees.

Goal Shop-2: Capitalize on the unique characteristics and associated opportunities for enhancing the value of Englewood's commercial and mixed-use districts.

OBJECTIVE SHOP-2.1. Encourage the development of mixed-use projects, in appropriate areas, to achieve a vibrant community.

OBJECTIVE SHOP-2.2. Promote a distinctive character and business mix for each of the major commercial and mixed-use districts that help each thrive and complement one another.

OBJECTIVE SHOP-2.3. Create a complete neighborhood area by integrating businesses along commercial corridors into the adjacent neighborhoods through pedestrian and bicycle access, signage and desired uses.

OBJECTIVE SHOP-2.4. Invest resources strategically to build off and extend existing centers of activity.

Goal Shop-3: Encourage the availability and affordability of healthy, fresh food throughout the City.

OBJECTIVE SHOP-3.1. Encourage a land use pattern that facilitates residents' convenient access to affordable, healthy retail foods at neighborhood locations and through a range of scales and sizes.

OBJECTIVE SHOP-3.2. Maintain and expand locations for, and encourage support of, community gardens, such as within schools or City parks.

OBJECTIVE SHOP-3.3. Incorporate healthy eating and physical activity opportunities into existing City events as appropriate.

OBJECTIVE SHOP-3.4. Work with local businesses to encourage the support of local food and farmer's markets.

Learn

Goal Learn-1: Increase educational and learning opportunities for Englewood citizens.

OBJECTIVE LEARN-1.1. Encourage university, community college, and technical and vocational programs to locate classroom space in the City.

OBJECTIVE LEARN-1.2. Support the development of private, special need, and non-traditional school programs and facilities.

OBJECTIVE LEARN-1.3. Provide creative learning activities and pursuits at Malley Senior Center and the Englewood Recreation Center.

OBJECTIVE LEARN-1.4. Facilitate educational and networking summits for the local business community.

OBJECTIVE LEARN-1.5. Provide opportunities to host first time home buyer classes.

Goal Learn-2: Support the Englewood Public School District in its efforts to improve the image and academic standing of the district.

OBJECTIVE LEARN-2.1. Work with the Englewood Public School District to facilitate the development of modern school buildings on existing school sites.

OBJECTIVE LEARN-2.2. Support the repurposing of former school sites as new parks, single family attached and detached developments, or low rise senior housing.

OBJECTIVE LEARN-2.3. Work with Englewood Public School District to establish additional community gardens and agricultural education programs on school grounds.

OBJECTIVE LEARN-2.4. Collaborate with the Englewood Public School District in promoting Safe Routes to School and general bicycle safety education programs.

Goal Learn-3: Improve community safety, cleanliness, visual beauty, and civic pride.

OBJECTIVE LEARN-3.1. Continue and expand programs designed to ensure proper disposal of hazardous materials and the mitigation of environmental health hazards in the home.

OBJECTIVE LEARN-3.2. Continue and expand programs designed to ensure the proper disposal of garbage and used or discarded materials.

OBJECTIVE LEARN-3.3. Reduce light pollution from new developments.

OBJECTIVE LEARN-3.4. Develop programs to promote litter- and graffiti-free neighborhoods.

OBJECTIVE LEARN-3.5. Continue and expand programs that enhance and beautify the vegetative landscape, while conserving water.

OBJECTIVE LEARN-3.6. Partner with property owners to facilitate the restoration of brownfield properties within and adjacent to the community.

OBJECTIVE LEARN-3.7. Provide opportunities for civic engagement, such as community events focused on education, outreach, and participation in neighborhood and civic affairs.

Goal Learn-4: Promote recycling and adaptive reuse of waste materials and structures.

OBJECTIVE LEARN-4.1. Study market impacts on recycling programs and investigate areas of opportunity for recycled materials.

OBJECTIVE LEARN-4.2. Facilitate opportunities for citizens, businesses, and City government to participate in recycling efforts.

OBJECTIVE LEARN-4.3. Facilitate opportunities for citizens, businesses, and City government to purchase products that utilize recycled materials.

OBJECTIVE LEARN-4.4. Facilitate the practice of composting organic materials.

OBJECTIVE LEARN-4.5. Facilitate efforts to adaptively reuse existing structures.

OBJECTIVE LEARN-4.6. Facilitate the use of "green" construction materials, building methods, and designs.

Goal Learn-5: Promote conservation of energy and improve air quality for city operations and residences and business in Englewood.

OBJECTIVE LEARN-5.1. Promote and encourage transportation alternatives to the automobile, including mass transit, bicycling, and walking.

OBJECTIVE LEARN-5.2. Partner with state and regional air quality organizations in order to continue meeting the City's obligation to improve regional air quality.

OBJECTIVE LEARN-5.3. Promote energy-efficient technologies, alternative fuels, and the use of renewable energy.

OBJECTIVE LEARN-5.4. Support regional air quality standards for airborne particulates produced by wood burning, road dust and gravel, and automobile and power plant emissions.

OBJECTIVE LEARN-5.5. Promote home and business energy efficiency through energy audits, utility rebates, and support of innovative design solutions.

Goal Learn-6: Improve water quality and conservation through the effectiveness and efficiency of utility system programs and infrastructure.

OBJECTIVE LEARN-6.1. Ensure an environmentally safe and cost-efficient method of domestic biosolids utilization through a long-term, beneficial-use biosolids program.

OBJECTIVE LEARN-6.2. Continue and enhance efforts to reduce the amount of oil, grease, silver, mercury, and other harmful contaminants entering the wastewater treatment system.

OBJECTIVE LEARN-6.3. Continue and enhance educational efforts designed to promote water conservation, reduce per capita water usage, and encourage water-conserving landscaping methods.

Goal Learn-7: Increase awareness of the community's environmental needs and issues in all facets of community life.

Objective Learn-7.1. Identify and investigate community environmental needs in order to improve existing programs or develop new programs.

Objective Learn-7.2. Develop and facilitate environmental education programs and environmentally responsible activities throughout the community.

Objective Learn-7.3. Promote reciprocal communication regarding environmental issues between the City, schools, businesses, and citizens.

Goal Learn-8: Establish partnerships in order to make environmental programs and activities more effective on a larger scale.

Objective Learn-8.1. Strengthen potential working relationships with various City departments, boards, and commissions concerning community programs and environmental issues and solutions.

Objective Learn-8.2. Partner with neighboring communities to continue existing joint programs and explore new areas for cooperation, as well as expansion to include other communities.

Objective Learn-8.3. Participate in environmental education activities, programs, and events sponsored by regional organizations.

Objective Learn-8.4. Maintain the City's affiliation with the national non-profit organization "Keep America Beautiful," and explore opportunities to partner with other national environmental organizations.

Play

Goal Play-1: Provide recreational facilities and programs that meet the diverse needs of the Englewood community.

Photo: Example of activating park space.

OBJECTIVE PLAY-1.1. Develop a parks and recreation system that meets Englewood's needs, taking into consideration regional needs, resources, availability, community development, and acquisition costs.

OBJECTIVE PLAY-1.2. Develop and maintain indoor and outdoor active and passive recreation facilities to serve the needs of Englewood citizens.

OBJECTIVE PLAY-1.3. Encourage a variety of park types that serve neighborhoods, the City, and the region.

OBJECTIVE PLAY-1.4. Monitor citizen trends and experiences in active and passive leisure activities to ensure adequate service levels.

OBJECTIVE PLAY-1.5. Maintain existing cooperative agreements with schools for the joint use of facilities and explore additional cooperative opportunities.

Goal Play-2: Provide recreational opportunities, parks, and open space that are consistent with Englewood's role in regional parks and open space preservation, including the South Platte River corridor.

OBJECTIVE PLAY-2.1. Manage development adjacent to the South Platte River to minimize impacts on, and restore the riparian ecology of, the river.

OBJECTIVE PLAY-2.2. Support innovative planning and design practices, such as buffering and mitigation, when development occurs close to natural resources.

OBJECTIVE PLAY-2.3. Utilize drainage ways for flood control as well as parks and beautification efforts.

OBJECTIVE PLAY-2.4. Proactively identify and acquire park and open space in advance of need to obtain land at the most appropriate locations through the use of Arapahoe County Open Space funds.

Goal Play-3: Provide an accessible and connected system of open space, natural areas, parks, recreation facilities, trails, and greenbelts.

OBJECTIVE PLAY-3.1. Expand and maintain an accessible and diverse system of both active and passive open lands that will include parks, recreation centers, athletic fields, scenic areas, open spaces, landscaped areas and trails.

OBJECTIVE PLAY-3.2. Create continuous connections between parks, recreational facilities, and natural open spaces, as well as urban centers, schools, and transportation links through pedestrian and bicycle trails, easements, and greenbelts.

Objective Play-3.3. Utilize appropriate opportunities to develop public access along river and drainage corridors in order to provide additional trail linkages throughout the community.

Objective Play-3.4. Consider open space and park planning in capital project planning, transportation plans, individual development plans, facility plans and area plans.

Goal Play-4: Enhance Englewood's quality of life through cultural arts infrastructure and programming.

Objective Play-4.1. Support a wide range of programs to serve all segments of the community.

Objective Play-4.2. Develop and implement art displays along major commercial corridors and City entry ports.

Objective Play-4.3. Encourage artistic and historical elements in new developments and facade enhancements.

Objective Play-4.4. Encourage artistic elements in neighborhood improvements such as sidewalk, streets, medians, and public right of ways.

Objective Play-4.5. Support the development and enhancement of cultural arts facilities and programming.

Objective Play-4.6. Encourage cultural arts incubator space(s).

Goal Play-5: Collaborate with other groups, organizations, and institutions to bring a diverse mix of cultural and artistic programs, activities, exhibits, and performances to Englewood.

Objective Play-5.1. Develop opportunities with private and non-profit arts agencies for joint cultural arts programs, events, exhibits, activities, and performances.

Objective Play-5.2. Collaborate with Englewood schools in the development of educational and cultural opportunities for children.

Objective Play-5.3. Endeavor to qualify for and pursue funding from public and private arts funding sources.

Objective Play-5.4. Continue and expand collaboration with various arts organizations to promote public art in the greater Englewood community.

Objective Play-5.5. Enhance the awareness of the cultural arts in Englewood among citizens, businesses, visitors, and artists throughout the region.

Objective Play-5.6. Build partnerships and collaborations to leverage the City's efforts and resources in support of the cultural arts.

Photo: Example of park and trail amenities.

PART 3:
ENVISIONING THE PLAN

Neighborhood Area Assessments

Englewood is made up of a series of connected neighborhood areas, which are used to tailor the Vision and opportunities to specific residential, retail, and employment centers of the community. A neighborhood area is a subarea of the City, made up of multiple unique neighborhoods with similar character and common goals that forms a community. These neighborhood areas are uniquely organized around public amenities such as schools, parks, or a civic center, and provide places to live, work, shop, play, learn, and move. Although all neighborhood areas provide a mix of uses, each has a specific emphasis — residential, retail, or employment. These character-oriented areas contribute to Comprehensive Plan's overall vision and implementation.

Our City, Our Vision

Realizing the Vision of Englewood Forward requires a proactive approach. The desired character has been articulated through ongoing conversations with the community. Englewood's Vision includes a series of vibrant neighborhood areas connected to the City's central commercial cores and the Denver Metropolitan region. Development will be designed and appropriately located to enhance community character and preserve and protect Englewood's identity and history. Connected neighborhoods will be enhanced over time by new developments.

Predictability

Defining desired character for each unique neighborhood area provides predictability in planning and development. The neighborhood area assessments bridge the gap between our vision and individual site development so that all community members can understand how neighborhood enhancements or development projects should contribute to the achievement of our Vision. The desired character of potential catalytic areas will inform land development regulations that ensure that no policy of Englewood Forward is forgotten, and that all policies are implemented within the proper context.

Accountability and Measurability

By defining the existing and desired character of each neighborhood area, we can quantify our progress and determine which policies/strategies are appropriate by geographic location. This will enable the rigorous analysis needed to adapt implementation strategies, ensuring that preservation and development occur in the desired amount, location and type.

Plan Highlight

This plan is organized into four parts, each of which relate to the project review process. The third check point is to meet the intent of the neighborhood area character and related policies. The neighborhood area assessments depict the characteristics and key projects that define each area and help envision the implementation of Englewood Forward.

What do the Neighborhood Area Assessments Address?

Each neighborhood area assessment includes the following elements. Figure 3-1 shows how each of the neighborhood areas are organized into four pages.

Area Description

A brief overview of the neighborhood area including key landmarks, major arterials, general land uses, and look and feel of the community in that particular area.

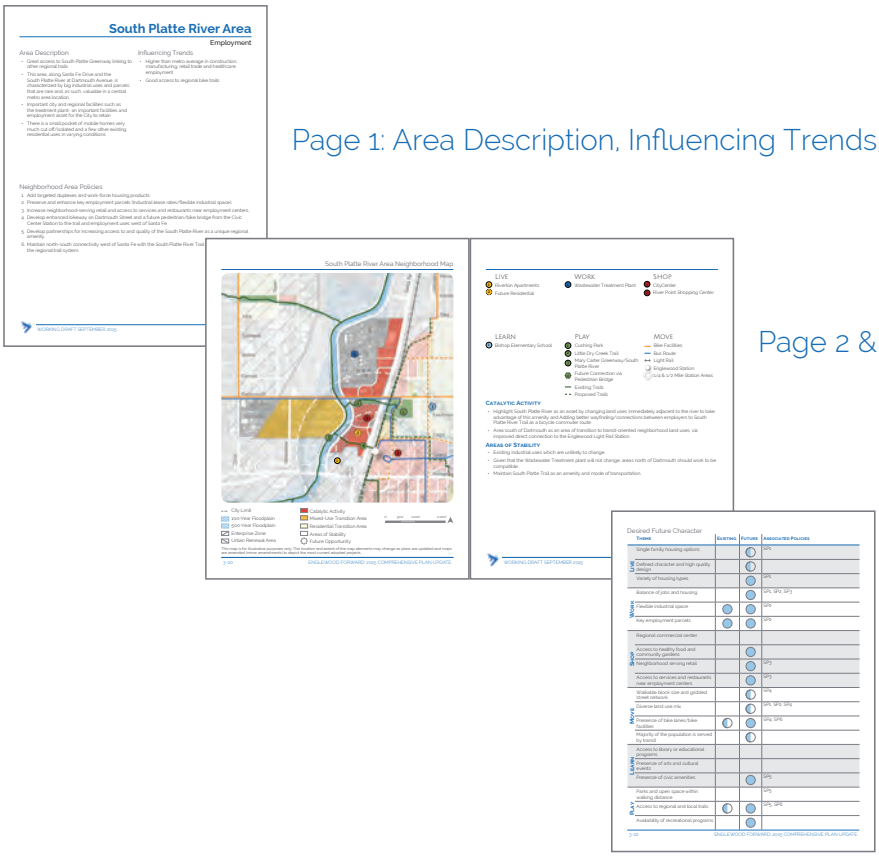
Influencing Trends

Key trends are identified that have a significant impact on the neighborhood area. Cities and downtowns have seen a renaissance of investment, influenced by a shift in preferences toward urban living. Reinvestment is occurring at rapid pace around the Denver metro region and investments can be witnessed in Englewood as well. These changing preferences are increasing the influence that cities have in the national economy and will have many implications for future planning.

Neighborhood Area Policies

Key policies on which the community should focus to become a complete neighborhood area. These character-oriented areas contribute to the overall vision and implementation of the Comprehensive Plan. These local level policies tier-down and support the goals and objectives previously described in Part 2.

Figure 3-1 Neighborhood Area Assessment Page Layout



Page 1: Area Description, Influencing Trends, and Neighborhood Area Policies

Page 2 & 3: Neighborhood Area Map and Key

Page 4: Desired Future Condition

Neighborhood Area Map

The Neighborhood Area map depicts the characteristics, key projects, and defining attributes for each area. Characteristics that are locational are shown on the map using colored symbols by each theme — Live, Work, Shop, Learn, Play, and Move. Other characteristics may apply generally to the area, but are not location-specific. All mapped features are illustrative of the character of the area and do not imply desired regulatory boundaries or specific locations for certain attributes.

The maps are for illustrative purposes only. The location and extent of the map elements may change as plans are updated and maps are amended (minor amendments) to depict the most current adopted projects. In addition, more specific plans may exist for particular themes or planning areas, such as the Walk and Wheel Master Plan, the Parks and Recreation Master Plan, and the South Broadway Plan. These plans were used to inform the Comprehensive Plan but should be consulted for specific recommendations.

Projects and opportunities for each neighborhood area are presented. Projects listed here are the basis for key projects in the annual work plan and relate to the potential for change in that neighborhood area. It is intended that catalytic areas and areas of transition will include a relationship to code.

Catalytic Areas

Targeted areas where redevelopment is poised to occur. These are areas in which the general population would agree that change would be beneficial. The desired future condition of these areas will be detailed with the goal of meeting the character of the neighborhood area while also meeting the Vision of the Comprehensive Plan.

Mixed Use Transition Area

Areas where some change is likely to occur due to economic development pressures. These areas can also serve as buffers between catalytic areas and stable land uses.

Residential Transition Area

Areas where minor change is likely to occur due to economic development pressures. Change is likely to be more residential in character and scale.

Areas of Stability

The general extent of stable land uses, whether it be commercial, residential or employment, in which change is least likely to occur. Development that is consistent with traditional neighborhood character will be the desired future condition.

Desired Future Condition

A table for each neighborhood area indicates whether this area currently meets the criteria of a complete neighborhood, and whether those criteria will be maintained or enhanced in the future. Table 3-1 illustrates how to read the Desired Future Condition tables. Table 3-2 further describes the criteria.

The tables for each neighborhood area help to identify the area's broad focus, basic issues, and opportunities. It may not be the desired future character to have all the criteria present in a particular neighborhood area due to established development patterns.

Table 3-1 Desired Future Character Table Key

●	**Present:** The criteria is present (existing) or should be present in the future.
◐	**Partially Present:** Criteria is somewhat present (existing) or should be somewhat present in the future.
○	**Absent:** Criteria is not present at all (existing) or is not part of the desired future character.

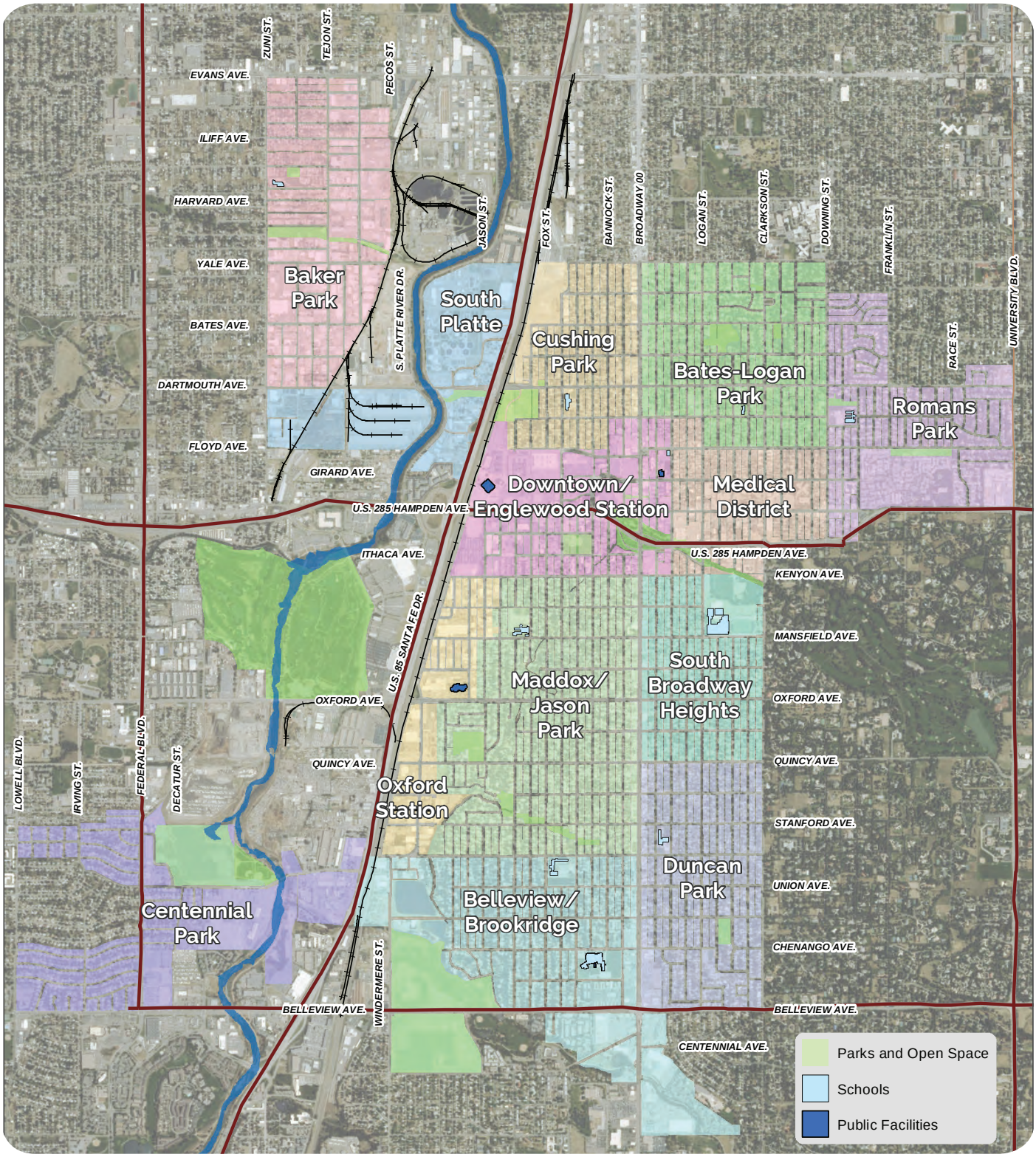
Table 3-2 Desired Future Character Descriptions

	Theme	Description
Live	Single family housing options	Promotes housing options to attract families.
	Defined character and high quality design	Provides for a desirable place to live, work and play.
	Variety of housing types	A variety of housing is present.
Work	Balance of jobs and housing	Provides for an appropriate mix of uses.
	Flexible industrial space	Provides for jobs in the community while allowing for transforming uses.
	Key employment parcels	Provides for jobs in the community.
Shop	Regional commercial center	Provides for commercial areas that brings in out-of-town sale tax dollars.
	Access to healthy food and community gardens	Promotes healthy communities.
	Neighborhood serving retail	Provides local services to residents.
	Access to services and restaurants near employment centers	Provides for local services and a walkable community.
Move	Walkable block size and gridded street network	Promotes a desirable place to live with easy and walkable access to services and amenities.
	Diverse land use mix	Promotes a desirable place to live with easy and walkable access to services and amenities.
	Presence of bike lanes/bike facilities	Provides easier and safer accessibility promoting alternative modes of transportation.
	Majority of the population is served by transit	Indicator of walkability and alternative modes of transportation.
Learn	Access to library or educational programs	Provides of a enriched community and a desirable place to live and work.
	Presence of arts and cultural events	Provides of a enriched community and a desirable place to live and work.
	Presence of civic amenities	Provides of a enriched community and a desirable place to live and work.
Play	Parks and open space within walking distance	Access to amenities and promotes a healthy community.
	Access to regional and local trails	Access to amenities and promotes a healthy community via access to trails.
	Availability of recreational programs	Access to amenities and promotes a healthy community via access to recreational programs.

Englewood's Neighborhood Areas

This overview map, Figure 3-2, provides context for the neighborhood areas. Made up of multiple unique neighborhoods, the larger neighborhood areas were developed with the intent to assist in future planning activities and identification of projects and actions to achieve the desired future character of that general area. The maps should not be construed as political or organizational boundaries.

Figure 3-2 Map of Englewood Neighborhood Areas



Downtown/ Englewood Station Area

Major Retail/Employment/High Density Residential

Area Description

- This neighborhood area combines what have traditionally been thought of as two commercial centers, Englewood CityCenter and Historic Downtown Englewood. Located north and south of Hampden Avenue between Santa Fe reaching just east of Broadway
- Connection to Light Rail and regional bus routes at Englewood Station. Other transit connections include a limited stop bus along Broadway and the Englewood Art Shuttle
- Includes Malley Senior Recreation Center
- Downtown's niche is more toward unique, local retailers including a strong pedestrian friendly node of 4 to 5 blocks along Broadway with draws such as the Gothic Theater, Moe's BBQ and Bowling and the Brew on Broadway. CityCenter is the home of many national retailers including quick serve eateries, Ross, Walmart, Petco, and Office Depot
- This area is also a very significant employment center including the Sports Authority Corporate Headquarters, CityCenter, Englewood Civic Center as well as retail employers
- Housing is in demand in this area from Downtown Denver commuters and Medical District employees. New residents here can help support retail in Downtown

Influencing Trends

- Both Baby Boomers and Millennials seeking walkable, vibrant communities which promotes urban form that is good for the entire community
- Millennials will seek larger housing units and schools when they start families
- High concentration of apartments can lure a younger demographic
- Since 2000, young college educated population grew twice as fast within 3 miles of major city centers
- Millennials today comprise 36% of workforce, and will be 50% by 2020, becoming the main driver of sales
- Impulse spending is being replaced by deliberate spending, e-commerce now 6% of retail sales, but influences majority of purchases
- Sharing economy flourishing
- Urban residential influencing new retail formats
- Mobility preferences increasingly value transit and active alternatives
- WalkScore exceeds all suburban competitors and compares with Denver (55 vs. 56), WalkScore (TM) of 90 near CityCenter

Neighborhood Area Policies

DT1. Balance vehicular movement with opportunities for bike and pedestrian mobility through complete street improvements to Englewood Parkway and Broadway mid-block crossing at Gothic Theatre and Paseos.

DT2. Extend bike facilities east along Floyd Avenue and implement pedestrian zone amenities and streetscape project along Old Hampden.

DT3. Support corridors as key commuter routes while adding reasons to stop by enhancing entertainment, restaurants and regional attractions.

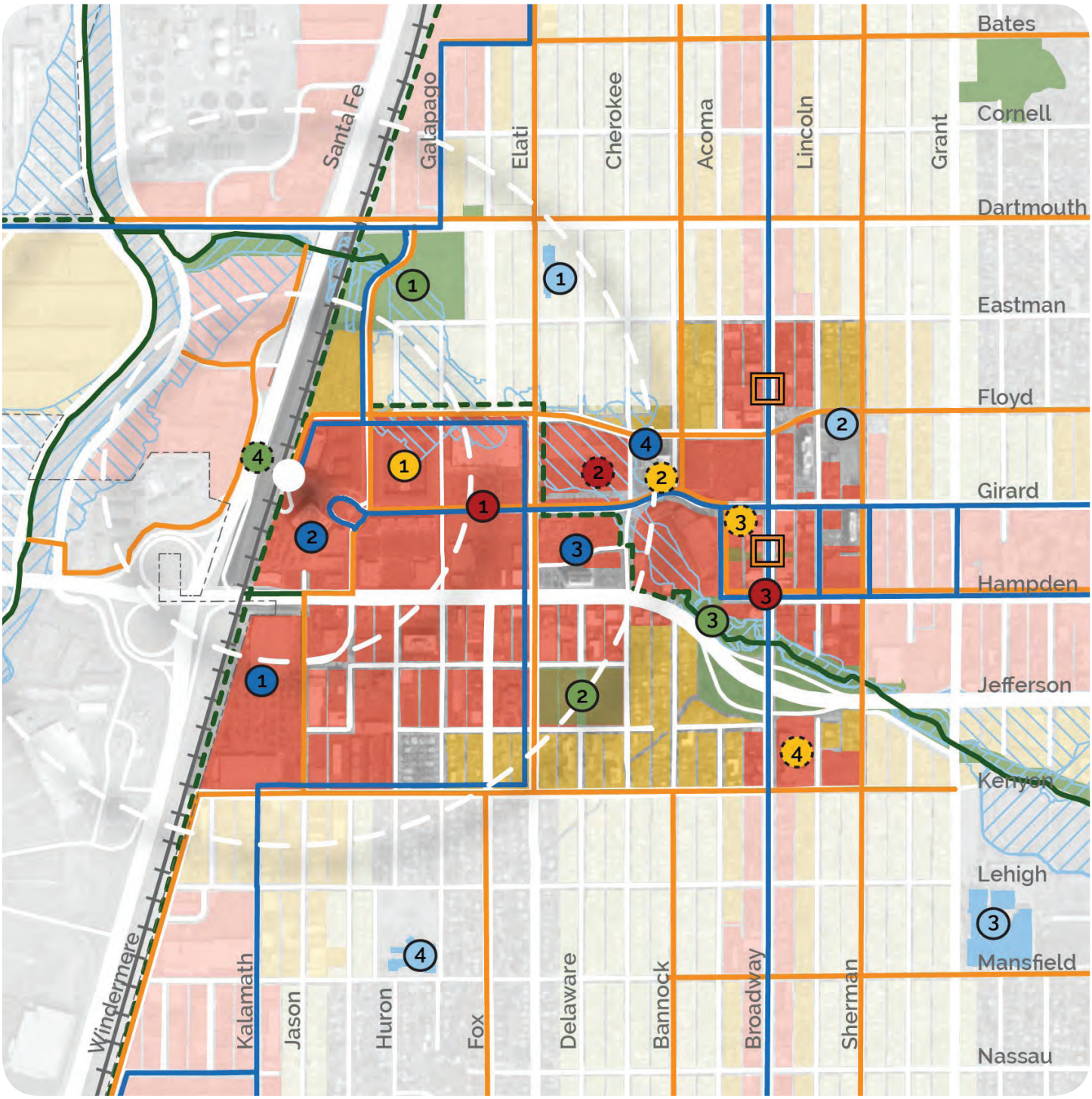
DT4. Identify location and partnerships for a hotel and small event facility.

DT5. Promote infill development with appropriately sized retail, high density housing products and re-establishment of grid through CityCenter.

DT6. Consider daylighting, restoring to a natural state, Little Dry Creek through CityCenter as an amenity and beautification project.

DT7. Invest in park and open space improvements at Miller Field.

DT8. Enhance U.S. Hwy 285 as a community gateway through urban design and wayfinding system.



City Limit
100-Year Floodplain
500-Year Floodplain

Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

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Live

1. Alexan Apartments
2. Liv Apartments
3. Future Apartments
4. Alta Cherry Hills Apartments

Work

1. Sports Authority
2. Englewood Civic Center Building
3. Chase Tower
4. Wells Fargo Tower

Shop

1. CityCenter
2. Future Expansion of City Center
3. Historic Downtown

Learn

1. Bishop Elementary
2. St Louis Parochial School
3. Englewood High School, Middle School and Englewood Leadership Academy
4. Maddox Early Childhood Education

Play

1. Cushing Park
2. Miller Field
3. Little Dry Creek Fountain Plaza
4. Future Englewood Station Pedestrian Bridge

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- Englewood Station
- 1/4 & 1/2 Mile Station Areas
- Mid-Block Crossing Improvements

Catalytic Activity

Broadway Corridor:

- Build on the emerging node in Downtown on Broadway around the Gothic theater. This should be a primary focus of local/independent retail attraction and support efforts, as it sets an image and tone for the community. Construct Broadway Mid-Block Crossing at Gothic and Paseos.

Off Broadway Corridor:

- Encourage more housing in and around Downtown and Englewood CityCenter by creating a minimum height and density. A greater critical mass of residents — including households that are not in family-raising years – can support more retail and entertainment businesses and their presence contributes to lively street level activity.
- Develop a financing district such as a Downtown Development Authority; combination of TIF capability and mill levy without blight or eminent domain is ideal.

Station Area/CityCenter:

- Strengthen the retail "street" at CityCenter by improving visual access from both Hampden Avenue and Englewood Station and adding additional supportive uses. Particularly pursue technology, entertainment, health, and pet related retailers that are expanding and highly desirable to Englewood's demographic groups.
- Create a Master Plan for Englewood CityCenter and Downtown that looks to reconfigure vehicle access to transit & parking to increase users' exposure to retail and enhance the streetscape.
- Attract a retail anchor with appropriate incentives that counterbalances the Historic Downtown.
- If City functions and offices are relocated, strive to place them in a more central position to between CityCenter and Downtown, reinforcing the link between the two.

Mixed-Use Transition Area

- Provide neighborhood access to upgraded park facilities at Miller Field. Promote mixed use office, retail, and medium density housing.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	○	○	
	Defined character and high quality design	◐	●	DT8
	Variety of housing types	◐	●	DT4, DT5
Work	Balance of jobs and housing	◐	●	DT3, DT5
	Flexible industrial space	○	○	
	Key employment parcels	◐	●	DT3, DT4
Shop	Regional commercial center	◐	●	DT3, DT4, DT5
	Access to healthy food and community gardens	◐	●	
	Neighborhood serving retail	◐	●	DT3, DT5
	Access to services and restaurants near employment centers	◐	●	DT3, DT4, DT5
Move	Walkable block size and gridded street network	◐	●	DT1, DT5
	Diverse land use mix	◐	●	DT4, DT5
	Presence of bike lanes/bike facilities	◐	●	DT1, DT2, DT5
	Majority of the population is served by transit	●	●	
Learn	Access to library or educational programs	●	●	
	Presence of arts and cultural events	●	●	
	Presence of civic amenities	●	●	DT6, DT7
Play	Parks and open space within walking distance	◐	●	DT6, DT7
	Access to regional and local trails	◐	●	DT6
	Availability of recreational programs	●	●	DT6, DT7

Medical District Area

Employment/High Density Residential/Neighborhood Retail

Area Description

- The hospitals and surrounding medical services are a key employment center and visitor trip generator for Englewood. Access and traffic congestion remain concerns
- Mixed low/medium density apartment complexes, duplexes and single family dwellings surround the medical complex
- Limited retail and services on Old Hampden to serve the employees and visitors, below apparent demand
- Safeway serves the adjacent residential areas as well as employees for healthy lunch options.
- Relatively new senior housing off of Hampden Avenue. Located east of Downtown Englewood and North of US 285/Hampden Avenue.
- Access to public transit (bus) including the Englewood Art Shuttle
- Huge jump from the density on the hospital site to nearby commercial structures. Small parcel size with multiple property owners

Influencing Trends

- Baby Boomers living longer & healthier, but need access to health care
- Both Baby Boomers and Millennials seeking walkable, vibrant communities which promotes urban form that is good for the entire community
- Strategic location – makes proximity to Denver a plus
- Since 2000, young college educated population grew twice as fast within 3 miles of major city centers
- Largest employers: Swedish and Craig account for nearly 1,800 jobs
- Higher than metro average in construction, manufacturing, retail trade and healthcare
- Additional walkable commercial nodes could enhance the appeal of Englewood neighborhoods
- Shortage of health care workers looming
- Health care industry will continue to be an economic anchor and civic partner
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers

Neighborhood Area Policies

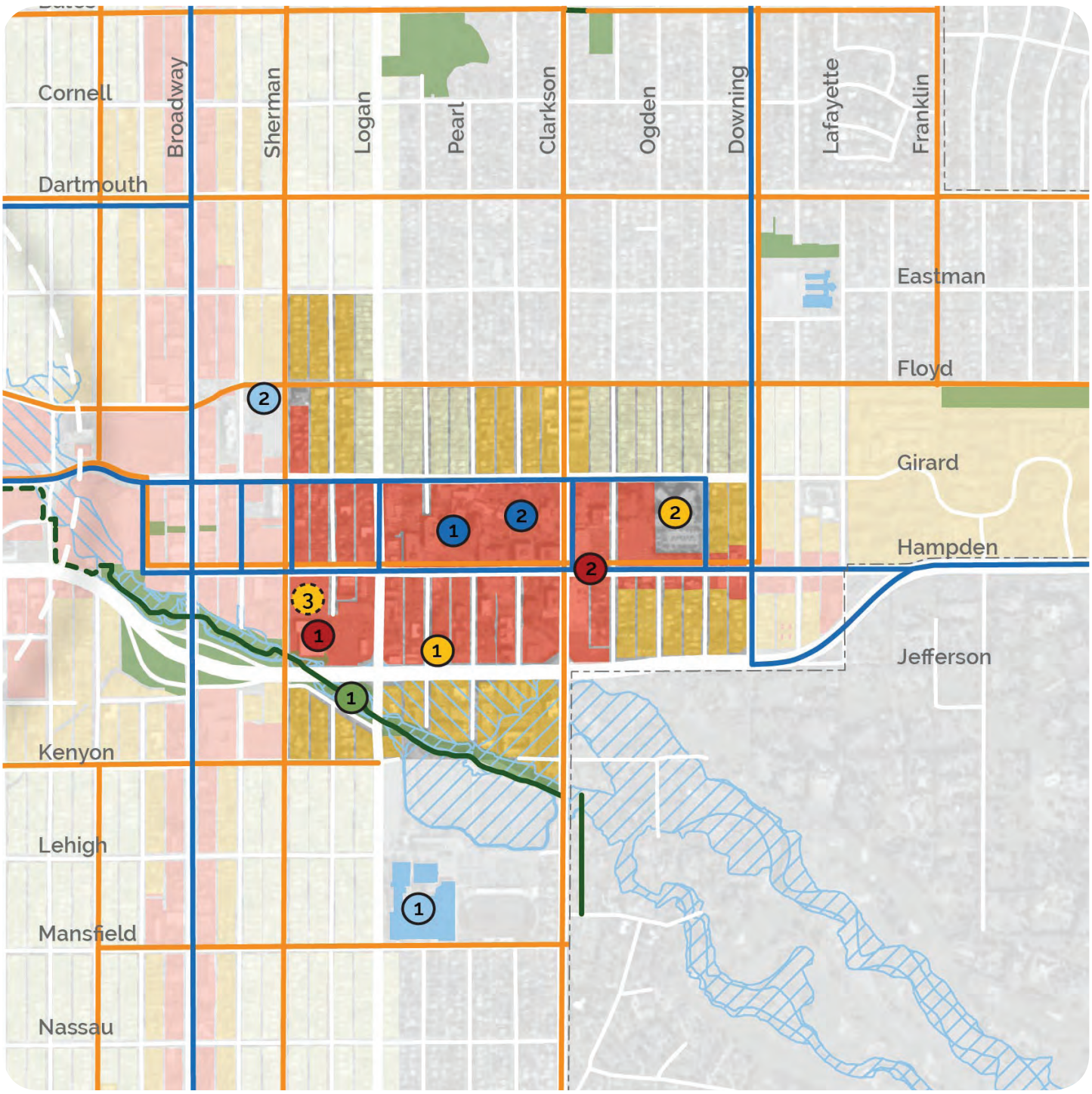
MD1. Increase connectivity to Little Dry Creek Trail through bike facilities improvements and signage.

MD2. Strengthen east-west bike facilities along Floyd Avenue and pedestrian zone improvements along Old Hampden Avenue.

MD3. Increase neighborhood-serving retail and access to services and restaurants near employment centers.

MD4. Enhance Old Hampden as a regional attraction through streetscape projects, housing opportunities, and supporting retail, office and restaurant uses.

MD5. Evaluate rezoning options to improve housing mix, increase density, renovation of existing housing, and implementing mixed uses for combined commercial and residential between Girard and Jefferson/285.



City Limit
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Residential Transition Area
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Live

1. Terraces on Pennsylvania
2. Meridian Englewood
3. Future High Density Residential

Work

1. Swedish Medical Center
2. Craig Hospital

Shop

1. Safeway
2. Old Hampden Corridor

Learn

1. Englewood High School, Middle School and Englewood Leadership Academy
2. Saint Louis Parochial School

Play

1. Little Dry Creek Trail Open Space

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- 1/2 Mile Station Areas

Catalytic Activity

South and West of Hospitals:

- Additional retail to serve hospital staff and visitors between Sherman Street and Downing Street along Old Hampden Avenue. Quick and healthy food retail (smoothies, salads etc.) and modestly priced personal services, such as hair cutting and nail salon would be well-positioned here.
- Stimulate commercial redevelopment at an intensity similar to the Hospital and/or nearby multifamily residential. Explore market and other barriers to redevelopment and consider a range of regulatory and financing strategies.

General Activity:

- Develop a financing district such as a General Improvement District as large employers stand to benefit from improvements and would retain control of funds.
- Investment in transportation options and infrastructure (bus, pedestrian, and transit) that strengthen connections with surrounding neighborhoods could attract employees to live in Englewood as well as reduce or contain the auto traffic burden.
- Enhance east-west bike-ped linkages between Englewood CityCenter, Downtown, and the Medical District. Consider extending a Downtown Development Authority boundary, if established, to cross Broadway and link to Old Hampden. Complete Old Hampden Streetscape Project.

Areas of Transition

- Location of diversified land use including medium to high density housing and medical office.

Residential Transition Area

- Explore the potential for accessory dwelling units.
- Partner with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in ready walking distance to the Hospital complex to attract more of these salaried employees to live in Englewood.
- Explore residential redevelopment plans that promote infill townhome development between the hospitals and single family neighborhoods to the north to provide a transitional zone that will diversify land use mix, provide opportunities for new housing and home ownership.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	
	Defined character and high quality design	◐	●	MD4
	Variety of housing types	◐	●	MD4, MD5
Work	Balance of jobs and housing	◐	●	MD3, MD5
	Flexible industrial space	○	○	
	Key employment parcels	●	●	
Shop	Regional commercial center	◐	●	MD4
	Access to healthy food and community gardens	◐	●	
	Neighborhood serving retail	◐	●	MD3, MD4
	Access to services and restaurants near employment centers	◐	●	MD3, MD4
Move	Walkable block size and gridded street network	●	●	MD4
	Diverse land use mix	●	●	
	Presence of bike lanes/bike facilities	◐	●	MD2, MD4
	Majority of the population is served by transit	●	●	
Learn	Access to library or educational programs	◐	●	
	Presence of arts and cultural events	◐	●	
	Presence of civic amenities	●	●	
Play	Parks and open space within walking distance	◐	●	MD1
	Access to regional and local trails	◐	●	MD1
	Availability of recreational programs	●	●	

Oxford Station Area

Employment/High Density Residential/Neighborhood Retail

Area Description

- Centered around the Oxford Light Rail Station where the Southwest line runs along Santa Fe
- Includes the Englewood Recreation Center
- Potential for access to the Englewood Golf Course and the South Platte River
- Employment-oriented area. The Meadow Gold facility's milk towers anchor the southern view shed providing an identifiable image for the area.
- Existence of some creative industry – example Martin Design Works north of Meadow Gold/Ox Station
- Good quality light industrial south of Radcliff. Lesser improvement to land value ratio between Radcliff & Oxford

Influencing Trends

- Both Baby Boomers and Millennials seeking walkable, vibrant communities which promotes urban form that is good for the entire community
- Shifts in transportation preferences
- Urban residential influencing new retail formats
- Office, industrial and retail vacancies lower than metro averages (rents lower for office, industrial, higher for retail)
- Additional walkable commercial nodes could enhance the appeal of other Englewood neighborhoods
- Parks, trails and recreational amenities increasingly important
- Recent multi-unit residential projects approved south of Oxford Station on Navajo Street

Neighborhood Area Policies

OS1. Address parking, vehicular, and pedestrian access issues through providing complete street improvements on Navajo Street, an enhanced bike facility along Oxford Avenue, bike boulevard treatments along Quincy and Tufts, and other improvements.

OS2. Enhance access to Mary Carter Greenway through improvements of bike and pedestrian facilities along Oxford.

OS3. Maintain and enhance availability of recreational programs.

OS4. Implement Rail Trail as a link to CityCenter and Downtown.

OS5. Add targeted high density housing products south of the station.

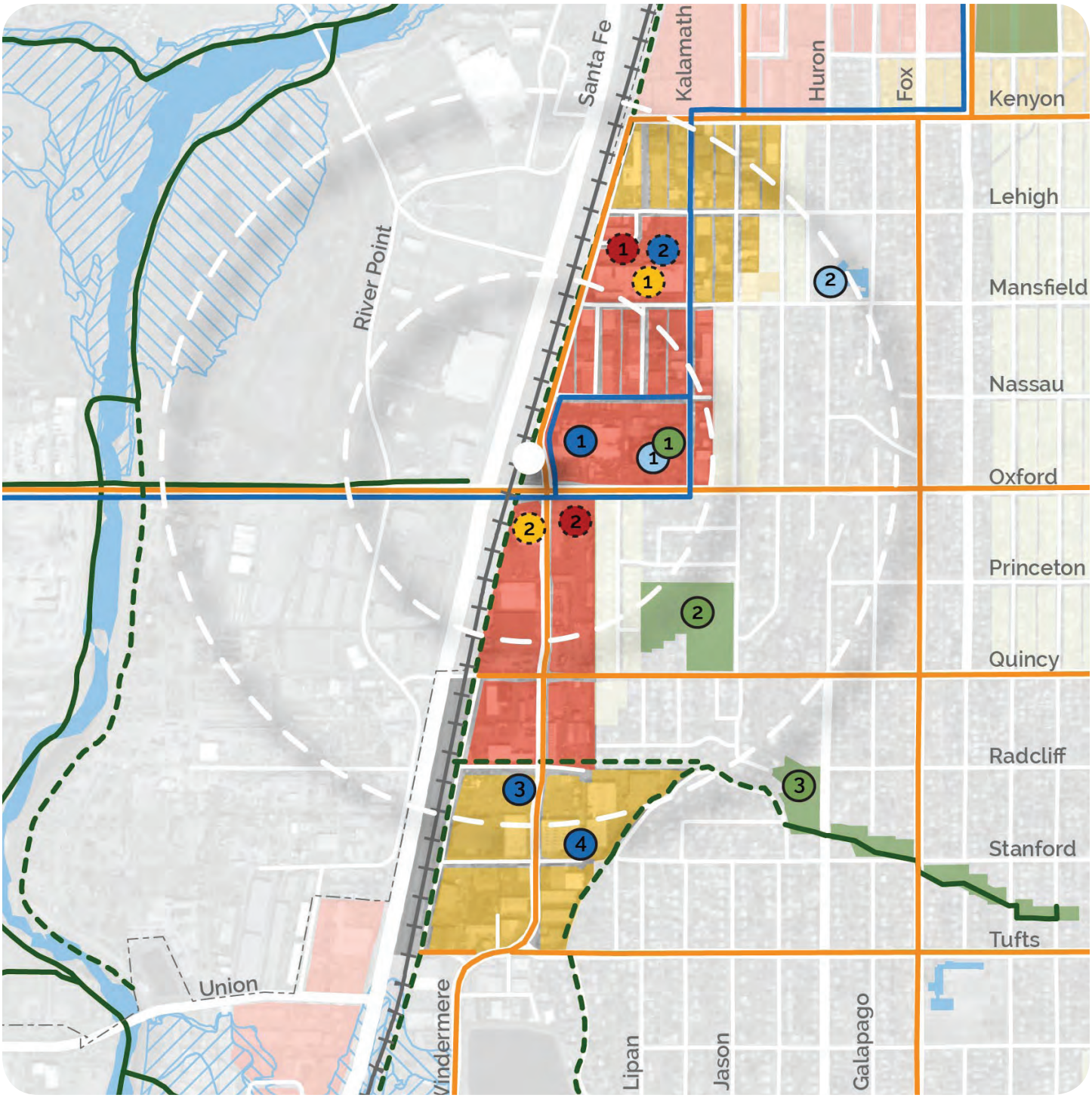
OS6. Integrate a variety of land uses including neighborhood serving retail and restaurants and housing types to capitalize on light rail station and to serve existing employment centers and future residential development.

OS7. Preserve opportunities for jobs on key employment parcels such as specialty auto body, Meadow Gold, and Windsor Industries.

OS8. Encourage a Creative Cluster north of Oxford Street/Meadow Gold, of small-to mid-sized industrial flex and start-up space that builds off of the industrial character,

OS9. Enhance Oxford as a community gateway through urban design and wayfinding system.

OS10. Partner with Parks and Recreation to provide educational programs and community garden.



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Live

1. Future Live-Work Housing
2. Future High Density Housing

Work

1. Meadow Gold
2. Incubator Space/Future Creative District
3. Light Industrial
4. Windsor Industries

Shop

1. Future Live-Work Housing
2. Future Mixed Use Development

Learn

1. Englewood Recreation Center
2. Maddox Early Childhood Education

Play

1. Englewood Recreation Center
2. Jason Park
3. Rotolo Park

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- Oxford Station
- 1/4 & 1/2 Mile Station Areas

Catalytic Activity

- Encourage a Creative Cluster, north of Oxford Street/Meadow Gold, of small-to mid-sized industrial flex and start-up space, possibly an artisan manufacture niche.
  - Special branding– to tie into the Meadow Gold facility; milk towers anchor the southern viewshed.
  - Vertical mixed use with residential on upper floors could be phased in over time through the implementation of a Transportation Overlay that would allow residential uses. General vehicle repair uses might be phased out over time, but custom and specialty work continued.
  - Add pedestrian scale lighting and prohibit razor wire to create an inviting character.
  - Revise zoning with a TOD overlay zone.
- Encourage transit oriented housing and mixed-use redevelopment directly south of Oxford at Navajo to support the light rail station.
  - Larger sites south of Oxford offer valuable opportunity for larger scale users and subdivision of these should not be supported.
  - Conversion from industrial to mixed use can be expected to generate property tax increment, possibly some sales tax increment.
- Encourage a financing district for large properties south of the station such as General Improvement District or Urban Renewal District.
- Enhance bike-ped linkages to Englewood CityCenter, Downtown and the Medical District. Additionally, enhance Oxford Avenue as an east-west corridor to connect nearby neighborhoods to the Oxford Station.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	○	○	
	Defined character and high quality design	○	●	
	Variety of housing types	○	●	OS5
Work	Balance of jobs and housing	○	●	OS5, OS6, OS7
	Flexible industrial space	◐	●	OS7, OS8
	Key employment parcels	●	●	OS6, OS7, OS8
Shop	Regional commercial center	○	○	
	Access to healthy food and community gardens	○	●	
	Neighborhood serving retail	○	●	OS6
	Access to services and restaurants near employment centers	○	●	OS6
Move	Walkable block size and gridded street network	◐	●	
	Diverse land use mix	◐	●	
	Presence of bike lanes/bike facilities	○	●	OS1, OS4
	Majority of the population is served by transit	●	●	
Learn	Access to library or educational programs	◐	●	OS10
	Presence of arts and cultural events	○	●	OS10
	Presence of civic amenities	◐	●	OS4
Play	Parks and open space within walking distance	◐	●	
	Access to regional and local trails	●	●	OS1, OS2, OS4
	Availability of recreational programs	●	●	OS3, OS10

South Platte River Area

Employment/High Density Residential

Area Description

- Great access to South Platte Greenway linking to other regional trails
- This area, along Santa Fe Drive and the South Platte River at Dartmouth Avenue, is characterized by big industrial uses and parcels that are rare and, as such, valuable in a central metro area location.
- Important city and regional facilities such as the treatment plant- an important asset for the City to retain
- There is a small pocket of mobile homes very much cut off/isolated and a few other existing residential uses in varying conditions

Influencing Trends

- Higher than metro average in construction, manufacturing, retail trade and healthcare employment
- Good access to regional bike trails
- Reclamation of water ways and conversion of river front property to public recreation areas

Neighborhood Area Policies

SP1. Add targeted duplexes and work-force housing products.

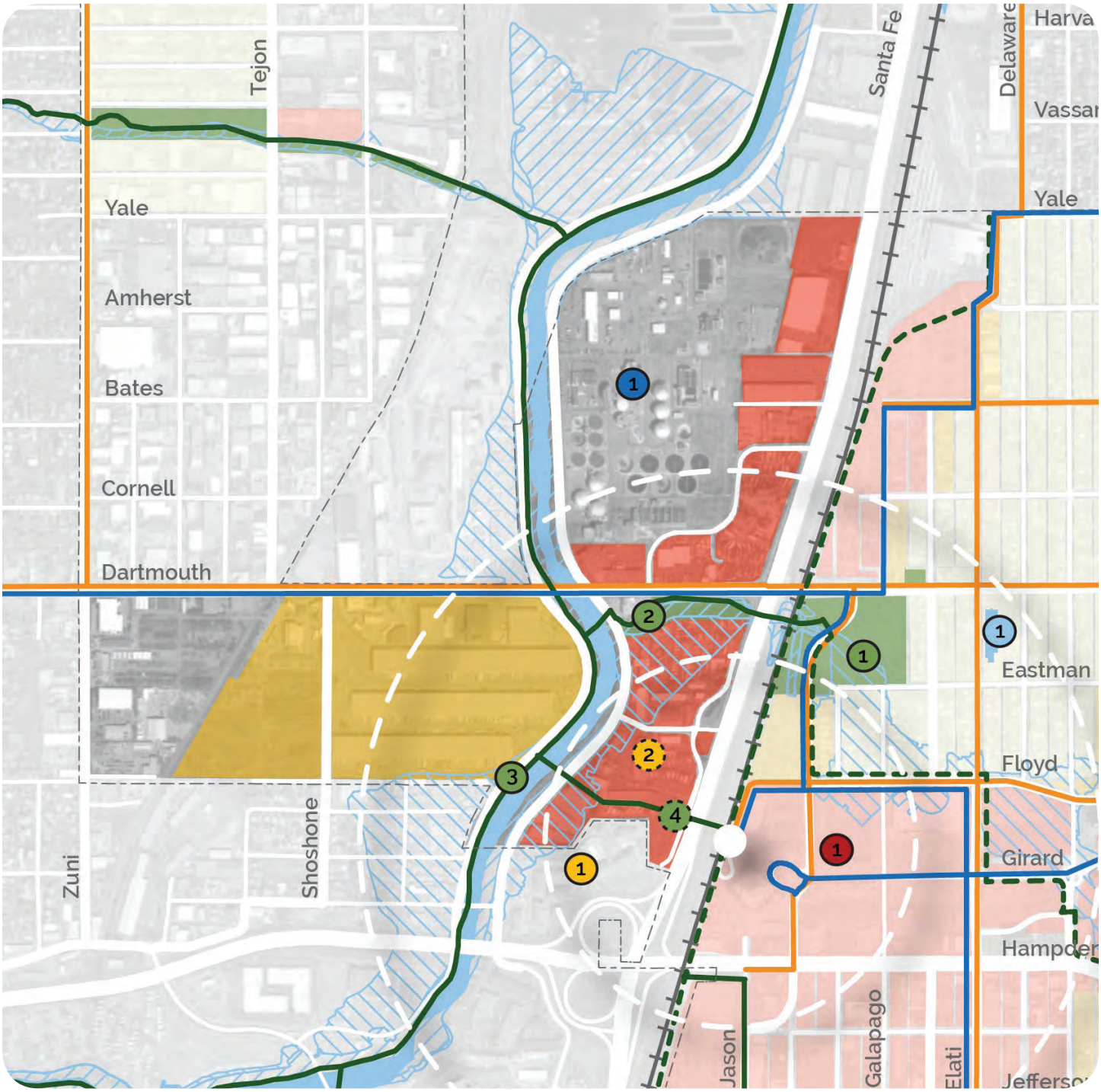
SP2. Preserve and enhance key employment parcels (Industrial lease rates/flexible industrial space).

SP3. Increase neighborhood-serving retail and access to services and restaurants near employment centers.

SP4. Develop enhanced bikeway on Dartmouth Avenue and a future pedestrian/bike bridge from the Civic Center Station to the trail and employment uses west of Santa Fe.

SP5. Develop partnerships for increasing access to and quality of the South Platte River as a unique regional amenity.

SP6. Maintain north-south connectivity west of Santa Fe with the South Platte River Trail, which connects to the regional trail system.



City Limit
100-Year Floodplain
500-Year Floodplain
Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

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Live

1. Riverton Apartments
2. Future Residential

Work

1. Wastewater Treatment Plant

Shop

1. CityCenter
2. River Point Shopping Center

Learn

1. Bishop Elementary School

Play

1. Cushing Park
2. Little Dry Creek Trail
3. Mary Carter Greenway/South Platte River
4. Future Connection via Pedestrian Bridge

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- Englewood Station
- 1/4 & 1/2 Mile Station Areas

Catalytic Activity and Mixed Use Transition Areas

- Highlight South Platte River as an asset by changing land uses immediately adjacent to the river to take advantage of this amenity and Adding better wayfinding/connections between employers to South Platte River Trail as a bicycle commuter route.
- Area south of Dartmouth as an area of transition to transit-oriented neighborhood land uses, via improved direct connection to the Englewood Light Rail Station.

Areas of Stability

- Existing industrial uses, which are unlikely to change.
- Given that the Wastewater Treatment plant will not change, areas north of Dartmouth should work to be compatible.
- Maintain South Platte Trail as an amenity and mode of transportation.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	○	◐	SP1
	Defined character and high quality design	○	◐	
	Variety of housing types	○	●	SP1
Work	Balance of jobs and housing	○	●	SP1, SP2, SP3
	Flexible industrial space	●	●	SP2
	Key employment parcels	●	●	SP2
Shop	Regional commercial center	○	○	
	Access to healthy food and community gardens	◐	●	
	Neighborhood serving retail	○	●	SP3
	Access to services and restaurants near employment centers	○	●	SP3
Move	Walkable block size and gridded street network	○	◐	SP4
	Diverse land use mix	○	◐	SP1, SP2, SP4
	Presence of bike lanes/bike facilities	◐	●	SP4, SP6
	Majority of the population is served by transit	◐	●	
Learn	Access to library or educational programs	◐	◐	
	Presence of arts and cultural events	◐	◐	
	Presence of civic amenities	◐	◐	SP5
Play	Parks and open space within walking distance	◐	●	SP5
	Access to regional and local trails	◐	●	SP5, SP6
	Availability of recreational programs	○	●	

Cushing Park Area

Residential/Neighborhood Retail

Area Description

- Located in north-central Englewood, centered around Bishop Elementary School
- Residential area north of CityCenter
- Cushing Park major neighborhood and community asset
- Housing stock is oldest in the City built in the 1920s or earlier with mix of styles and character
- Some scraping and rebuilding of housing as a result of increasing development pressure from Denver
- Bikable proximity to Downtown Englewood and Medical District employment base is a strength
- Walkable proximity to Englewood Lightrail Station.
- Solid Broadway edge – some good neighborhood uses coming in, particularly near the southeast corner that intersects with Downtown Englewood and the Bates-Logan Park Neighborhood
- Includes redeveloping General Iron Works site

Influencing Trends

- Both Baby Boomers and Millennials seeking walkable, vibrant communities which promotes urban form that is good for the entire community
- Housing pressure from Denver
- Millennials will seek larger housing units and schools when they start families
- Housing more affordable and mixed
- Additional family housing options would be advantageous
- Strategic location – makes proximity to Denver a plus
- Sharing economy flourishing
- Urban residential influencing new retail formats
- Bike share programs growing faster than any mode of transport
- Walkable real estate = value premium
- Good access to regional bike trails and light rail
- WalkScore exceeds all suburban competitors and compares with Denver (55 vs. 56); WalkScore of 90 near CityCenter
- Additional walkable commercial nodes could enhance the appeal of other Englewood neighborhoods

Neighborhood Area Policies

CP1. Implement complete street treatments along Bates, Dartmouth, and Floyd, which links to the future Rail Trail and other regional trails to the west, and retail, employment, transit and residential uses along Broadway.

CP2. Provide additional pedestrian crossings along Dartmouth to Cushing Park and regional trail connections.

CP3. Improve bicycle facilities along Elati.

CP4. Increase neighborhood-serving retail and access to services and restaurants along Broadway and near future redevelopment areas.

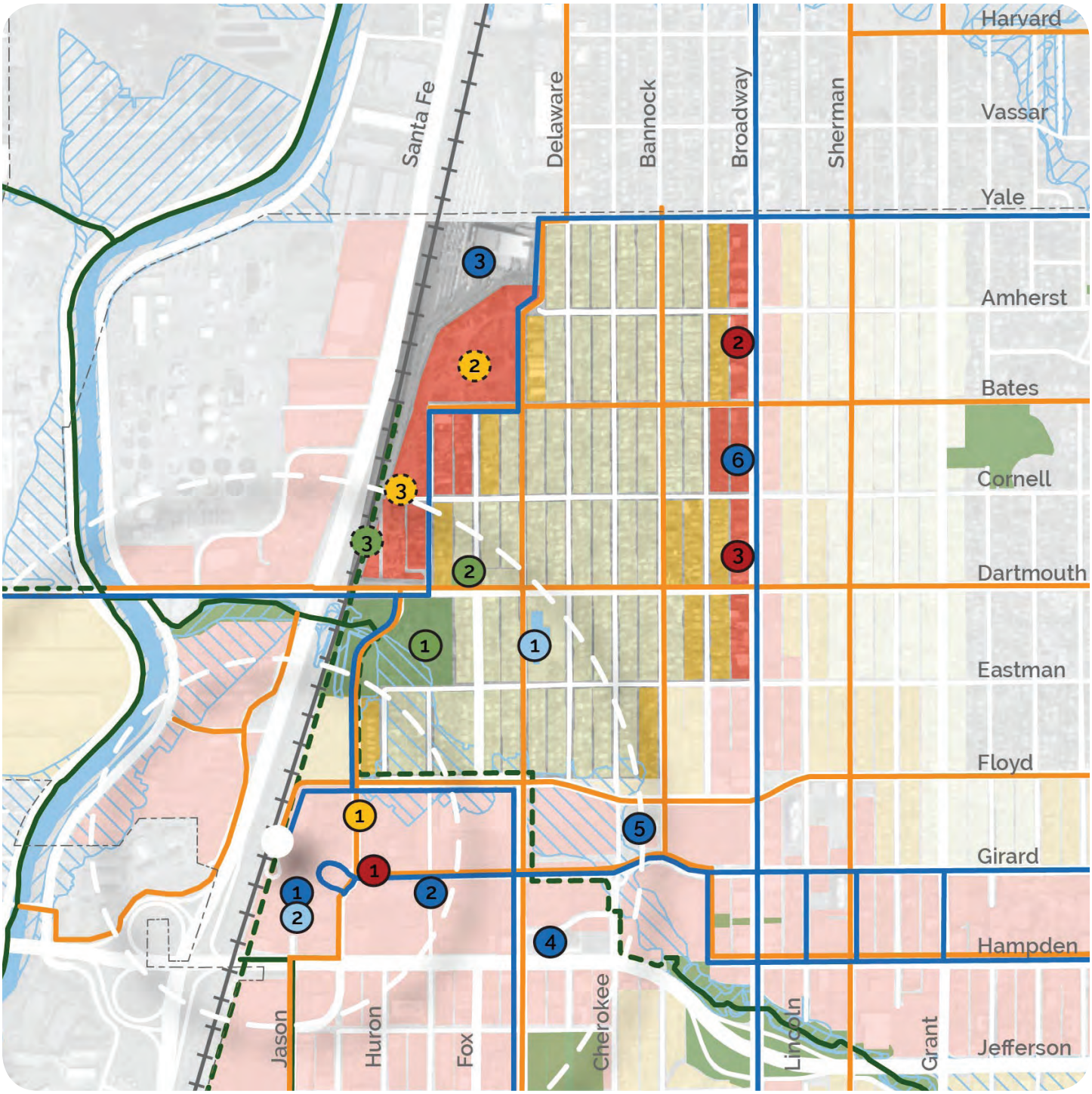
CP5. Add targeted mixed-use and denser housing products to provide a variety of housing types.

CP6. Promote the addition of alternative and larger housing options to accommodate families.

CP7. Encourage additional green space and amenities at future redevelopment sites.

CP8. Invest in park improvements at Cushing Park.

Cushing Park Area Neighborhood Map



City Limit
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500-Year Floodplain

Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

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Live

1. Alexan Apartments
2. Future High Density Residential
3. Future High Density Residential

Work

1. Englewood Civic Center Building
2. CityCenter
3. RTD Maintenance Facility
4. Chase Tower
5. Wells Fargo Tower
6. Kaiser Permanente

Shop

1. CityCenter
2. Shops and Restaurants
3. Shops and Restaurants

Learn

1. Bishop Elementary school
2. Englewood Library

Play

1. Cushing Park
2. Englewood Depot & Community Garden
3. Future Rail Trail

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- Englewood Station
- 1/4 & 1/2 Mile Station Areas

Catalytic Activity

Broadway Corridor:

- Enhance the Broadway corridor as a neighborhood edge and amenity by adding more resident serving retail and amenities. Focus on building north from the node in Downtown.
- Change the orientation of buildings to line the streets with parking in rear.
- Encourage larger scale mixed use buildings with housing on the top.
- Enhance alleys as a transition to the residential areas, spur economic development, and activate the block.

General Iron Works/Winslow Crane:

- Develop a financing district such as a General Improvement District or Urban Renewal District.
- Location of future high density residential with potential for mixed-use as large industrial uses transition.

Mixed- Use Transition Area

- Location of diversified land use mix and medium (townhomes and multiplexes) density housing west of Acoma and Bannock to buffer Broadway commercial corridor.

Residential Transition Area

- Location of diversified housing mix north of Floyd to buffer Englewood CityCenter and light rail station.
- Incentivize selective replacement of substandard housing units by allowing a greater diversity of replacement housing types, including townhomes and accessory dwelling units.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	CP6
	Defined character and high quality design	◐	●	CP6
	Variety of housing types	◐	●	CP5, CP6
Work	Balance of jobs and housing	●	●	CP5
	Flexible industrial space	○	○	
	Key employment parcels	◐	◐	
Shop	Regional commercial center	○	○	
	Access to healthy food and community gardens	●	●	
	Neighborhood serving retail	◐	●	CP1, CP4
	Access to services and restaurants near employment centers	◐	●	CP4
Move	Walkable block size and gridded street network	●	●	CP2
	Diverse land use mix	●	●	
	Presence of bike lanes/bike facilities	●	●	CP1, CP3
	Majority of the population is served by transit	●	●	CP1
Learn	Access to library or educational programs	●	●	
	Presence of arts and cultural events	●	●	
	Presence of civic amenities	●	●	CP7
Play	Parks and open space within walking distance	●	●	CP7
	Access to regional and local trails	●	●	CP2
	Availability of recreational programs	◐	●	CP7

Bates-Logan Park Area

Residential/Neighborhood Retail

Area Description

- The north central section of Englewood, which is bordered by Broadway to the West and Downing Street to the east.
- Includes Bates-Logan Park as well as smaller pocket parks
- Older housing stock (pre-1940s) located in western parts of this area
- Solid Broadway neighborhood edge
- Some scraping and rebuilding of housing as a result of increasing development pressure from Denver

Influencing Trends

- Baby Boomers living longer & healthier, but need access to health care
- High concentration of apartments – can lure a younger demographic
- Additional family housing options would be advantageous
- Urban residential influencing new retail formats
- Bike share programs growing faster than any mode of transport in history of planet
- Walkable real estate = value premium
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers
- Parks, trails and recreational amenities increasingly important
- Fresh food access is excellent, though not always accessible by foot

Neighborhood Area Policies

BL1. Provide additional pedestrian crossings along Logan to access Bates-Logan Park.

BL2. Enhance the existing pedestrian and bicycle network with complete street treatments along Sherman and a bikeway along Clarkson and Downing.

BL3. Implement improvements on Bates, Dartmouth and Floyd, to create visible bicycle network serving recreation, transit on Broadway, local businesses.

BL4. Integrate a variety of land uses including neighborhood serving retail and housing types along Broadway to active the neighborhood edge.

BL5. Enhance the community gateway along Broadway at Yale Avenue for regional recognition through signage, urban design, or key destination.

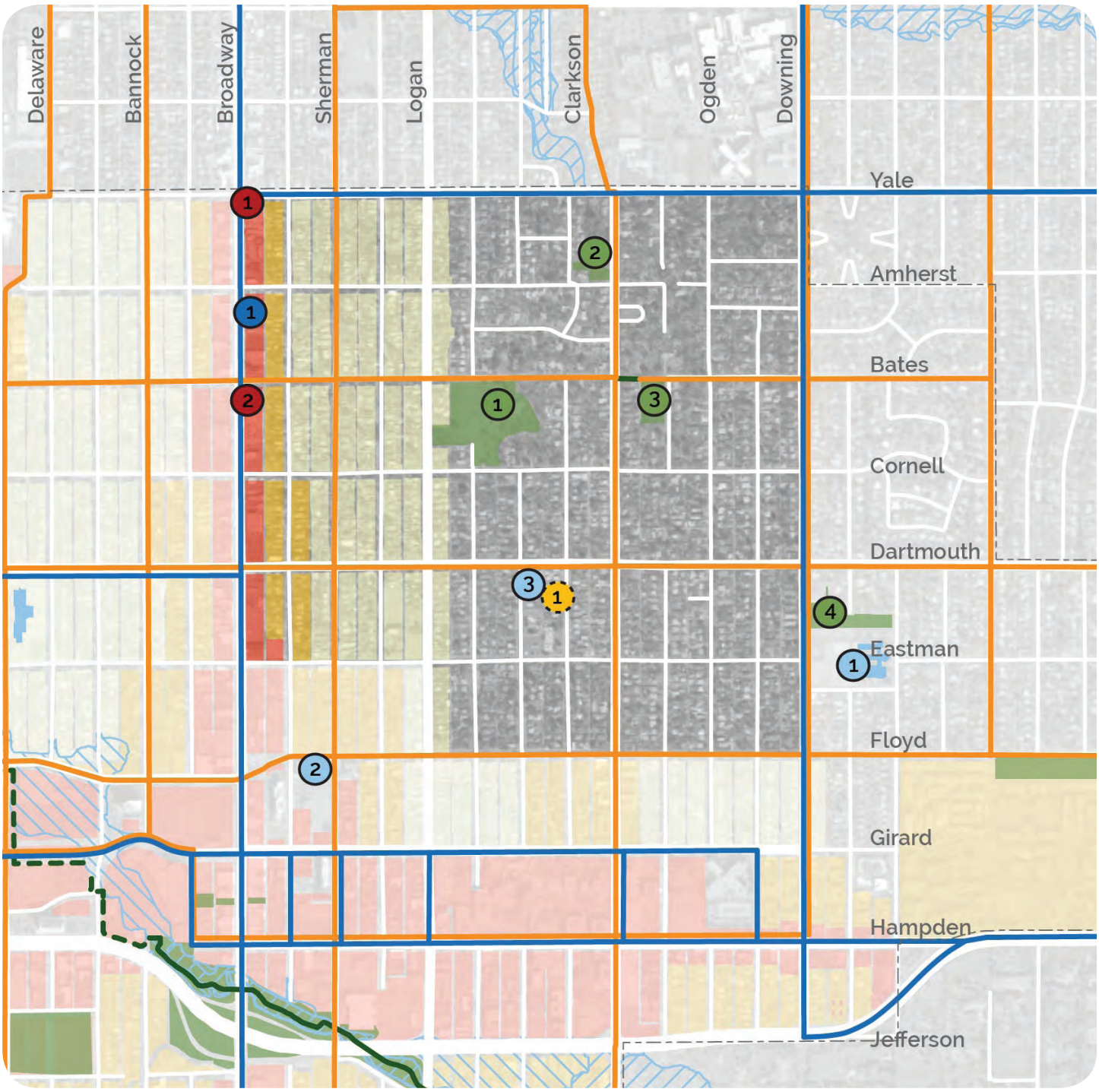
BL6. Identify location and partnerships for a community garden.

BL7. Partner with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in ready walking distance to the Hospital complex.

BL8. Commit resources to enhance the unique character of stable single family residential area.

BL9. Invest in park improvements at Bates-Logan Park.

Bates-Logan Park Area Neighborhood Map



City Limit
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500-Year Floodplain

Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

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Live

1. Potential redevelopment site

Work

1. Broadway/Lincoln Commercial Corridor

Shop

1. Neighborhood-Serving Retail
2. Neighborhood-Serving Retail

Learn

1. Charles Hay Elementary
2. St. Louis Parochial School
3. Former Washington Elementary

Play

1. Bates-Logan Park
2. Clarkson-Amherst Park
3. Emerson Park
4. Barde Park/Charles Hay Playground

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route

Catalytic Activity

- A future goal is have this area be a key gateway to the Downtown by encouraging local businesses and development of multi-story mixed use structures with retail fronting Broadway.
- Enhance the Broadway corridor as a neighborhood edge and amenity by adding more resident-serving retail and amenities. Focus on building north from the node in Downtown.
- Develop primary north-south bike corridors and primary east-west bike corridors to connect the neighborhood to retail and jobs. Identify Sherman as a primary corridor within a few blocks of Broadway that can be connected to retail destinations.

Mixed-Use Transition Area

- Location of diversified land use mix and medium density housing to buffer Broadway-Lincoln commercial corridor.

Residential Transition Area

- Explore the potential for selective townhome development and accessory dwelling units where appropriate.
- Incentivize selective replacement of substandard housing units by allowing a greater diversity of replacement housing types.
- Partner with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in walking distance to the Hospital complex to attract more of these salaried employees to live in Englewood.

Areas of Stability

- Existing single unit residential neighborhood, which is unlikely to change. Focus should be on maintaining character, increasing pedestrian and bicycle infrastructure and attracting families to highly amenitized area.

Desired Future Character

	Theme	Existing	Future	Associated Neighborhood Policies
Live	Single family housing options	●	●	BL7, BL8
	Defined character and high quality design	●	●	BL5, BL6, BL7, BL8
	Variety of housing types	◐	●	BL7
Work	Balance of jobs and housing	◐	●	BL4, BL7
	Flexible industrial space	○	○	
	Key employment parcels	○	○	
Shop	Regional commercial center	○	○	BL5
	Access to healthy food and community gardens	◐	●	BL6
	Neighborhood serving retail	◐	●	BL1, BL4
	Access to services and restaurants near employment centers	○	○	BL3
Move	Walkable block size and gridded street network	●	●	BL1
	Diverse land use mix	◐	●	BL4, BL7
	Presence of bike lanes/bike facilities	◐	●	BL1, BL2, BL3
	Majority of the population is served by transit	◐	●	BL5
Learn	Access to library or educational programs	◐	●	BL8
	Presence of arts and cultural events	◐	●	BL6
	Presence of civic amenities	◐	●	
Play	Parks and open space within walking distance	●	●	
	Access to regional and local trails	◐	●	BL2
	Availability of recreational programs	◐	●	

Jason Park / Maddox Area

Residential/Neighborhood Retail

Area Description

- Centrally located in Englewood, south of Hampden Avenue and west of Broadway
- Eastern boundary includes South Broadway: Buildings fronting the street, commercial fairly in-tact, hipster/vintage
- Includes Maddox Elementary School and Jason/ Rotolo Parks long with the Southwest Greenbelt, diagonal greenway spanning approximately 6 blocks
- Stable single family residential neighborhood with some multi-unit apartments in the northern area
- Bikable proximity to Oxford Lightrail Station.

Influencing Trends

- Millennials will seek larger housing units and schools when they start families
- Additional family housing options would be advantageous
- Housing more affordable and mixed
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers
- Parks, trails and recreational amenities increasingly important
- Fresh food access is excellent, though not accessible by foot from some neighborhoods

Neighborhood Area Policies

JM1. Partner with local elementary school to promote and support this neighborhood asset.

JM2. Increase local connectivity to nearby recreational uses, light rail stations and commercial retail uses on Broadway.

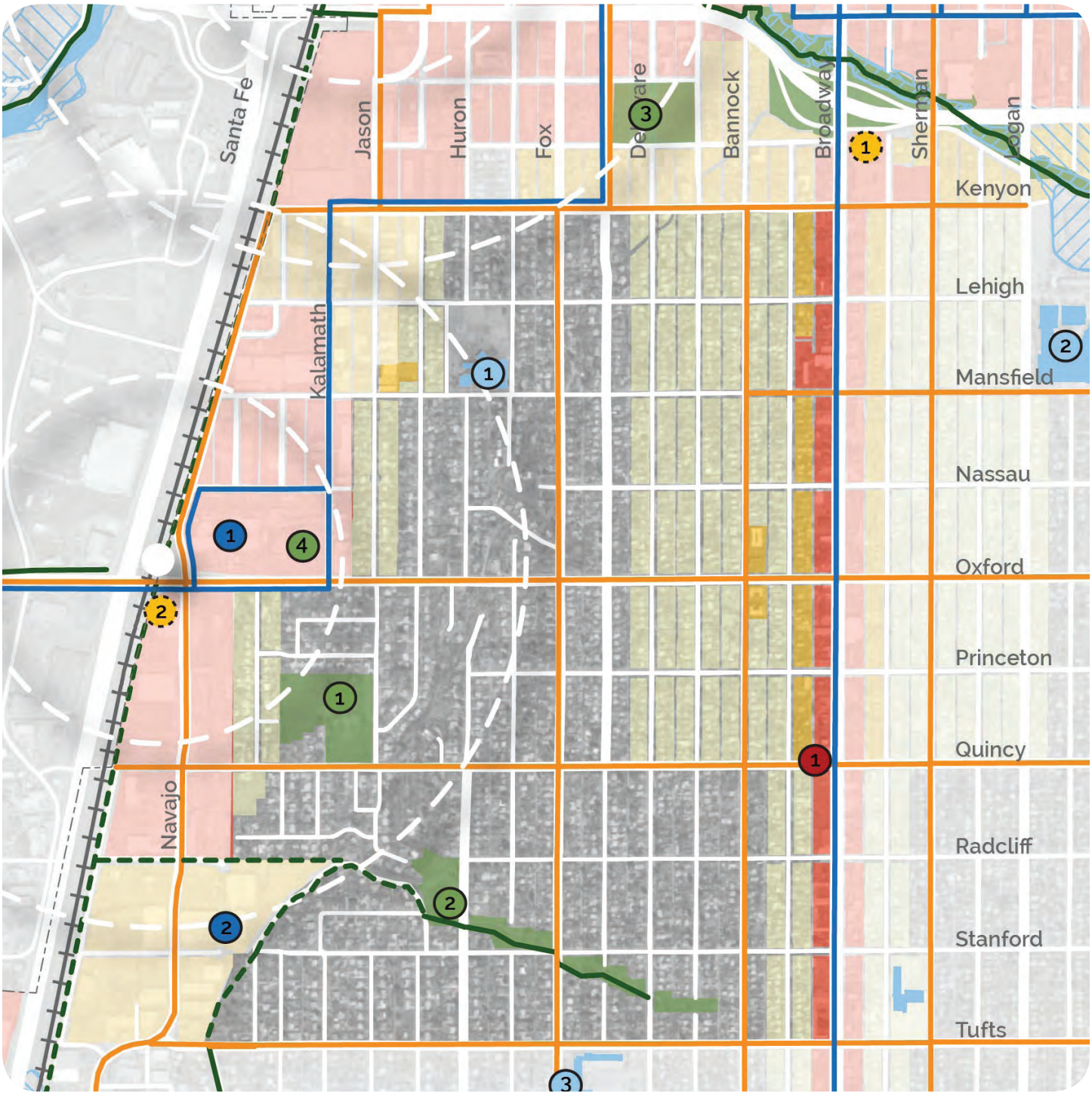
JM3. Develop bike facilities along east-west Tufts, Quincy, Oxford and Kenyon, a north-south facility on Fox, and complete street treatments along Bannock and Mansfield.

JM4. Encourage high quality design of residential development that reflects neighborhood character.

JM5. Increase neighborhood-serving retail and access to services and restaurants along Broadway.

JM6. Promote the addition of alternative and larger housing options to accommodate families.

JM7. Invest in parks improvements at Jason Park.



City Limit
100-Year Floodplain
500-Year Floodplain

Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

This map is for illustrative purposes only. The location and extent of the map elements may change as plans are updated and maps are amended (minor amendments) to depict the most current adopted projects.

Live

1. Alta at Cherry Hills
2. Future Development at Oxford Station

Work

1. Meadow Gold
2. Windsor Industries

Shop

1. Broadway Corridor

Learn

1. Maddox Early Childhood Education
2. Englewood High School, Middle School and Englewood Leadership Academy
3. Clayton Elementary

Play

1. Jason Park
2. Rotolo Park and Southwest Greenbelt
3. Miller Field
4. Recreation Center

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- Englewood Station
- 1/4 & 1/2 Mile Station Areas

Catalytic Activity

- Attract additional neighborhood serving retail along Broadway, working to connect existing nodes in Downtown and at Quincy.
- Change the orientation of buildings to line the streets with parking in rear.
- Enhance alleys as a transition to the residential areas, spur economic development, and activate the block.
- Strengthen the residential market with strong bike-ped networks that connect the neighborhood to Oxford Station, Downtown, and other amenities. Enhance Bannock Street as a north-south corridor within a few blocks of Broadway that can be connected to neighborhood-serving retail destinations between Kenyan and Radcliff. Enhance Oxford Avenue as an east-west bike corridor that connects neighborhood residents with the Oxford Station.

Mixed-Use Transition Area

- Location of diversified land use including medium density housing and limited office.

Residential Transition Area

- Allow for selective townhome development bordering Oxford Station.
- Incentivize selective replacement of substandard housing units by allowing a greater diversity of replacement housing types, including townhomes and accessory dwelling units.

Areas of Stability

- Existing family residential neighborhoods, which are unlikely to change.
- Explore the potential for accessory dwelling units.
- Encourage high quality design of residential development that reflects neighborhood character.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	JM6
	Defined character and high quality design	●	●	JM4, JM6
	Variety of housing types	◐	●	JM6
Work	Balance of jobs and housing	◐	●	
	Flexible industrial space	○	○	
	Key employment parcels	○	○	
Shop	Regional commercial center	○	○	
	Access to healthy food and community gardens	◐	●	
	Neighborhood serving retail	◐	●	JM5
	Access to services and restaurants near employment centers	○	○	
Move	Walkable block size and gridded street network	●	●	
	Diverse land use mix	◐	◐	JM5
	Presence of bike lanes/bike facilities	◐	●	JM2, JM3
	Majority of the population is served by transit	◐	◐	JM2
Learn	Access to library or educational programs	◐	●	JM1
	Presence of arts and cultural events	○	●	
	Presence of civic amenities	◐	●	JM1
Play	Parks and open space within walking distance	●	●	JM2
	Access to regional and local trails	◐	●	JM2
	Availability of recreational programs	●	●	

South Broadway Heights Area

Residential/Neighborhood Retail

Area Description

- Centrally located in Englewood, south of Hampden Avenue
- Bordered to the West by South Broadway: Buildings fronting the street, commercial fairly in-tact, hipster/vintage appeal
- Includes new Englewood Middle and High School Campus
- Stable single family residential homes however the majority of housing stock was built between 1920-1940s

Influencing Trends

- Millennials will seek larger housing units and schools when they start families
- Both Baby Boomers and Millennials are seeking walkable, vibrant communities which promotes urban form that is good for the entire community
- Housing more affordable than areas closer to Downtown Denver
- Additional family housing options would be advantageous
- Impulse spending replaced by deliberate spending
- Gen X and Millennials are driving sales
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers
- Parks, trails and recreational amenities increasingly important
- Fresh food access is excellent, though not accessible by foot from some neighborhoods

Neighborhood Area Policies

SBH1. Promote the addition of alternative and larger housing options to accommodate families.

SBH2. Encourage high quality design of residential development.

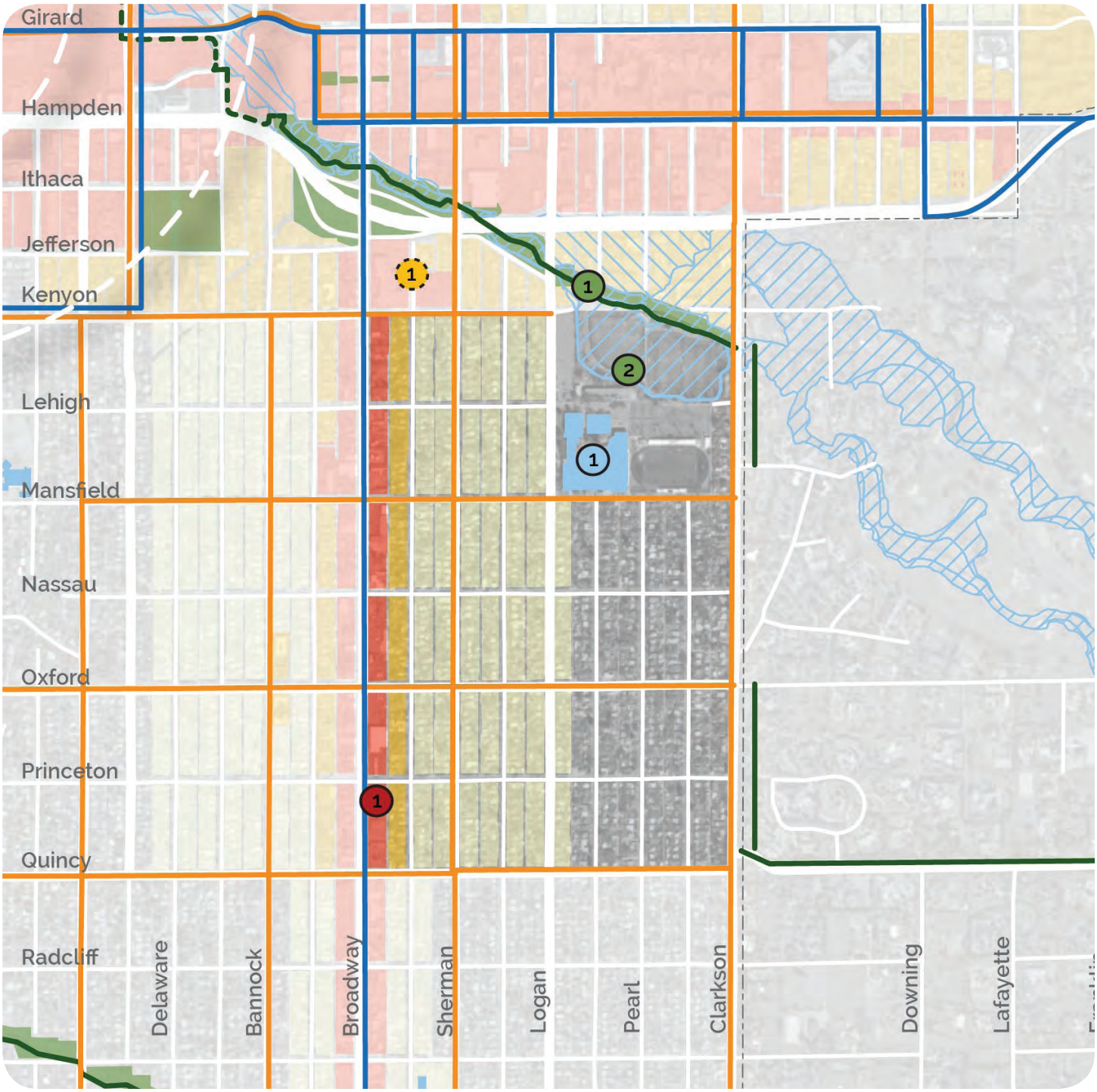
SBH3. Enhance pedestrian crossing of Logan and Hampden to connect residential development and school campus to the retail center.

SBH4. Enhance bike facilities east-west along Oxford, Quincy and Kenyon linking to bike facilities north-south along Sherman and bike lane improvements along Clarkson.

SBH5. Encourage partnerships with schools for use of athletic fields and play space, and to develop community supported agriculture.

SBH6. Integrate a variety of land uses including neighborhood serving retail and housing types along Broadway to activate the neighborhood edge.

South Broadway Heights Area Neighborhood Map



City Limit
100-Year Floodplain
500-Year Floodplain

Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

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Live

1. Alta Cherry Hills Apartments

Shop

1. Broadway Corridor

Learn

1. Englewood High School, Middle School and Englewood Leadership Academy

Play

1. Little Dry Creek Trail Open Space
2. Hosanna Athletic Fields

- Existing Trails
- Proposed Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- Englewood Station
- 1/4 & 1/2 Mile Station Areas

Catalytic Activity

- Attract additional neighborhood serving retail along Broadway, working to connect existing nodes in Downtown and at Quincy.
- Change the orientation of buildings to line the streets with parking in rear.
- Enhance alleys as a transition to the residential areas, spur economic development, and activate the block.
- Strengthen the residential market by creating strong bike-ped networks that connect the neighborhood to jobs, retail and amenities in Downtown and the Medical District. Additionally, enhance Mansfield Avenue as an east-west corridor that links Englewood High School to retail along Broadway and the Oxford Station.

Mixed-Use Transition Area

- Location of diversified land use including medium density housing and limited office.

Residential Transition Area

- Incentivize selective replacement of substandard housing units by allowing a greater diversity of replacement housing types, including townhomes and accessory dwelling units.
- Strengthen the retail market by partnering with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in ready walking distance to the Hospital complex to attract more of these salaried employees to live in Englewood. Cleveland Clinic housing partnership program, a forgivable home loan based on length of employment, could be a model.

Areas of Stability

- Existing family residential neighborhoods, which are unlikely to change. Encourage high quality design of residential development that reflects neighborhood character and attracts families.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	SBH1
	Defined character and high quality design	◐	●	SBH1, SBH2
	Variety of housing types	○	●	SBH1, SBH6
Work	Balance of jobs and housing	●	●	
	Flexible industrial space	○	○	
	Key employment parcels	○	○	
Shop	Regional commercial center	○	○	
	Access to healthy food and community gardens	◐	●	SBH5
	Neighborhood serving retail	◐	●	SBH3, SBH6
	Access to services and restaurants near employment centers	○	○	
Move	Walkable block size and gridded street network	●	●	SBH3
	Diverse land use mix	◐	◐	SBH6
	Presence of bike lanes/bike facilities	◐	●	SBH3, SBH4
	Majority of the population is served by transit	◐	●	
Learn	Access to library or educational programs	◐	●	SBH5
	Presence of arts and cultural events	○	●	SBH5
	Presence of civic amenities	◐	●	
Play	Parks and open space within walking distance	◐	●	
	Access to regional and local trails	◐	●	
	Availability of recreational programs	◐	●	SBH5

Baker Park Area

Employment/Residential/Neighborhood Retail

Area Description

- Located in the Northwest section of the city, stretching from Dartmouth Avenue to the northern city boundary at Evans Avenue
- Northwest Greenbelt/Harvard Gulch Trail links to South Platte Greenway
- Existing residential north of West Harvard Gulch Park to the west of Tejon Street and up to Evans Avenue. The Northwest Greenbelt and Harvard Gulch Trail is a great amenity that currently serves Englewood residents to the north and (in conjunction with the adjacent park in Denver City limits) surrounding Denver residents.
- The majority of the neighborhood (east of Tejon Street, South of Yale Avenue) is commercial or light industrial, which more closely aligns with the character of the adjacent South Platte neighborhood. Tejon Street acts as a buffer between industrial and residential.

Influencing Trends

- Strategic location – makes proximity to Denver a plus
- Worker shortages due to skill gaps
- Millennials today comprise 36% of workforce, and will be 50% by 2020
- Immigrants are increasingly skilled
- Higher than metro average in construction, manufacturing, retail trade and healthcare
- Office, industrial and retail vacancies lower than metro averages (rents lower for office, industrial, higher for retail)
- Good access to regional bike trails
- Ability to access Walmart and King Soopers in Denver

Neighborhood Area Policies

BP1. Preserve and enhance key employment parcels (Industrial lease rates/flexible industrial space).

BP2. Add community gardens/access to healthy food.

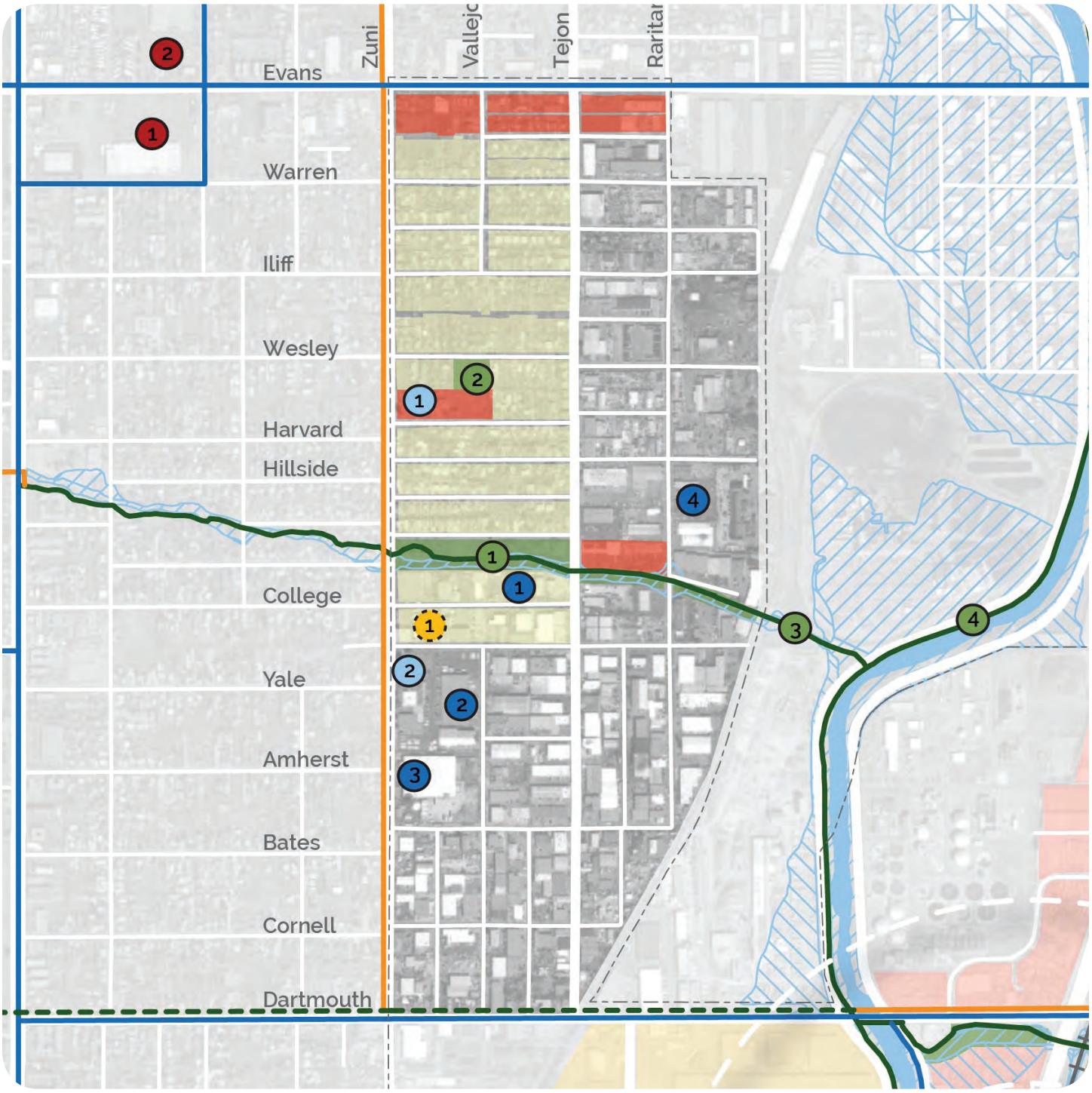
BP3. Encourage pedestrian scale block sizes, amenities, and facilities as uses transition.

BP4. East-west Dartmouth Ave bike facility will be key to integrating the neighborhood with the Englewood Light Rail Station via Inca Street.

BP5. Improve access to and facilities of neighborhood parks.

BP6. Develop recreation in the park programming for close to home services.

BP7. Increase multi-modal connectivity between the neighborhood area and the core of the community and the light rail station.



City Limit
100-Year Floodplain
500-Year Floodplain
Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

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Live

1. Potential residential expansion area

Work

1. Encore Electric
2. Transdev
3. American Bottling Company
4. Red Bird Farms

Shop

1. Walmart
2. King Soopers

Learn

1. Former School
2. Humanex Academy

Play

1. Northwest Greenbelt
2. Baker Park
3. Harvard Gulch Trail
4. South Platte River Trail

- Existing Trails

Move

- Bike/Ped Facilities
- Bus Route
- Light Rail
- 1/4 & 1/2 Mile Station Areas

Catalytic Activity

- Work with Denver to improve Evans corridor.
- Encourage catalytic activities connected with school site and neighborhood serving retail adjacent to Northwest Greenbelt.

Residential Transition Area

- Promote additional family housing (3+ bedrooms) south of the Northwest Greenbelt to Yale Avenue.
- Complete missing street sections that would allow subdivided back lots to be developed (2200-2399 block of Adriatic Place, 2000-2399 block of Caspian Place).
- Incentivize selective replacement of substandard housing units by allowing a greater diversity of replacement housing types, including townhomes and accessory dwelling units.
- Improve connections to Evans Light Rail Station via Wesley Ave and Englewood Light Rail Station via Harvard Gulch Trail.
    - A second connection to the river at Wesley Avenue into Denver would create a more direct connection to the existing South Platte River Trail bridge and the future Iliff Avenue pedestrian/ bicycle bridge over Santa Fe Drive, which is an improvement identified in the Evans Light Rail Station Area Master Plan.
- Provide parks and open space within walking distance by making improvements to Baker Park and the Northwest Greenbelt.
- Renovation and replacement of single family homes.

Areas of Stability

- Existing light industrial uses that are unlikely to change.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	
	Defined character and high quality design	○	◐	
	Variety of housing types	◐	●	
Work	Balance of jobs and housing	●	●	BP1
	Flexible industrial space	●	●	BP1
	Key employment parcels	●	●	BP1
Shop	Regional commercial center	○	○	
	Access to healthy food and community gardens	○	●	BP2
	Neighborhood serving retail	○	◐	
	Access to services and restaurants near employment centers	○	◐	
Move	Walkable block size and gridded street network	○	◐	BP3, BP7
	Diverse land use mix	●	●	BP1
	Presence of bike lanes/bike facilities	◐	●	BP4, BP7
	Majority of the population is served by transit	◐	◐	BP4, BP7
Learn	Access to library or educational programs	○	●	
	Presence of arts and cultural events	○	●	
	Presence of civic amenities	○	●	
Play	Parks and open space within walking distance	●	●	BP5
	Access to regional and local trails	◐	●	
	Availability of recreational programs	○	●	BP6

Romans Park Area

Residential/Neighborhood Retail

Area Description

The northeastern most section of Englewood

- Includes Charles Hay Elementary and Romans Park as well as smaller pocket parks
- Offers a good mix of housing types; the northern portion primarily stable single family neighborhood while closer to the Hospital is a range of multi-family product. Edge along Hampden includes multi-unit housing of Marks Apartments and newly developed Kent Place Apartments
- Proximity to Medical District employment and Downtown are key assets

Influencing Trends

- Baby Boomers living longer & healthier, but need access to health care
- Additional family housing options would be advantageous
- Strategic location – makes proximity to Denver a plus
- Urban residential influencing new retail formats
- Bike share programs growing faster than any mode of transport
- Walkable real estate = value premium
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers
- Parks, trails and recreational amenities increasingly important
- Fresh food access is excellent

Neighborhood Area Policies

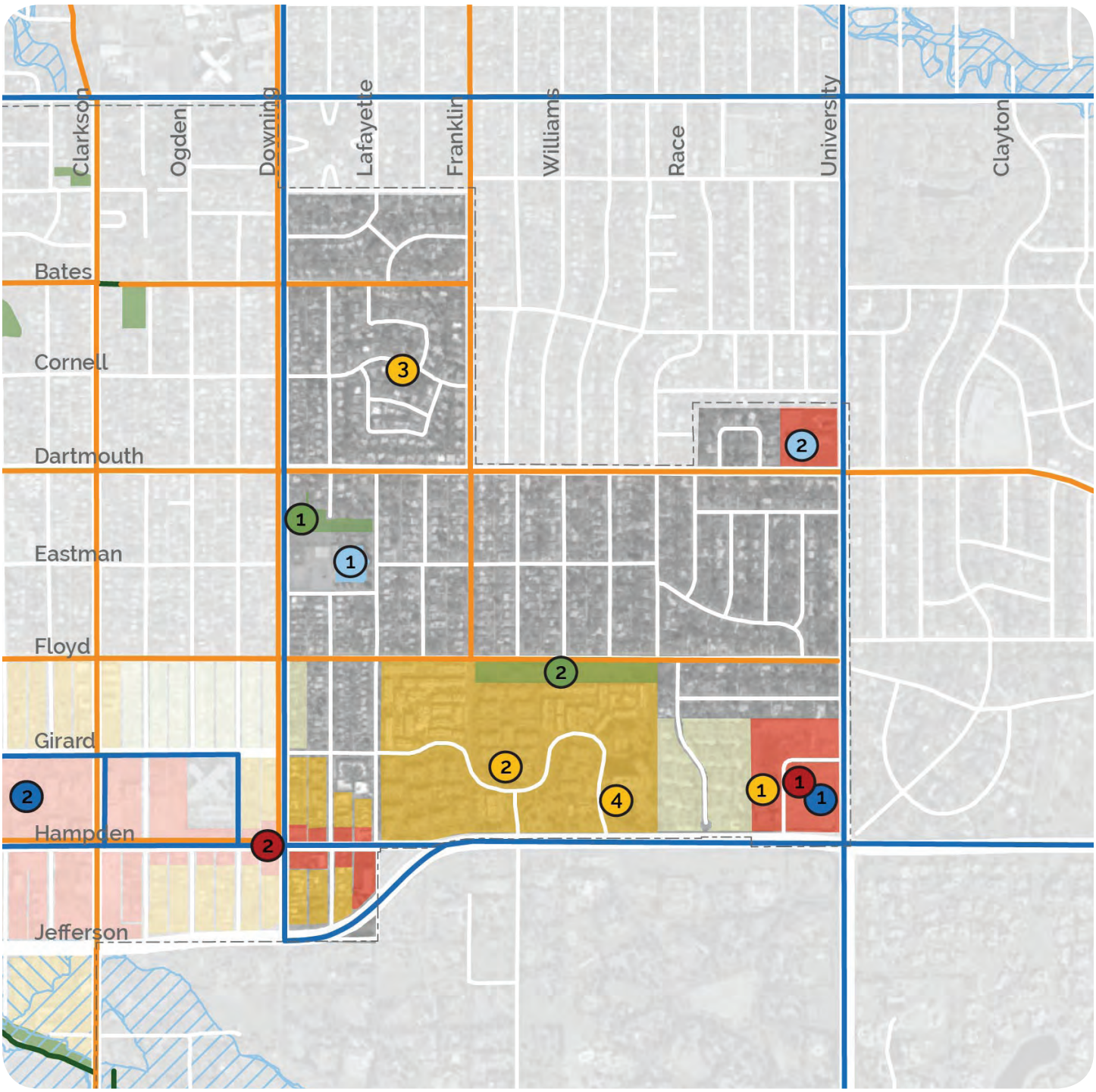
RP1. Attract neighborhood serving retail to the Old Hampden Avenue corridor.

RP2. Encourage high quality design of residential development that reflects neighborhood character.

RP3. Support residential connections to downtown/Broadway via bike facilities on Bates, Dartmouth and Floyd.

RP4. Partner with local elementary school to promote and support this neighborhood asset.

RP5. Invest in park and open space improvements at Romans and Barde Parks.



City Limit
100-Year Floodplain
500-Year Floodplain

Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

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Live

1. Kent Place Residences
2. Marks Apartments
3. Arapahoe Acres Historic District
4. Waterford Condominiums

Work

1. Kent Place
2. Hospitals

Shop

1. Kent Place
2. Old Hampden Corridor

Learn

1. Charles Hay Elementary School
2. Joshua School

Play

1. Barde Park
2. Romans Park

Existing Trails

Move

Bike/Ped Facilities

Bus Route

Catalytic Activity

- Redevelopment to small scale retail, high density housing, and mixed office space at Kent Place and along Old Hampden corridor.
- Create strong bike-pedestrian linkages that connect the neighborhood to the Medical District employment center and proximate retail that serves residents.
- Future growth and development of Joshua School Campus.

Residential Transition Area

- Allow for selective townhome development along 3300 block of Downing to mirror the west side of the street.
- Partner with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in ready walking distance to the Hospital complex to attract more of these salaried employees to live in Englewood. Cleveland Clinic housing partnership program, a forgivable home loan based on length of employment, could be a model.

Areas of Stability

- Existing single unit residential neighborhoods, which are unlikely to change. Focus should be on maintaining character, increasing pedestrian and bicycle infrastructure and attracting families to highly amenitized area.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	RP2
	Defined character and high quality design	●	●	RP2
	Variety of housing types	●	●	
Work	Balance of jobs and housing	●	●	
	Flexible industrial space	○	○	
	Key employment parcels	○	○	
Shop	Regional commercial center	◐	●	
	Access to healthy food and community gardens	●	●	RP1
	Neighborhood serving retail	◐	●	RP3
	Access to services and restaurants near employment centers	○	○	
Move	Walkable block size and gridded street network	◐	◐	
	Diverse land use mix	◐	◐	
	Presence of bike lanes/bike facilities	◐	●	RP3
	Majority of the population is served by transit	◐	●	
Learn	Access to library or educational programs	◐	●	RP4
	Presence of arts and cultural events	◐	●	
	Presence of civic amenities	◐	●	
Play	Parks and open space within walking distance	◐	●	RP5
	Access to regional and local trails	◐	●	
	Availability of recreational programs	◐	●	RP5

Centennial Park Area

Residential/Neighborhood Retail

Area Description

- Southwest section of Englewood, located west of Santa Fe, anchored by Centennial Park
- Different character than the rest of Englewood with curvilinear streets and Post World War II residential development located west of Federal Boulevard
- The park and river and views are nice amenities to support residential value. The neighborhood is served by a shopping center including a King Soopers grocery
- Federal Boulevard acts as a barrier to recreation and retail because it is difficult to cross
- South Platte Greenway and connection to Big Dry Creek Regional Bike trails
- Industrial uses here are important regional facilities and the location, within the metro area is valuable.
- Industrial uses located along the river include a concrete plant and waste management transfer facility

Influencing Trends

- Millennials will seek larger housing units and schools when they start families
- Housing more affordable and mixed
- Additional family housing options would be advantageous
- Higher than metro average in construction, manufacturing, retail trade and healthcare
- Gen X and Millennials are driving sales
- Sharing economy flourishing
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers

Neighborhood Area Policies

CEP1. Encourage high quality design of residential development that reflects neighborhood character.

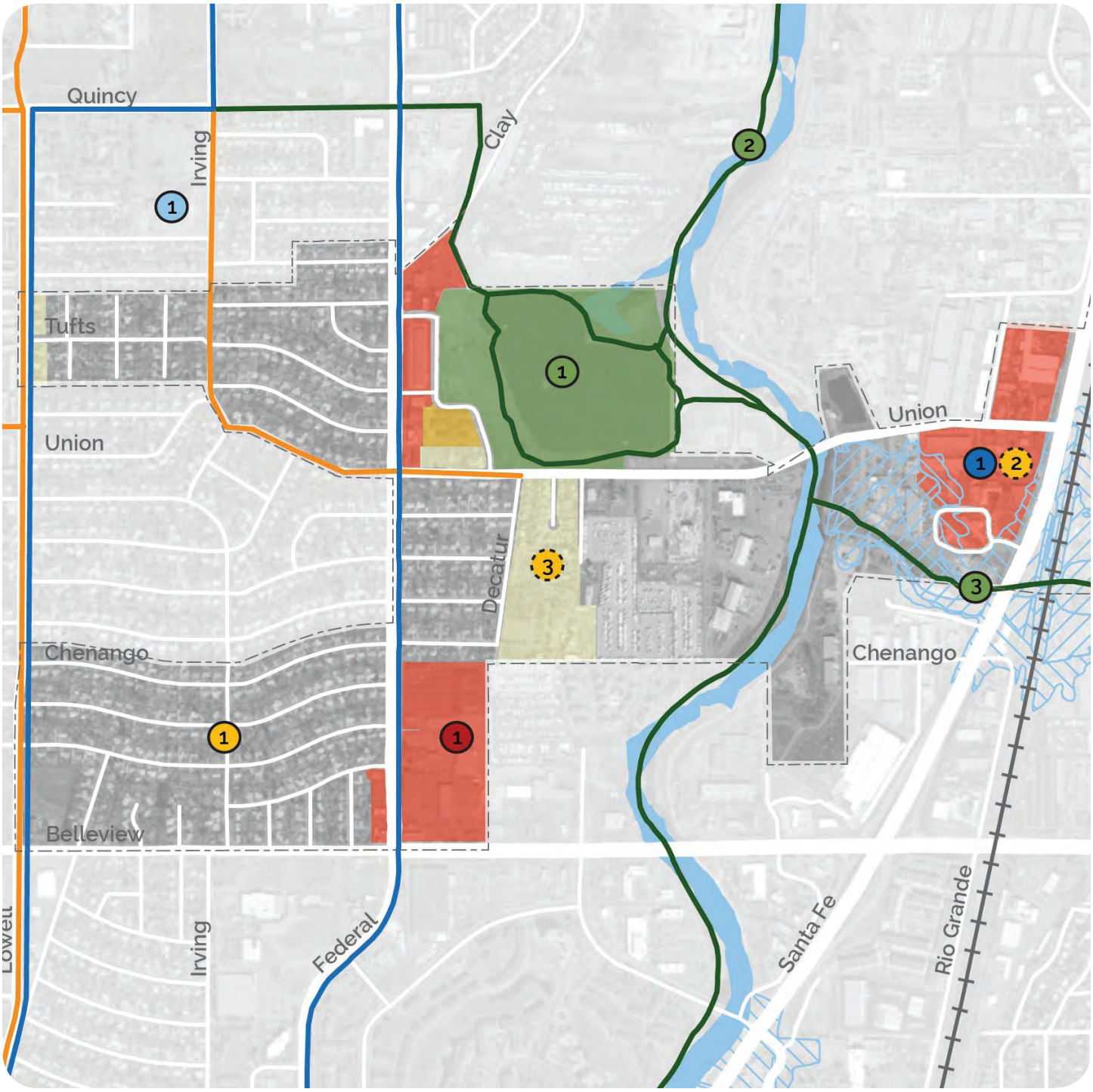
CEP2. Preserve and enhance key employment parcels (Industrial lease rates/flexible industrial space).

CEP3. Increase sales tax revenue through neighborhood-serving retail and access to services and restaurants near employment centers.

CEP4. Pedestrian improvements needed along Belleview and Federal.

CEP5. Implement striped bike boulevards on Lowell, Irving, and Union for residential connections to the existing trail network and recreation areas.

CEP6. Develop partnerships for increasing access to and quality of the South Platte River as a unique regional amenity.



City Limit
100-Year Floodplain
500-Year Floodplain
Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

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Live

1. Stable Residential Development
2. Future Live-Work Housing
3. Future Live-Work Housing

Work

1. Light Industrial

Shop

1. King Soopers

Learn

1. Alice Terry (Sheridan)

Ft. Logan Northgate (Sheridan/close proximity)

Sheridan High School (close proximity)

Centennial Elementary (Littleton/close proximity)

Play

1. Centennial Park
2. Mary Carter River Greenway and South Platte River
3. Big Dry Creek Trail

Existing Trails

Move

Bike/Ped Facilities

Bus Route

Light Rail

Catalytic Activity

- Promote the development of high quality commercial and industrial jobs with supporting live-work residential areas.
- Strengthen the residential market by providing bike and pedestrian connections to retail and recreation amenities within the neighborhood.
- Improve pedestrian access and crossing of Federal Boulevard.
- Strengthen the commercial center at Federal Boulevard and Belleview Ave by encouraging redevelopment of high quality retail.

Residential Transition Area

- It is a future goal to promote infill townhome development to provide a transitional zone that will diversify land use mix, provide opportunities for new housing and home ownership.

Areas of Stability

- Preserve and enhance housing and well maintained housing stock, which is unlikely to change.
- Enhance park amenities and access to the South Platte River as a recreational attraction to live- work communities.
- Encourage high quality design of residential development that reflects neighborhood character.
- Work with neighboring communities of Sheridan, Littleton, and Denver to create a cohesive complete neighborhood by connecting retail and residential development.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	
	Defined character and high quality design	●	●	CEP1, CEP4
	Variety of housing types	●	●	
Work	Balance of jobs and housing	●	●	CEP2, CEP3
	Flexible industrial space	◐	◐	CEP2
	Key employment parcels	◐	◐	CEP2
Shop	Regional commercial center	●	●	CEP3
	Access to healthy food and community gardens	◐	●	
	Neighborhood serving retail	◐	●	CEP3
	Access to services and restaurants near employment centers	◐	●	CEP3
Move	Walkable block size and gridded street network	◐	◐	CEP4
	Diverse land use mix	●	●	CEP1, CEP2, CEP4
	Presence of bike lanes/bike facilities	◐	●	CEP4
	Majority of the population is served by transit	●	●	
Learn	Access to library or educational programs	◐	●	
	Presence of arts and cultural events	◐	●	
	Presence of civic amenities	◐	●	CEP6
Play	Parks and open space within walking distance	◐	●	CEP6
	Access to regional and local trails	●	●	CEP6
	Availability of recreational programs	◐	●	

Belleview/Brookridge Area

Residential/Major Retail

Area Description

- South and centrally located within the City
- Single family residential neighborhood with multi-unit complexes and commercial uses closer to Belleview and Broadway intersection
- Large regional parks and trails. Belleview Park and amenities like the petting zoo and aquatic center are great for families
- The Kmart/Sears site is a prime opportunity as a highly underutilized, large site
- The neighborhood is served by a range of retail and restaurants in suburban formats, including a new Sprouts grocery
- Character of Broadway in this segment does not currently support neighborhood-scale retail

Influencing Trends

- Both Baby Boomers and Millennials seeking walkable, vibrant communities which promotes urban form that is good for the entire community
- Baby Boomers living longer & healthier, but need access to health care
- Impulse spending replaced by deliberate spending
- Gen X and Millennials are driving sales
- Sharing economy flourishing
- Urban residential influencing new retail formats
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers
- Parks, trails and recreational amenities increasingly important
- Fresh food access is excellent, though not accessible by foot from some neighborhoods

Neighborhood Area Policies

BB1. Redevelop the K-Mart/Sears site by investigating funding and redevelopment opportunities and realignment of West Lehow Ave with Centennial Avenue.

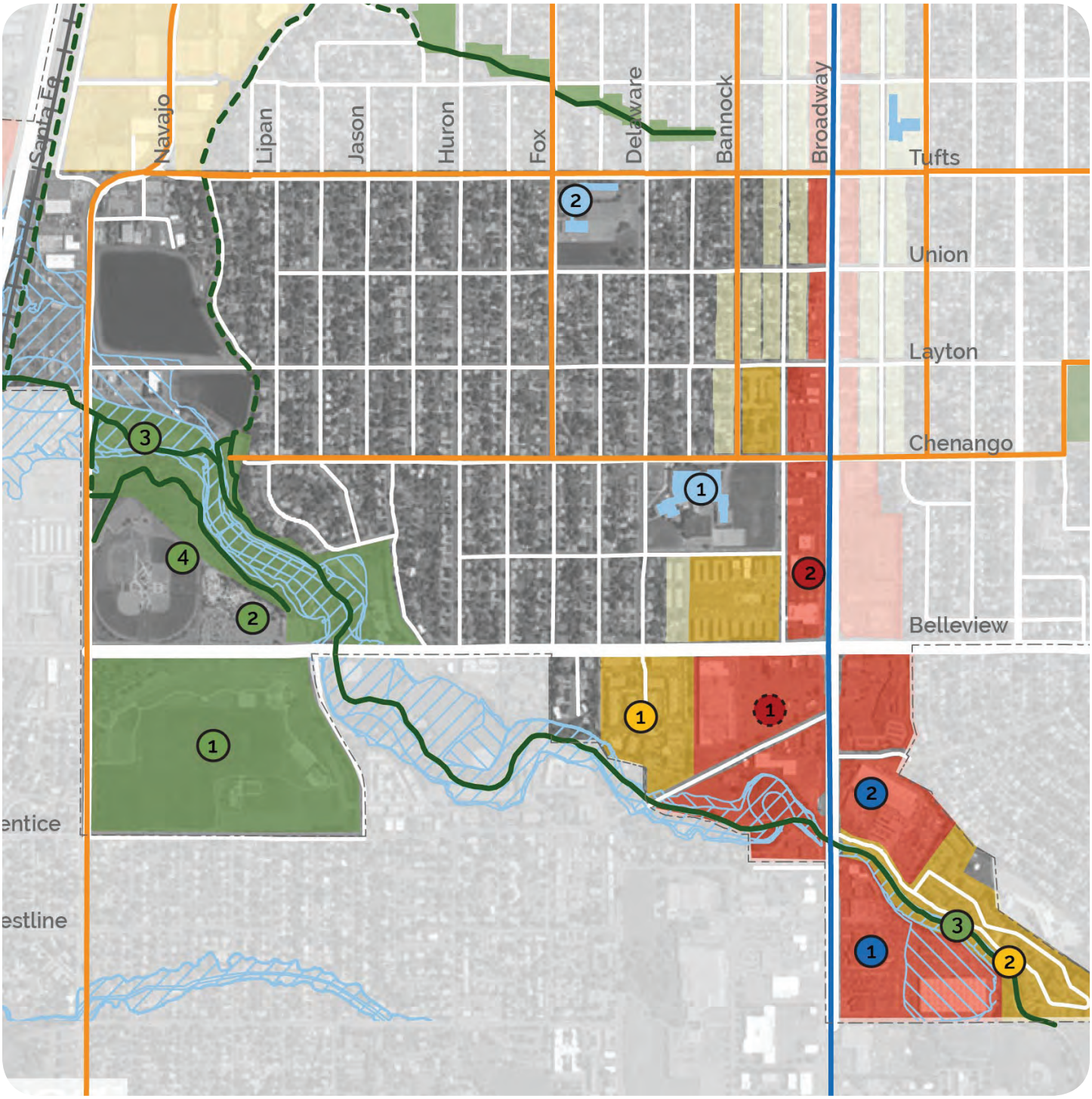
BB2. Increase neighborhood-serving retail and access to services and restaurant through pedestrian infrastructure including sidewalk and intersection improvements.

BB3. Diversify land use mix through amenitized apartment complex, pocket parks and restaurants to develop a compact full-service neighborhood.

BB4. Enhance bike facilities along Windermere, Tufts, Bannock, and Chenango to create connections of recreational, educational, and retail uses.

BB5. Work with RTD to provide expanded bus services including adding a new route along Belleview and more frequent service along Broadway.

BB6. Improve pedestrian and bicycle access and safety to retail uses at Broadway and Belleview.



This map is for illustrative purposes only. The location and extent of the map elements may change as plans are updated and maps are amended (minor amendments) to depict the most current adopted projects.

Live

1. Silver Cliff Apartments
2. Greenwood Point Apartments

Work

1. Groove Toyota
2. John Elway Chevrolet

Shop

1. Potential Redevelopment Site
2. Sprouts

Learn

1. Colorado's Finest High School
2. Clayton Elementary

Play

1. Cornerstone Park
2. Pirates Cove Aquatic Center
3. Big Dry Creek Trail
4. Belleview Park

Existing Trails

Proposed Trails

Move

Bike/Ped Facilities

Bus Route

Light Rail

Catalytic Activity

- Strengthen the commercial center at Belleview Ave and Broadway by encouraging redevelopment of high quality retail.
  - Use Big Dry Creek and Trail as an asset
  - Tie retail to residential development to the west
- Strengthen the residential market by creating strong bike-ped networks that connect the neighborhood to jobs, retail and amenities in Downtown.
- Establish a Urban Renewal District at the Belleview Kmart site, which likely meets blight criteria, to offer powerful incentives to attract new investment.

Mixed-Use Transition Area

- Strengthen the commercial center at Belleview Ave and Broadway by encouraging redevelopment of high quality retail.
- Allow for townhome infill and mixed use medium density housing and limited office opportunities.

Areas of Stability

- Existing family residential neighborhoods, which are unlikely to change.
- Encourage high quality design of residential development that reflects neighborhood character and attracts families.
- Encourage improvement of housing stock.

Desired Future Character

	Theme	Existing	Future	Associated Policies
Live	Single family housing options	●	●	BB3
	Defined character and high quality design	●	●	BB3
	Variety of housing types	◐	●	BB1, BB3
Work	Balance of jobs and housing	●	●	BB1, BB3
	Flexible industrial space	○	○	
	Key employment parcels	○	○	
Shop	Regional commercial center	◐	●	BB1
	Access to healthy food and community gardens	●	●	
	Neighborhood serving retail	◐	●	BB1, BB2
	Access to services and restaurants near employment centers	○	○	
Move	Walkable block size and gridded street network	◐	●	BB1, BB2
	Diverse land use mix	●	●	BB1, BB3
	Presence of bike lanes/bike facilities	◐	●	BB2, BB4
	Majority of the population is served by transit	◐	●	BB5
Learn	Access to library or educational programs	◐	●	BB3
	Presence of arts and cultural events	○	●	BB3
	Presence of civic amenities	◐	●	BB6
Play	Parks and open space within walking distance	●	●	BB1, BB3
	Access to regional and local trails	●	●	BB4
	Availability of recreational programs	◐	●	BB4

Duncan Park Area

Residential/Major Retail

Area Description

- Located in Southeast Englewood centered around Duncan Park and Cherrelyn Elementary School
- Bordered by South Broadway and Belleview Avenue
- Character of Broadway in this segment, including abundant auto uses and suburban strip development, does not currently support neighborhood-scale retail
- Stable residential neighborhood constructed post World War II
- Good starter homes; well maintained; some pop-ups occurring.

Influencing Trends

- Millennials will seek larger housing units and schools when they start families
- Both Baby Boomers and Millennials seeking walkable, vibrant communities which promotes urban form that is good for the entire community
- Baby Boomers living longer & healthier, but need access to health care
- Additional family housing options would be advantageous
- Urban residential influencing new retail formats
- Office, industrial and retail vacancies lower than metro averages (rents lower for office, industrial, higher for retail)
- Additional walkable commercial nodes could enhance the appeal of other Englewood neighborhoods
- Good access to regional bike trails
- Connection between health and built environment increasingly important
- Opportunities from new food movements – locavore, urban agriculture & grocers
- Parks, trails and recreational amenities increasingly important

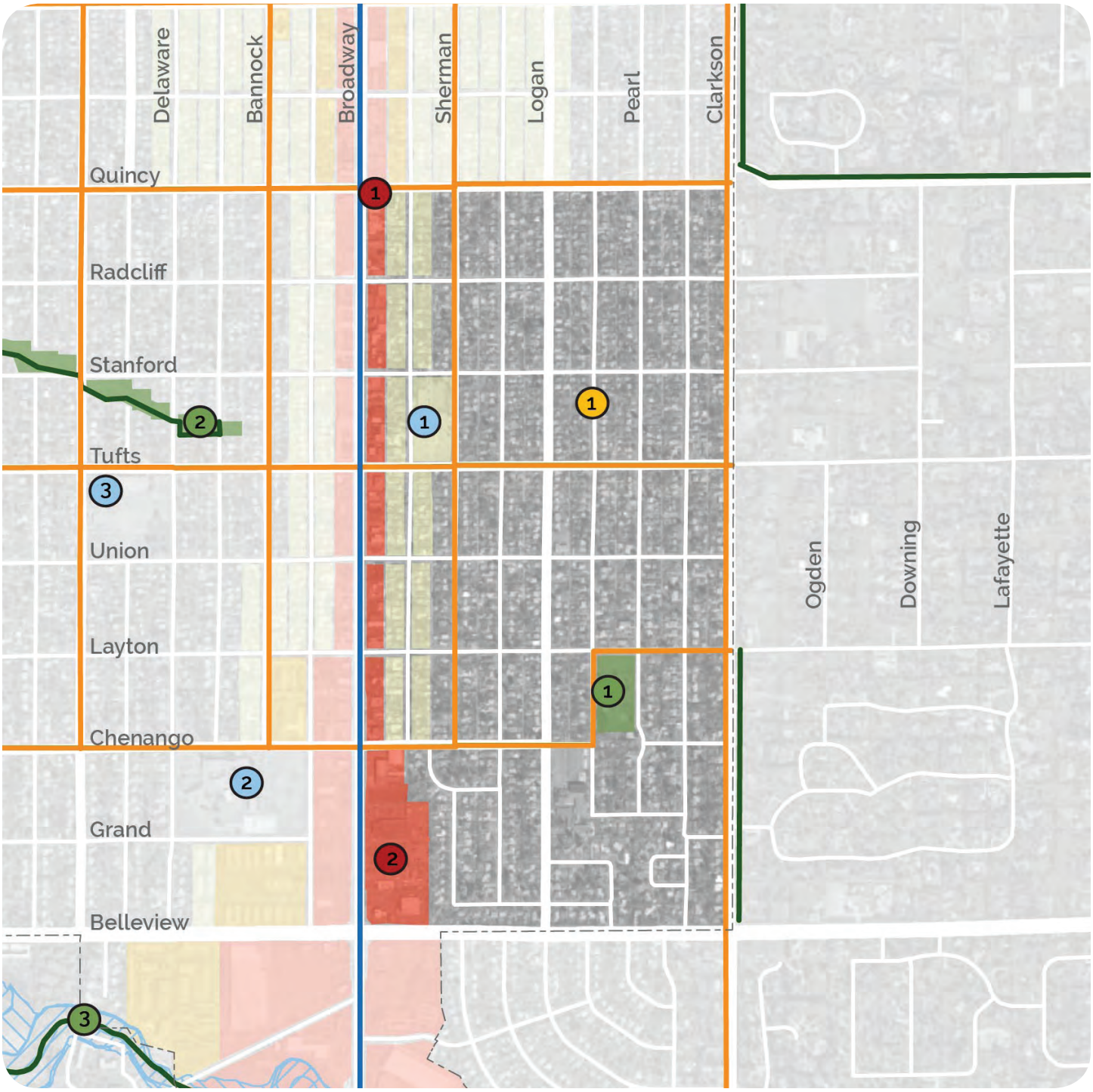
Neighborhood Area Policies

DP1. Integrate a variety of land uses including neighborhood serving retail and mixed-use along Broadway to activate the neighborhood edge.

DP2. Improve pedestrian and bicycle access to retail uses along Broadway and to open space and trails via Layton, Chenango, Tufts and Quincy, and connections across Belleview.

DP3. Encourage high quality design of residential development that reflects neighborhood character.

DP4. Focus redevelopment at key retail nodes such as Belleview and Broadway, and Quincy and Broadway.



City Limit
100-Year Floodplain
500-Year Floodplain

Catalytic Activity
Mixed-Use Transition Area
Residential Transition Area
Areas of Stability
Future Opportunity

0' 500' 1,000' 2,000'

This map is for illustrative purposes only. The location and extent of the map elements may change as plans are updated and maps are amended (minor amendments) to depict the most current adopted projects.

Live

1. Stable residential housing

Shop

1. Key Retail Node
2. Future Retail Node

Learn

1. Cherrelyn Elementary
2. Colorado's Finest High School
3. Clayton Elementary

Play

1. Duncan Park
2. Southwest Greenbelt

Existing Trails

Move

Bike/Ped Facilities

Bus Route

Catalytic Activity

- Support retail on Broadway by connecting the neighborhood via pedestrian and bicycle improvements.
- Strength the retail node centering around Quincy and Radcliff by enhancing alleys as a transition to the residential areas, spur economic development, and activate the block.

Residential Transition Area

- Incentivize selective replacement of substandard housing units by allowing a greater diversity of replacement housing types, including townhomes and accessory dwelling units.

Areas of Stability

- Existing family residential neighborhoods, which are unlikely to change.
- Preserve and enhance housing and well maintained housing stock.
- Enhance park amenities and offer programs through school.
- Explore the potential for accessory dwelling units.
- Encourage high quality design of residential development that reflects neighborhood character and attracts families.

Desired Future Character

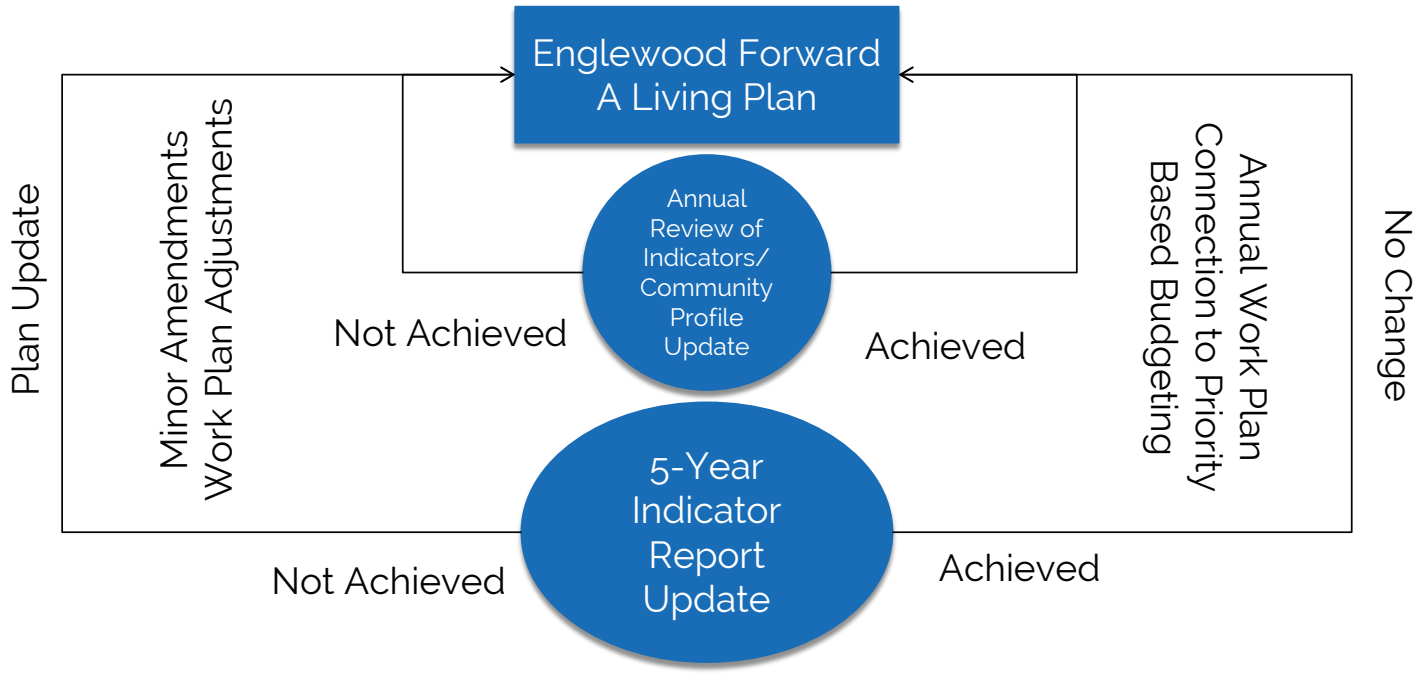
	Theme	Existing	Future	Associated Policies
Live	Single family housing options	◐	●	DP3
	Defined character and high quality design	●	●	DP3
	Variety of housing types	○	◑	
Work	Balance of jobs and housing	◐	◑	DP3, DP1, DP4
	Flexible industrial space	○	○	
	Key employment parcels	○	○	
Shop	Regional commercial center	◐	●	
	Access to healthy food and community gardens	◐	●	
	Neighborhood serving retail	○	◑	DP1, DP4
	Access to services and restaurants near employment centers	○	○	
Move	Walkable block size and gridded street network	●	●	
	Diverse land use mix	◐	◑	DP1
	Presence of bike lanes/bike facilities	◐	●	DP2
	Majority of the population is served by transit	◐	◑	
Learn	Access to library or educational programs	◐	●	
	Presence of arts and cultural events	○	◑	
	Presence of civic amenities	◐	●	
Play	Parks and open space within walking distance	◐	●	
	Access to regional and local trails	◐	●	
	Availability of recreational programs	◐	●	

PART 4:
REALIZING THE PLAN

Monitoring Program

An adaptive management program provides a structure to continuously verify the path that Englewood is on and correct course when necessary to ensure that our desired character is realized. The Plan should be flexible and allow changes to ensure that it is heading in the right direction. Englewood Forward includes the following adaptive management program that allows the City to annually review progress toward achieving the Vision, develop strategies for implementation, and prepare an annual work plan that is tied to the City Council's strategic goals and budget. Figure 4-1 illustrates the process of reviewing and adjusting the City's actions on an annual basis.

Figure 4-1 Adaptive Management Program



Annual Review of Indicators

The review of indicators will serve as a check-in on Englewood's progress toward achieving the Vision. Each Neighborhood Area and the policies described to meet the desired future character of that area contribute to achieving the Strategic Plan and are collectively measured in the annual review of indicators. The following indicators have been developed through community review and meet five basic criteria: relevant, reliable, clear, usable, and affordable (Table 4-1). Each indicator has been identified in the "Snapshots" of Chapter 2.

Table 4-1 Indicator Criteria

Criteria	Explanation
Relevant	Is the indicator relevant and related to the Englewood Forward vision?
Reliable	Is there a reliable source of data so that the indicator can be consistently and accurately tracked over time?
Clear	Is the indicator simple and easy to understand, not relying on overly complex definitions or calculations that will be difficult for stakeholders and decision makers to understand?
Usable	Will the indicator be useful in evaluating city-wide objectives, neighborhood area character, and/or opportunities, and guiding timely decision making? Can the comprehensive plan and its implementation lead to changes in this indicator over time?
Affordable	Can the indicator be easily replicated over time without excessive costs or staff time?

Through the annual Community Profile, Englewood can compare measurements within the Plan's goals and objectives and will have the information needed to proactively review annual work plans to move Englewood forward. The Community Profile will be updated to follow the six plan element themes. The 2016 Community Profile will be updated and included as Appendix B to the Comprehensive Plan. The following list of indicators will be highlighted along with other key community attributes important to the Community Profile. Staff will prepare the Community Profile and present the results to the City Council on how well the indicators are measuring up. The City Council's annual work plan should be based on the findings on the review of indicators and adjusted accordingly.

Table 4-2 Key Indicators with Targets

Indicator	Current	Desired Trend	Plan Theme
Trip Distribution by Mode Share	drive 75%, carpool 9%, transit 7%, walk/bike 3%	Increase alternative modes of transit	Move
Average Residential Density (housing units/total city area)	3.68 units per acre	Increase	Live
Miles of Bike Routes / Lanes	24 miles/0.7 miles	Increase	Move
Walk Score® (average value city-wide)	55 overall, 90 Downtown	Increase	Move, Shop, Live, Learn, Play
Parks Level of Service (acres per 1,000 residents)* *Neighborhood parks and Northwest Greenbelt	4.40 acres	Increase	Play, Live
Parks Access (% of residential units within 0.25 and 0.5 miles of a park)	34.98% of units 65.40% of units	Increase	Play, Move
Median Housing Price	$249,164	Steady	Live
Housing Affordability (residential price per square foot)	$158/SF	Steady	Live
Homeownership Rates	45.6% ownership	Increase	Live
Single Family Home Size (average square foot of single family homes)	1,237 SF	Increase	Live
Average Household Size	2.08 people/unit	Increase	Live
Job/Housing Balance (ratio of total jobs to total households)	1.54 jobs/household	Increase	Live, Work
Net Sales Tax Revenue	$36.48 million	Increase	Shop
Worker Outflow (% of the workforce that works outside of the City)	92.4% commute outside	Decrease	Work
Educational Attainment (% of residents holding a bachelor's degree or higher)	31.8%	Increase	Learn, Work
Healthy Food Access (% of residential units within 0.25 mile of a full service grocery store)	9.83% of units	Increase	Shop

Updates

A more extensive check-in should occur every 5 years with an update of the Indicators Report. The Indicators Report, completed as a part of this process, is available as a separate document. The 5-year update should be an effort to build on lessons learned through the annual review of indicators. If at the 5-year check-in, there are drastic changes in the community, or indicators are not being met, the staff will recommend supplementary strategies in addition to the annual work plan or prepare a Comprehensive Plan Update.

Indicators Report Metrics:

Population Distribution
Population by Generation
Population by Age
Population Change & Trend
Population by Race
Median Housing Price
Home Sales by Price
Assessed Residential Valuation
Price per Square Foot
Number of Homes Sold
Apartment Rental Rates
Apartment Vacancy Rates
Multi-family Units by Size
Own vs. Rent
Average Household Size
Number of Housing Units
Housing Units by Age
Cultural Spending
Educational Attainment
Worker Inflow & Outflow
Employment Share by NAICS Industry
Employment Mix by NAICS Industry
Total Number of Businesses by NAICS Industry
Largest Private Employers
Occupational Employment Mix
Unemployment Rate
Median Household Income
Scientific & Cultural Facilities Funding
Library Funding
Art in Public Places
Income Distribution By Household
Gross, Retail & Taxable Sales
Net Sales Tax Revenue
Retail Sales Growth
Retail Sales by Sector
Retail Vacancy & Lease Rates
Property Tax Revenue
Office Vacancy & Lease Rates
Industrial Vacancy & Lease Rates
Utilities Cost Comparison
Cost of Living
Building Permits & Units
Commute Times
Top Commuting Destinations
Vehicle Miles Traveled
Traffic Counts
Light Rail Stations & Boardings
Bus Transit Services & Boardings
Art Shuttle
Bicycle System
Walk Score®®
Mix of Land Uses at LRT Stations
Retail Food Access
Parks And Open Space
Arapahoe County Open Space Funding
Water Usage
Wastewater Treatment

Strategies

The strategic plan is the bridge between the vision and implementation. The strategic plan allows Englewood to be adaptive, flexible, responsible, and decisive in addressing the location and type of future development. Staff and civic leaders should draw on the following strategies to guide the economic development and growth within the City. The strategic plan consists of key strategies organized into potential projects, future plans or studies, and guidelines or regulations. Strategies suggest potential financing options, public/private partnerships, business retention tactics, and housing solutions to help leverage city resources for improvements and to sustain long term economic development programming.

Strategy	Related City Objectives
Residential Strategies	
1.0 Single Family Neighborhoods	
1.1 Facilitate and connect interested parties to available financing options or programs for access to low interest loans for home improvements and renovations to maintain existing housing stock.	Live 2.1, Live 2.2
1.2 Assist and facilitate home expansion and improvements that are compatible with the local neighborhood area.	Live 2.1
1.3 Implement neighborhood traffic calming measures on local streets that exceed 10,000 average trips per day.	Move 1.2, Move 1.5, Move 2.1
1.4 Develop special incentives such as financing or assistance programs for high-quality development.	Live 1.2, Live 2.2
1.5 Incentivize homeownership through partnerships with key employers, community programs, housing types, community amenities, and first-time homebuyer programs.	Live 2.1
1.6 Improve the amenities within each neighborhood park, increase park and trail access to encourage neighborhood stability.	Live 4.5, Play 3.1, Play 3.3, Play 5.1, Move 3.1, Move 3.5
1.7 Increase code enforcement/abatement to increase housing maintenance levels and advance sub-standard housing unit replacement.	Live 1.2, Live 2.1

Definitions:

Regulation/Guideline. An action to establish or amend a zoning regulation, guideline or ordinance, which is initiated by Planning and Zoning Commission.

Project. A work plan, which may include a schedule and resources and funding needs, is developed to implement a capital improvement project or other special project.

Plan. A master plan or site plan, which includes a more in-depth analysis of the site specific opportunities and constraints, is developed for a particular subarea.

Study. An in-depth analysis is completed prior to an action that changes a City regulation, ordinance, process, or guideline.

Potential Neighborhood Areas	Regulation/ Guideline	Project	Plan	Study	Related Indicators
All residential areas		X			Homeownership Rates, Single Family Home Size
All residential areas	X			X	Single Family Home Size, Median Housing Price
All residential areas		X			Trip Distribution, Miles of Bike Routes
Cushing Park, Bates Logan, Maddox/Jason Park, South Broadway Heights	X				Homeownership Rates, Single Family Home Size, Average Household Size, Job/Housing Balance
All residential areas		X			Homeownership Rates
All residential areas		X			Parks Access, Parks Level Of Service, Walk Score®
All residential areas	X				Median Housing Price

Strategy	Related City Objectives
2.0 Compatible Development/Cultural Resources	
2.1 Explore potential changes for current zoning regulations in the R-1 districts and pursue programs to incentivize home ownership and improvements to existing housing stock.	Live 4.2, Live 4.4, Play 4.3
2.2 Consider conducting an exploratory study on the opportunities for preserving historically significant structures and landmarks, including options for reforming the City's historic preservation code that rely on incentives and respect property rights.	Live 4.2, Play 4.3
3.0 Residential Transition Areas	
3.1 Identify additional funding for parks, pocket parks, and recreation services to serve additional multi-family residential housing and maintain park levels of service.	Live 4.5, Work 5.3, Play 3.1
3.2 Utilize the neighborhood area analysis to identify areas where rezoning to a more denser use is a community benefit.	Live 1.2, Live 3.2, Live 3.1
3.3 Refine and implement standards for accessory dwelling units.	Live 2.1, Live 1.1
3.4 Expedite the development process if community standards (municipal code) are met.	Live 1.2, Live 2.1
4.0 Neighborhood Connections	
4.1 Improve streets, intersections, and the pedestrian corridors identified as Quick Win and Transformative Projects in the Walk and Wheel Master Plan and the neighborhood area assessments to create walkable neighborhoods with safe connections to schools, parks, shopping, and transit.	Live 4.3, Work 3.3, Move 3.2, Move 1.6, Move 1.4, Play 5.2, Play 5.3
4.2 Begin defining projects on key streets identified for long term bike infrastructure improvements such as bike facilities, parking buffers, and north-south corridors.	Work 3.3, Move 3.1, Move 3.2, Move 1.4
4.3 Develop branding and marketing materials to position Englewood as a "Healthy Community" with healthy lifestyles and infrastructure as an attainable and very desirable niche and brand for the entire City that can help drive economic development.	Work 5.3, Move 3.2, Move 3.1, Learn 3.1, Learn 6.4, Shop 3.1, Shop 3.2

Potential Neighborhood Areas	Regulation/ Guideline	Project	Plan	Study	Related Indicators
All residential areas				X	Single Family Home Size, Homeownership Rates
Cushing Park, South Broadway Heights, Romans Park, Duncan Park				X	Homeownership Rates
All residential areas			X		Parks Access, Parks Level Of Service, Walk Score®
Oxford Station, Cushing Park, Downtown/Englewood Station, Select Residential Transition Areas	X				Average Residential Density, Job/Housing Balance, Housing Affordability
All residential areas	X				Average Residential Density, Job/Housing Balance, Housing Affordability
All residential areas	X				Homeownership Rates, Median Housing Price
All		X			Miles of Bike Routes, Walk Score®, Trip Distribution, Parks Access
All		X		X	Miles of Bike Routes, Walk Score®, Trip Distribution
All		X			Walk Score®, Trip Distribution, Parks Access, Parks Level of Service, Healthy Food Access

Strategy	Related City Objectives
Commercial Strategies	
5.0 Community Centers	
5.1 Develop a strategic planning framework for a re-imagined and re-oriented downtown including the Medical District that identifies supported land uses, building heights and massing, new road connections, streetscape, gathering areas, catalyst developments, code changes, and parking requirements and areas.	Live 3.1, Live 3.3, Work 1.3, Work 2.4, Work 1.2, Work 3.1, Move 1.7, Shop 1.3, Shop 1.1, Shop 2.2
5.2 Develop a plan to help fund area improvements in the Downtown/ CityCenter and Medical District such as a Downtown Development Authority.	Work 1.2, Work 5.2, Shop 1.3, Shop 2.2
5.3 Investigate funding and partnership opportunities to develop a multipurpose facility that includes a hotel, entertainment uses, and possible alternative locations for city services.	Work 1.3, Shop 2.1, Shop 2.4, Shop 1.2, Shop 2.2
5.4 Work with the Museum of Outdoor Art and the Cultural Arts Commission and coordinate with the rebranding effort to establish gateway art, signage and wayfinding within the community.	Play 4.2, Play 4.4
5.5 Consider conducting an exploratory study on the opportunities for preserving historically significant commercial structures and landmarks, including options for reforming the City's historic preservation code that rely on incentives and respect property rights.	Live 4.2, Play 4.3
6.0 Key Catalyst Sites	
6.1 Investigate options to help fund area improvements such as an Urban Renewal Area.	Live 3.1, Live 3.3, Work 3.1, Work 3.2, Work 5.2, Move 1.7, Shop 2.1
6.2 Investigate options to help fund investments along South Broadway and transition to large-scale retail with streetscape improvements, an urban renewal district at Belleview and Broadway (K-Mart site), development authorities, or other incentives to enhance the neighborhood edge.	Live 3.1, Work 3.1, Work 5.2, Shop 2.2

Potential Neighborhood Areas	Regulation/ Guideline	Project	Plan	Study	Related Indicators
Downtown/ Englewood Station, Medical District			X		Job/Housing Balance, Net Sales Tax Revenue, Worker Outflow, Educational Attainment, Healthy Food Access, Housing Affordability, Parks Level of Service.
Downtown/Englewood Station, Medical District				X	Net Sales Tax Revenue, Worker Outflow, Healthy Food Access
Downtown/Englewood Station		X		X	Net Sales Tax Revenue, Worker Outflow, Job/ Housing Balance
Oxford Station, Downtown/ Englewood Station, Medical District, Bates- Logan Park, Belleview/Brookridge, Cushing Park, Romans Park		X			Net Sales Tax Revenue
Downtown/Englewood Station				X	Net Sales Tax Revenue
Cushing Park industrial area, other unidentified commercial areas		X	X		Housing Affordability, Parks Access, Parks Level of Service, Walk Score®, Job/Housing Balance, Trip Distribution
Belleview/Brookridge (K-Mart Site)		X	X		Housing Affordability, Parks Access, Parks Level of Service, Walk Score®, Job/Housing Balance, Homeownership Rate

Strategy	Related City Objectives
7.0 Industrial Areas	
7.1 Transform Elati to Santa Fe between US 285/Hampden Avenue and Kenyon Avenue to a flexible mixed-use gateway zone to promote job generating uses, including office, commercial, and flex- industrial space, along with supporting residential and other compatible uses.	Work 1.3, Shop 2.1
7.2 Investigate a transportation-oriented development (TOD) overlay for Oxford Station that examines the potential for integration of mixed residential uses given the proximity to the light rail station and to create a thriving creative/artisan district.	Live 4.1, Live 3.2, Work 1.1, Work 2.3, Work 2.4, Work 3.2, Move 1.7, Shop 2.1, Shop 2.2
7.3 Create zoning overlays for industrial districts that determine desired public amenities, allowance of housing, and character.	Live 4.5, Shop 2.1, Work 3.3
8.0 Neighborhood-Serving Retail	
8.1 Develop a corridor plan for Broadway that identifies Broadway as a neighborhood edge and looks at redevelopment sites, retail nodes, and streetscape improvements, including methods to connect to local neighborhoods, mid-block crossings, branding, and appropriate locations to increase density.	Live 4.5, Live 3.3, Move 1.4, Move 3.1, Move 3.6, Shop 2.3, Shop 1.3, Shop 1.2
8.2 Based on key catalyst areas, identify funding and incentive mechanisms for land use changes, such as improvement districts.	Live 4.5, Work 1.4, Shop 2.3
8.3 Provide code and signage changes to promote economic value, an appropriate visual environment, and reasonable consistency.	Shop 2.2, Shop 2.3, Work 1.1, Work 1.3

Potential Neighborhood Areas	Regulation/ Guideline	Project	Plan	Study	Related Indicators
Downtown/Englewood Station	X				Job/Housing Balance, Net Sales Tax Revenue
Oxford Station	X			X	Trip Distribution, Net Sales Tax Revenue, Housing Affordability, Job/Housing Balance
Downtown/Englewood Station, Cushing Park	X				Parks Level of Service, Miles of Bike Routes, Walk Score®, Job/Housing Balance, Net Sales Tax Revenue, Healthy Food Access
Cushing Park, Bates-Logan Park, Downtown, Maddox/ Jason Park, Belleview/ Brookridge, South Broadway Heights, Duncan Park	X		X		Walk Score®, Net Sales Tax Revenue
Cushing Park, Bates-Logan Park, Downtown, Maddox/ Jason Park, Belleview/ Brookridge, South Broadway Heights, Duncan Park	X				Walk Score®, Net Sales Tax Revenue
Cushing Park, Bates-Logan Park, Downtown, Maddox/ Jason Park, Belleview/ Brookridge, South Broadway Heights, Duncan Park	X				Net Sales Tax Revenue

Annual Work Plan

A three-year work plan for implementing Englewood's Vision should be established and reviewed each year as part of the City Council goals, budget, and capital improvement plan (CIP). The annual review of the key indicators will assess the progress towards the vision and goals of the community and help to identify potential strategies for the upcoming year. The annual review will track the desired trend of each indicator identified in the plan and a recommended course of action. Staff should evaluate the work completed over the past year and prioritize strategies for implementation based on how well the City is achieving its vision and which implementation measures are most needed.

The work plan may also include the implementation of preemptive corrective actions. The resources required to implement the work plan will be considered, along with the parties responsible for implementing the strategy. As strategies are completed and/ or new best practices, technology, and information become available, the work plan may include strategies that are not currently listed.

The initial work plan should focus on what is most vital to the community and progress the vision and goals of the comprehensive plan. Each strategy will be assessed on cost/effort and effectiveness. Figure 4-2 illustrates the methodology to assess each strategy. Quadrant 1 includes projects that are transformative in nature with a higher cost; while Quadrant 2 projects include projects that are a little less costly and will have incremental positive change over time. Quadrant 3 and 4 projects should be pursued as part of a longer work program and evaluated annually by City Council. Many of these projects would also require additional funding sources, including special assessments or state or federal agencies.

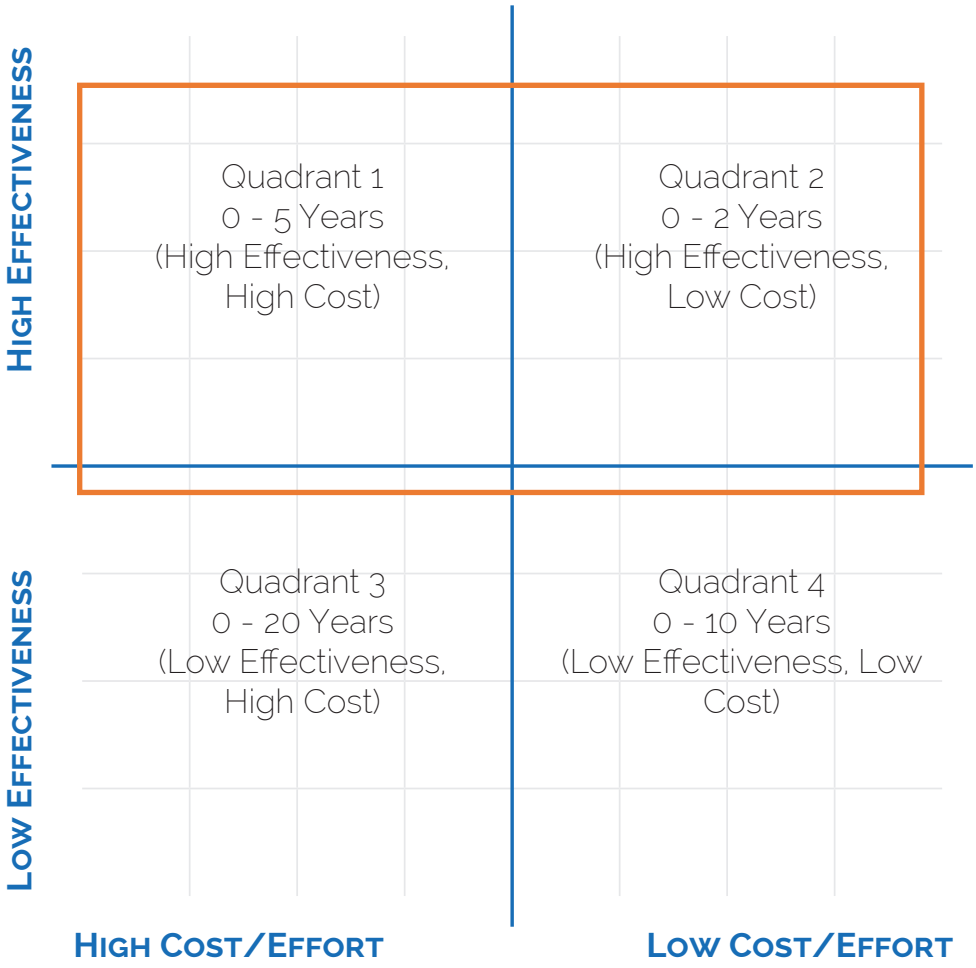
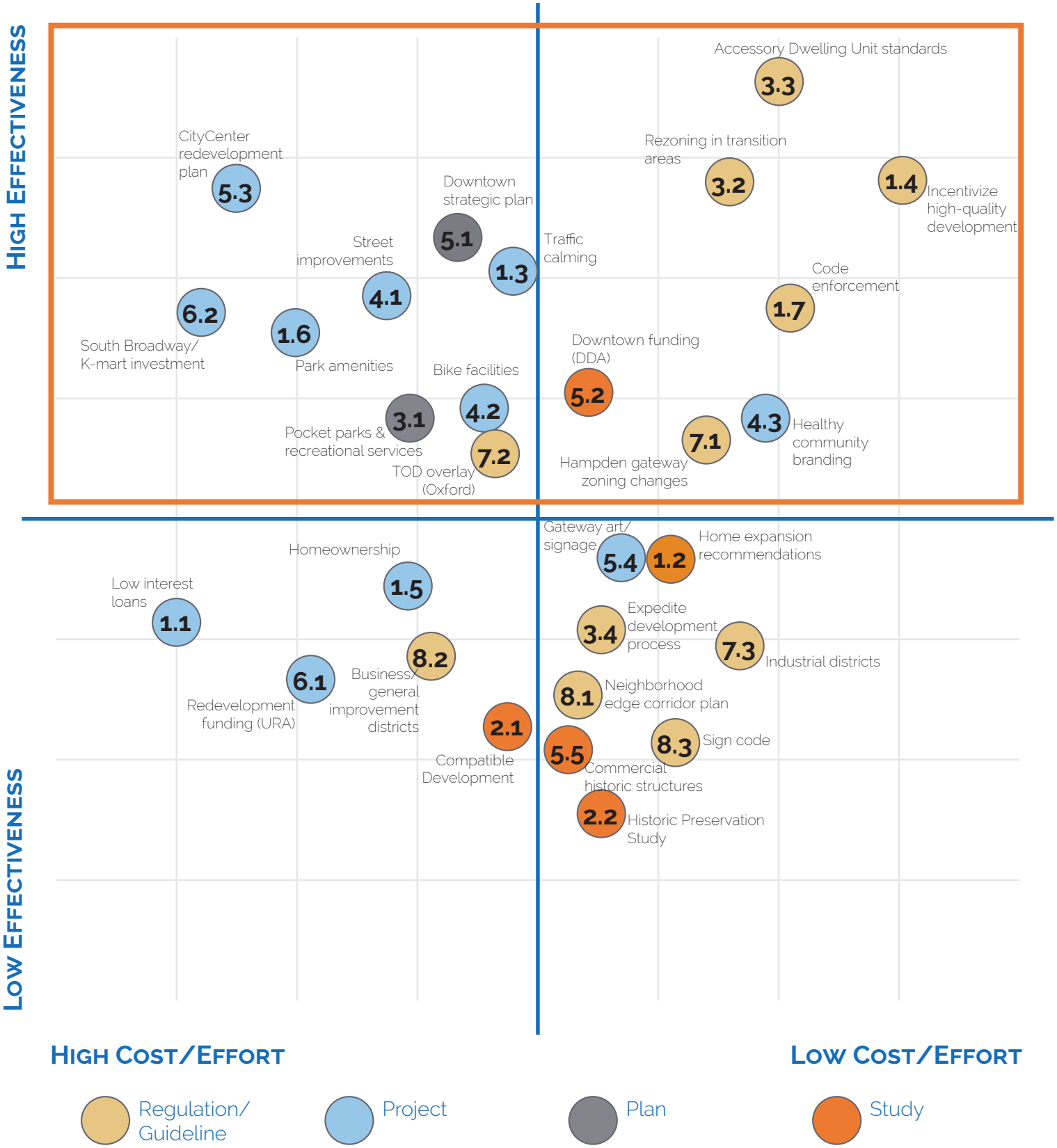


Figure 4-2 Strategy Assessment

Priority Strategies



ENGLEWOOD
FORWARD
COMPREHENSIVE PLAN UPDATE

APPENDIX A:
NEIGHBORHOOD COMMERCIAL STRATEGIES

ENGLEWOOD NEIGHBORHOOD COMMERCIAL STRATEGIES: WORKING PAPER

OVERARCHING IDEAS

- Positioning Englewood as a "Healthy Community" with healthy lifestyle and infrastructure is an attainable and very desirable niche & brand for the entire City that can help drive economic development.
- Downtown can be reimagined and reoriented as the area extending east-west from the Medical District along Old Hampden to the Englewood Station.
- The fundamentals are there for a thriving creative/artisan manufacture district at Oxford Station north of Meadow Gold. This area could be the next RiNo- type district but with better employee infrastructure in the form of transit.
- North and south of Downtown, South Broadway is best addressed as a neighborhood edge where nodes of neighborhood-serving uses can be developed, then extended/connected. South of Radcliffe, however, Broadway will likely retain a suburban corridor character for many years.
- A strong bike-pedestrian network can connect neighborhood residents to activity nodes with retail, jobs and transit. In particular, north-south corridors within a few blocks to the east and west of Broadway and east-west connections between the Medical District and Englewood Station.

ADDITIONAL GENERAL COMMENTS

- Commercial strategies seek to build off and extend existing community strengths, and recognize rare or desirable attributes within the metro area.
- In each residential neighborhood, we looked for possible locations for neighborhood-serving retail.
- A key strategy for strengthening Englewood retail and commercial is to attract and keep families as customers and workers. Thus we have identified opportunities for adding new or upgraded housing products, including in existing commercial locations.

OPPORTUNITIES BY NEIGHBORHOOD

BAKER PARK

Observations:

- Existing residential (with a view) north of West Harvard Gulch Park, currently known as the Northwest Greenbelt, to the west of Tejon St. and up to Evans Ave. West Harvard Gulch Park and Trail is a great amenity that currently serves Englewood residents to the north and (in conjunction with the adjacent park in Denver City limits) surrounding Denver residents. The park amenity creates a market opportunity for family-serving residential redevelopment if zoning allowed.
- The majority of the neighborhood (east of Tejon St., south of Yale Ave.) is commercial or light industrial, which more closely aligns with the character of the adjacent South Platte neighborhood. Tejon St. acts as a buffer between industrial and residential.
- The three blocks of commercial properties along Evans Ave. turns its back to the neighborhood. Building set backs and uses are not pedestrian friendly nor well linked to residential streets. This corridor does not appear to offer a significant opportunity for neighborhood-serving retail.

Opportunities:

- Family housing (3+ bedrooms) south of West Harvard Gulch Park to Yale Ave. Currently used as light industrial, most of the existing uses do not appear heavily invested in the specific site location and could likely be relocated to other light industrial sites in Englewood.
- Tejon St. has relatively low traffic volume and residential density, which may limit market-driven retail development. However, a community or social enterprise could help develop a limited amount of neighborhood-serving retail along Tejon St. in proximity to West Harvard Gulch Park. The convergence of the park, trail, housing and a few community amenities, such as a food co-op or daycare facility, could create a focal point within the neighborhood.

SOUTH PLATTE

Observations:

- This area is characterized by big industrial uses and parcels that are rare and, as such, valuable in a central metro area location. Important City and regional facilities such as the treatment plant would be difficult if not impossible to relocate. This is an important facility and employment asset for the City to retain.
- There is a small pocket of mobile homes very much cut off/isolated and lacking investment, and a few other existing residential uses in varying conditions of maintenance. To date, their existence does not appear to interfere with industrial operations/property value.

Opportunities:

- Retain and protect this important industrial district. Review General Industrial zoning to ensure that other less intensive uses cannot encroach and create use conflicts, and to ensure minimum lot size is consistent with large and intensive uses. Add better wayfinding/connections between employers to South Platte River Trail as a bicycle commuter route.
- Support conversion of existing residential uses, *north* of Dartmouth St., to non-residential/industrial use in accordance with the existing zoning pattern.

- The Englewood Light Rail Corridor Plan identified the area *south* of Dartmouth St. for transit-oriented neighborhood land uses based on improved connection to the Englewood Light Rail Station. Given the proximity to amenities, such as the light rail line and the river, the area south of Dartmouth St. between Santa Fe Drive and the Platte River has potential to redevelop as mixed use residential. Regulatory revisions here may be beneficial to achieve compatible design and form, and as long as they are modest would help stimulate development rather than deter it by ensuring quality.

CUSHING PARK

Observations:

- Older neighborhood of mostly single family housing with mix of styles and character.
- Some scraping and rebuilding of housing as a result of increasing development pressure from Denver.
- Bikable proximity to Downtown Englewood and Medical District employment base is a strength.
- Solid Broadway edge – some good neighborhood uses coming in, particularly near the southeast corner that intersects with Downtown Englewood and the Bates-Logan Park Neighborhood.

Opportunities:

- Enhance the Broadway corridor as a neighborhood edge and amenity by adding more resident-serving retail and amenities. Focus on building north from the node in Downtown.
- Englewood has experienced recent demand for townhome development. Consider streets within the neighborhood where townhome infill development would be appropriate, such as the blocks between Cherokee and Galapago Streets, which border the southern edge of the neighborhood and Englewood City Center.
- Enhance bike and pedestrian connections across Dartmouth St. and Broadway to better connect residents to recreation, jobs, and retail. Identify a north-south corridor within a few blocks west of Broadway that can connect to neighborhood-serving retail destinations along Broadway north of Eastman Ave.

BATES-LOGAN PARK

Observations:

- Two parks, Bates-Logan is large.
- Solid Broadway neighborhood edge.
- Some scraping and rebuilding of housing as a result of increasing development pressure from Denver.

Opportunities:

- Enhance the Broadway corridor as a neighborhood edge and amenity by adding more resident-serving retail and amenities. Focus on building north from the node in Downtown.
- Englewood has experienced recent demand for townhome development. Consider streets within the neighborhood where townhome infill development would be appropriate, such as Grant and Logan Streets as well as between Logan and Lafayette along the edge of the Medical District. This would also grow the market and support neighborhood-serving amenities along Broadway.
- Partner with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in ready walking distance to the Hospital complex to attract more of these salaried employees to live in Englewood. Cleveland Clinic program could be a model.

- Create strong bike-pedestrian network that connects the neighborhood to retail and jobs. Identify a north-south corridor within a few blocks east of Broadway that can be connected to retail destinations.

ROMANS PARK

Observations:

- Offers a good mix of housing types; the northern portion is primarily single family while closer to the Hospital a range of multi-family product is present.
- Proximity to Medical District employment and Downtown are key assets.
- Somewhat cut off from residential-serving retail, except for a small pocket of retail on Old Hampden just outside Englewood City limits (Caribou Coffee, etc.) and Kent Place retail just inside Englewood City limits at University Blvd. and Hampden Ave.

Opportunities:

- Partner with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in ready walking distance to the hospital complex to attract more of these salaried employees to live in Englewood. Cleveland Clinic housing partnership program could be a model.
- Create strong bike-pedestrian linkages that connect the neighborhood to the Medical District employment center and proximate retail that serves residents.

MEDICAL DISTRICT

Observations:

- The hospitals and surrounding medical services are a key employment center and visitor trip generator for Englewood. Access and traffic congestion remain concerns.
- Limited retail and services on Old Hampden Ave. to serve the employees and visitors, below apparent demand. Parking is limited and appears to affect the ability of retail to also attract additional patrons.
- Safeway serves the adjacent residential areas as well as employees for healthy lunch options.
- Relatively new housing off of Hampden Ave.
- There is a huge jump from the density on the hospital site to nearby commercial structures. Some may be ripe for redevelopment in higher intensity use but the market does not appear to be responding. Small parcel size with multiple property owners appears to be a barrier to redevelopment.

Opportunities:

- A hotel serving patients before and after planned hospital stays, and families during prolonged or critical hospital stays. There may not be adequate demand to support a hotel both in this location and at Englewood City Center. A hotel at Englewood City Center could likely serve the before-and-after planned patient stays better than the family critical care stays.
- Per the Englewood Downtown & Medical District Complete Streets Assessment completed in 2011, consider investments in transportation options and infrastructure that enhance the pedestrian experience along Old Hampden Ave. Strengthening pedestrian, bus and transit connections to surrounding neighborhoods could help to attract more of the medical employees to consider Englewood as a residence as well as to reduce or contain the auto traffic burden.

- To support Englewood as a Healthy Community, explore opportunities to partner with area hospitals on programs and infrastructure that promote better health. Examples from other cities include assistance in rehabbing and purchasing older housing for employees to live within walking distance of the hospital, hosting a farm stand to promote nutritious eating, or improving nearby bicycle and pedestrian connections to help employees and visitors ride safely to the hospital.
- Additional retail to serve hospital staff and visitors between Sherman St. and Clarkson St. along Old Hampden Ave. Quick and healthy food retail (smoothies, salads etc.) and modestly priced personal services, such as hair cutting and nail salon would be well-positioned here.
- Stimulate commercial redevelopment at an intensity similar to the hospital and/or nearby multifamily residential. Explore market and other barriers to redevelopment and consider a range of regulatory and financing strategies.
- Enhance east-west bike-pedestrian linkages between Englewood City Center, Downtown, and the Medical District. Consider extending a Downtown Development Authority boundary, if established, to cross Broadway and link to Old Hampden Ave.
- A general or business improvement district would be beneficial to help lead, design, guide and finance streetscape enhancements beneficial to all.

DOWNTOWN/ENGLEWOOD STATION

Observations:

- This neighborhood combines what have traditionally been thought of as two commercial centers, Englewood City Center and Downtown.
- Downtown's niche is more toward unique, local retailers including a strong pedestrian friendly node of 4 to 5 blocks along Broadway with draws such as the Gothic Theater, Moe's BBQ and bowling and the Brew on Broadway.
- City Center is the home of many national retailers including quick serve eateries, Ross, Walmart, and a King Soopers grocery. The community is somewhat dissatisfied with the quality of retailers. The City seeks to enhance vibrancy and revenue generation and is considering a major realignment of the center possibly to include redevelopment of City Center.
- This area is also a very significant employment center including the Sports Authority Corporate Headquarters, City Center, as well as retail employers.
- The Walk and Wheel team sees this section of Broadway as a key pedestrian zone.
- Housing is in demand in this area. 306 apartment units at "Alta Cherry Hills" are under construction at Broadway and Hampden Ave. Amenities such as rooftop deck, dog park, dog wash, bike and ski shop, pool and spa, clubhouse and fitness center. New residents here can help support retail in Downtown and may appeal to medical district employees.

Opportunities:

- The market opportunities in this area could be greatly enhanced through consistent leadership and a funding stream to support catalytic improvements. The City of Englewood had a Downtown Development Authority (DDA) at one point in time. Having a refreshed DDA today, with TIF and a mil levy for marketing and promoting Downtown, would be a powerful tool.

- Build on the emerging node in Downtown on Broadway around the Gothic theater. This should be a primary focus of local/independent retail attraction and support efforts, as it sets an image and tone for the community.
- Broadway at Englewood Parkway is a good location for a gateway welcoming people to Downtown Englewood.
- Strengthen the retail "street" in the Englewood City Center by improving visual access from the transit and adding additional supportive uses. Particularly pursue technology, health, and pet related retailers that are expanding and highly desirable to Englewood's demographic groups.
- Develop an entertainment use in the Englewood City Center to draw additional visitors and position it to support and draw traffic to the retail street.
- Make Downtown and the Englewood City Center the hub of a robust interconnected pedestrian, bicycle, and transit network that showcases Englewood's commitment to a healthy lifestyle that appeals to current and future residents.
- Reconfigure vehicle access to transit & parking to increase users' exposure to retail.
- Add more housing in and around Downtown and Englewood City Center in proximity to pedestrian and bicycle transportation and recreation amenities. A greater critical mass of residents - including households that are not in family-raising years – can support more retail and entertainment businesses and their presence contributes to lively street level activity.
- Carefully weigh the cost and value of relocation of City & library functions and employees within City Center. If these functions are relocated, strive to place them in a more central position to both City Center and Downtown, reinforcing the link between the two.
- By establishing both tax increment financing capability and a mill levy, a DDA would be beneficial in this area to help guide and finance redevelopment and infrastructure improvements and link together Englewood City Center and Broadway assets. Different from an urban renewal authority, the DDA would not require the establishment of blighted conditions nor would it have the power of eminent domain. Applicable chapters from the Comprehensive Plan could serve as the initial plan of development needed to initiate and form the DDA.

OXFORD STATION

Observations:

- Employment-oriented area. Meadow Gold a longstanding anchor. Existence of some creative industry – ex. Martin Design Works to north of Meadow Gold/Oxford Station.
- Zero parking for Oxford light rail station is a challenge.
- Good quality light industrial south of Radcliff. Lesser improvement to land value ratio between Quincy & Oxford.

Opportunities:

- Develop a branded creative cluster, north of Oxford Avenue/Meadow Gold, of small-to mid-sized industrial flex and start-up space, possibly an artisan manufacture niche.
    - The Meadow Gold facility's milk towers anchor the southern view shed providing an identifiable image for the area.
    - Strong bike/transit well linked to Downtown can help support a creative character.

  - Vertical mixed use with residential on upper floors could be phased in over time. General vehicle repair uses might be phased out over time, but custom and specialty work continued.
  - Add pedestrian scale lighting and prohibit razor wire to create a more inviting and attractive character.
  - May need to revise underlying zoning and use an overlay zone. Start in a core area and expand as there is adequate demand to strive for development of a recognizable cluster. Overlay zoning should allow more flexibility for ancillary retail such as show/ tasting room, reduced parking, creative signage, small footprints, etc. to make this the more desirable location for creative entrepreneurs.
- Larger sites south of Oxford Ave. offer valuable opportunity for larger scale users or horizontally mixed use development.
- Redevelopment opportunities exist south of Oxford Ave., particularly for residential given the proximity of the Oxford Light Rail Station. This area could benefit from establishment of a financing district, perhaps a general or business improvement district, to enhance infrastructure.
- Enhance bike-pedestrian linkages to Englewood City Center, Downtown and the Medical District. Additionally, identify an east-west corridor to connect nearby neighborhoods to the Oxford Station.

JASON/MADDOX PARK

Observations:

- Broadway edge to the east resembles look/feel of East Colfax between Colorado and Monaco: Buildings fronting the street, commercial fairly in-tact, hipster/vintage.
- Diagonal greenway spanning approximately 6 blocks.

Opportunities:

- Englewood has experienced recent demand for townhomes. Consider streets within the neighborhood where townhome infill development would be appropriate, such as along Bannock, Cherokee and Delaware down to Quincy Ave.
- Strengthen the residential market with strong bike-pedestrian networks that connect the neighborhood to transit, Downtown, and other amenities. Identify a north-south corridor within a few blocks of Broadway that can be connected to neighborhood-serving retail destinations between Kenyan Ave. and Radcliff Ave. Identify an east-west bike corridor that connects neighborhood residents with the Oxford Station.

SOUTH BROADWAY HEIGHTS

Observations:

- Broadway edge to the west resembles look/feel of East Colfax between Colorado and Monaco: Buildings fronting the street, commercial fairly in-tact, hipster/vintage appeal.

Opportunities:

- Strengthen the residential market by creating strong bike-pedestrian networks that connect the neighborhood to jobs, retail and amenities in Downtown and the Medical District. Additionally, identify an east-west corridor that links Englewood High School to retail along Broadway and the Oxford Station.

- Englewood has experienced recent demand for townhomes. Consider streets within the neighborhood where townhome infill development would be appropriate, such as Grant and Logan Streets.
- Strengthen the retail market by partnering with the hospitals to invest in programs to rehabilitate older housing and offer down payment assistance for homes in ready walking distance to the hospital complex to attract more of these salaried employees to live in Englewood. Cleveland Clinic program could be a model.
- Attract additional neighborhood serving retail along Broadway, working to connect existing nodes in Downtown and at Quincy Ave.

DUNCAN PARK

Observations:

- Good starter homes; well maintained; some pop-ups suggest redevelopment potential.
- Broadway is less of a neighborhood edge, with the exception of a few blocks at the north end of the neighborhood. The character of Broadway in this segment, including abundant auto uses and suburban strip development, does not support neighborhood-scale retail.

Opportunities:

- Support retail on Broadway in the node centering around Quincy and Radcliff Ave. by connecting the neighborhood via pedestrian and bicycle improvements.

BELLEVIEW/BROOKRIDGE

Observations:

- The Kmart/Sears site is a prime opportunity as a highly underutilized, large site. The pads in front appear most viable for continued use as retail, as evidenced by the newly updated Wendy's.
- Belleview Park and amenities like the petting zoo and aquatic center are great for families.
- The neighborhood is served by a range of retail and restaurants in suburban formats, including a new Sprouts grocery. The character of Broadway in this segment does not support neighborhood-scale retail.
- Areas south of Belleview Ave. are served by Littleton School District, which may be attractive to families looking for additional school choice opportunities.

Opportunities:

- The Kmart/Sears site remains attractive for big box retail, although the site depth is somewhat more than ideal. The site may meet the blight qualifications for an urban renewal district, which would provide an attractive incentive for attracting new investment and address infrastructure needs.
- Alternatively, with the nearby park and residential, the market would support partitioning the Kmart/Sears site to add residential development on the rear portion such as family housing with 4+ bedrooms. The pad sites along Broadway would likely remain highly viable for commercial use. If rental units are built, ideally they would be constructed to condominium standards so they may be converted when construction defects legal issues resolve.
- Strengthen the residential market by creating strong bike-pedestrian networks that connect the neighborhood to jobs, retail and amenities in Downtown. Identify a north-south corridor within a few blocks west of Broadway to link residents to Downtown. Identify an east-west corridor to connect residents with Belleview Park and amenities.

CENTENNIAL PARK

Observations:

- The 60's style ranch homes and curvilinear streets are a different character then other parts of Englewood but offer comfortable walking and biking environment.
- The park and river and views are nice amenities to support residential value. The neighborhood is served by a shopping center including a King Soopers grocery.
- Most of the housing is separated from recreation and retail by Federal Blvd, which is difficult to cross.
- Industrial uses here are important regional facilities and the location, within the metro area is valuable. The river would make a more natural transition between the neighborhood and industrial uses, however, the uses west of the river – concrete plant and waste management transfer facility – would likely be difficult to relocate.

Opportunities:

- Strengthen the residential market by providing bike and pedestrian connections to retail and recreation amenities within the neighborhood.

IMPLEMENTATION FINANCING TOOLS

In order to achieve change in the commercial areas, a range of implementation efforts and resources will be needed. The below table summarizes P.U.M.A.'s suggestions for financing district types that fit with the specific commercial area characteristics and anticipated needs. A chart summarizes the uses, governance, and other features of various Colorado financing districts is appended to this document.

COMMERCIAL AREA	SUGGESTED DISTRICT TYPE	NOTES
ECC/Downtown	Downtown Development Authority	• One DDA is allowed per municipality. • Conditions have changed since the DDA failed years ago. • Combination of TIF capability and mill levy without blight or eminent domain is ideal.
Medical District	General or Business Improvement District	• Large employers here stand to benefit from improvements, would retain control of funds.
Oxford Station	General or Business Improvement District or Urban Renewal District	• Large properties south of the station are more likely to benefit from a URA than smaller properties to the north. • Conversion from industrial to mixed use can be expected to generate property tax increment, possibly some sales tax increment.
Belleview Kmart Site	Urban Renewal District	• This site appears likely to meet URA blight criteria. • URA could offer powerful incentives to attract new investment.
General Iron Works/Winslow Crane Site	Urban Renewal District	• This site appears likely to meet URA blight criteria. • URA could offer powerful incentives to attract new investment.

COLORADO SPECIAL FINANCING DISTRICTS

Prepared by Progressive Urban Management Associates
and Spencer Fane Britt and Browne LLP (revised October 2014)

	Business Improvement District (BID)	Downtown Development Authority (DDA)	Urban Renewal Authority (URA)	General Improvement District (GID)	Special Improvement District (SID)	Metropolitan District
Background/ Summary	Quasi-municipal organization is a subdivision of the state. All property assessed in a BID must be commercial. Boundary may or may not be contiguous.	Quasi-municipal corporation which is intended to halt or prevent deterioration of property values or structures in Central Business District.	Established to eliminate blighted areas for development or redevelopment by purchasing, rehabilitating and selling land for development.	Quasi-municipal corporation which is subdivision of the state. Can provide a wide range of services.	An assessment district is not a subdivision of the state, nor is it separate from the municipality.	Quasi-municipal corporation is a subdivision of the state. Boundary may or may not be contiguous. Often used in large scale new developments.
Focus	Management, Marketing, Advocacy, Economic Development. (Can issue bonds for capital improvements.)	Real Estate Development, Infrastructure, Operations.	Real Estate Development, Rehab Financing, Infrastructure.	Capital Improvements, Public Facilities, Maintenance.	Capital Improvements, Infrastructure.	Infrastructure finance, construction and operation. Can and usually does issue bonds for capital improvements.
Formation Steps	Approval by petition of property owners representing 50% of acreage and 50% of value of proposed district; Council ordinance; TABOR election.	City ordinance subject to vote by affected property owners. TABOR election.	Finding of blight; Petition by 25 electors; Council resolution. Separate approval for projects within the authority.	At least 200 or 30 percent of, whichever is less, electors of the proposed district must sign petitions. If all taxable property owners in the district sign a petition, public hearing can be waived.	Need petitions from property owners who will bear at least 50% of the cost of the improvement; Ordinance forms district.	Approval of service plan by city or county; Petition as in GID; election.
Assessment Method	Assessment or mil levy on commercial property.	TIF on property and/or sales and 5 mil property tax for operations.	TIF on property and/or sales tax.	Property tax and income from improvements.	Assessments on property.	Property tax. Can also collect fees and charges for services and facilities. Special assessments possible.
Pros/Cons	Very flexible entity that can finance improvements and provide services. Can issue bonds.	Ability to finance improvements and provide services; can have a mil levy and TIF.	Can generate sales and/or tax increment to finance future development. Can be controversial.	Only those in the district can authorize and pay for improvements. Requires Petition and Election.	Equitable: only those who benefit pay. Difficult to form - requires election. City constructs improvements.	Very flexible for both infrastructure and operations. Board independence can be a concern.
Governance	Minimum 5-member board appointed by the Mayor or governing body; Can also be elected.	5-11 member board appointed by City Council.	5 to 11 member commission appointed by City Council.	Governing of the City is ex-officio board.	City Council	5 or 7 member board elected by District voters.
Condemn property?	No	No	Yes	Yes	No	Yes
Operate facilities?	Yes	Yes	Yes	Yes	No	Yes
Levy property tax w/ Voter Approval?	Yes	5 mil property tax for operations.	No, but can use TIF.	Yes	No	Yes
Levy sales tax with voter approval?	No but may create SID w/in BID.	No, but can use sales tax TIF	No, but can use TIF.	No	No	Yes, but for streets, street safety, transportation only.
Assess costs?	Yes	Yes	No	Yes	Yes	Yes
Issue GO bonds w/ voter approval?	Yes	Bonds secured by tax increment.	Bonds secured by tax increment	Yes	No	Yes
Issue revenue bonds?	Yes	Yes	Yes	Yes	Yes	Yes
Issue special assessment bonds?	Yes	No	No	Yes	Yes	Yes
CO Revised Statute Cite	31-25-1201, et seq CRS	31-25-801 et seq C.R.S.	31-25-101 et seq C.R.S.	31-25-601 et seq C.R.S.	31-25-501 et seq C.R.S.	32-1-101- et seq C.R.S.

APPENDIX B:
2016 COMMUNITY PROFILE

2016 Community Profile

Englewood is a full-service city that is centrally located within the Denver metropolitan area. With outstanding access, Englewood is ideally situated for residents, businesses, and visitors. Englewood boasts a strong employee base and business friendly government. Englewood has long been the location of choice for successful business. Light rail transit and excellent access to the Denver metro area are among the many reasons that put Englewood at the crossroads to commerce. Englewood offers small town convenience with big city amenities.

Incorporated

1903

Square Miles

6.63

Population

	2000	2010	2014 Estimate
Englewood	31,727	30,255	32,671
Commerce City	20,991	45,913	51,686
Littleton	40,340	41,737	44,396
Northglenn	31,575	35,789	28,648
Wheat Ridge	32,913	30,166	31,108

Source: U.S. Census Bureau, ACS 5 years estimates, 2010, Census 2000

Median Age

	2014
Englewood	37.1
Commerce City	30.4
Littleton	41.3
Northglenn	33.1
Wheat Ridge	43.7
Denver Metro	35.7

Source: U.S. Census Bureau, ACS 5 years estimates, 2010

LIVE

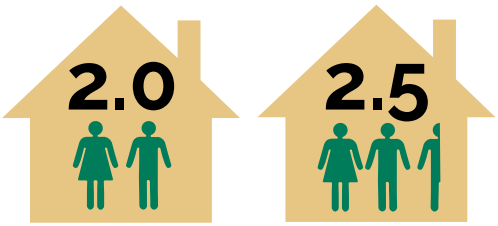
Englewood offers a balance of rental and ownership housing options that are affordable for working families, singles, and couples.

Average Residential Density

3.68

Source: Metro Denver Housing Vacancy and Rent Survey

Average Household Size



Englewood Denver Metro

2,392

square feet = the average size of U.S. homes built in 2010

1,237

square feet = the average size of Englewood homes

Median Housing Price

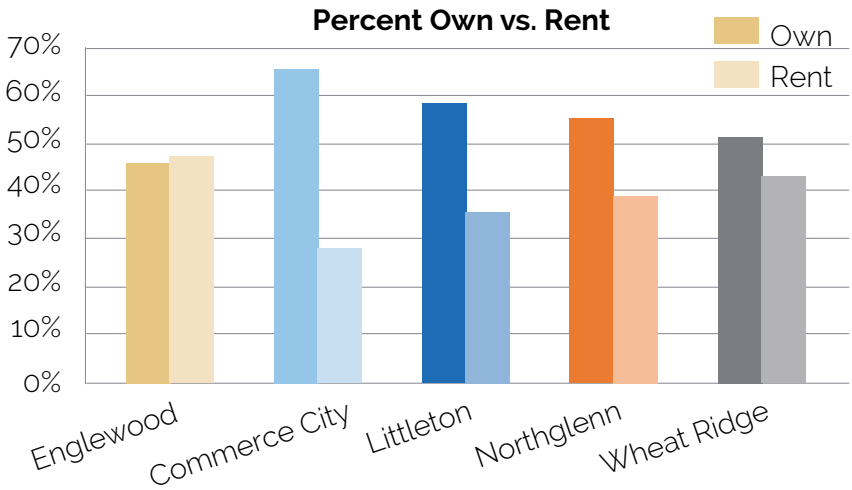
	2014
Englewood	$249,164
Commerce City	$220,114
Littleton	$312,087
Northglenn	$214,315
Wheat Ridge	$268,504
Denver Metro	$287,860

Source: ESRI and US Census Bureau Census 2010 Summary File 1

Housing Affordability

$158 per sf

Source: Metro List RE Colorado, 2013



WORK

Englewood has more jobs than resident workers, and hosts an influx of workers daily from surrounding communities. However, many residents currently commute from our central location to jobs elsewhere.

Job Inflow/Outflow Analysis

Jobs/Housing Balance

Colorado Income

Corporate	4.63%
Individual	4.63%

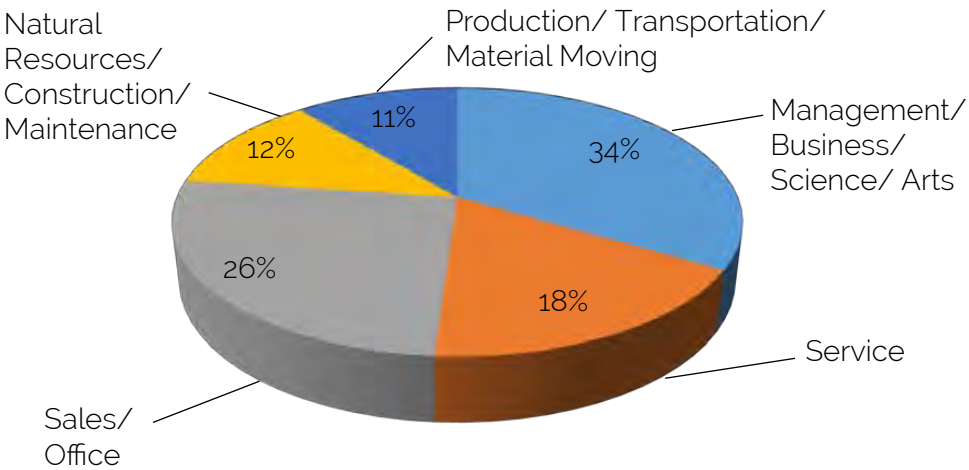
Sales

Englewood	3.50%
County	0.25%
State	2.90%
Districts	1.10%
Total	7.75%

Mill Levies

Englewood	7.794
School	46.719
County	16.15
Other	1.657
Total	72.32

Occupational Employment Mix



MOVE

With a central location and a range of transportation options - including major regional auto routes, transit, and a strong regional bike network - there are many ways get here and get around.

75% Drive Alone

9% Carpool

7% Transit

4% Work at Home

3% Walk or Bike

Overall Walk Score®
55

Air Transport

The City of Englewood is located 30 miles from Denver International Airport (DIA), the fifth busiest airport in the country and the 15th busiest in the world. DIA is home to 14 commercial carriers providing nonstop daily service to more than 160 domestic and international destinations. A $500 million redevelopment project that will add a hotel and conference center and link to the Regional Transportation District's (RTD) FasTracks systems is underway and slated to open in 2016. Centennial Airport, the country's third busiest general aviation airport, is just 12 miles east of Englewood.

Highways

Englewood is centered on South Broadway and US 285/Hampden Avenue. US 85/Santa Fe provides direct north-south access. In addition, Englewood is within minutes of C-470 and I-25.

Light Rail

Two existing transit stations provide convenient access to light rail. There were about 5,520 weekday arrivals and departures at Englewood Station and over 1,000 weekday arrivals and departures at Oxford Station.

Freight

The Burlington Northern Santa Fe and Union Pacific Railways serve the Englewood business district, adding value to commercial enterprises. Englewood businesses also benefit from easy trucking access.

.7 Miles of Bike Lanes

24 Miles of Bike Routes

SHOP

With many conveniently located shopping options, Englewood residents benefit from strong retail revenues. Healthy food is available to most residents in walking distance.

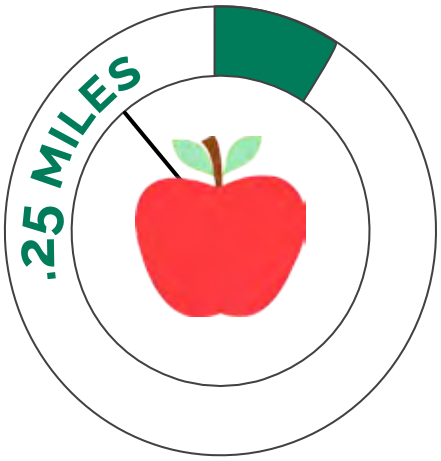
Businesses located within the enterprise zone are eligible for State of Colorado income tax credits. See our web site at www.englewoodgov.org for more information.

Net Sales Tax Revenue

	2009	2010	2011	2012	2013
Revenue in Millions	$26.70	$28.21	$31.27	$33.65	$33.48

Source: CO Dept of Revenue

Healthy Food Access **1/10 of residential units are within .25 miles of a full service grocery store**



Cost of Living Index

Metro Area	All Items Index	Grocery	Housing	Utilities	Trans.	Health Care	Misc. Goods & Services
Atlanta	95.3	91.4	87.7	92.1	102.3	102.7	100.0
Dallas	95.9	92.6	76.0	106.9	102.5	99.3	106.7
Englewood/ Denver	104.2	93.7	116.3	101.3	95.0	103.9	103.4
Phoenix	96.0	93.6	96.9	97.6	95.8	96.0	95.7
Salt Lake City	94.5	88.7	90.6	84.2	99.1	96.9	100.9
Seattle	119.1	102.9	141.1	97.0	118.6	119.1	115.1

Source: ACCRA Cost of Living Index, 2013 Annual Average Data

PLAY

Englewood has excellent parks and recreation amenities that enable residents to enjoy the outdoors close to home.

The City of Englewood offers some of the finest recreational opportunities in the region. Englewood's recreation center, Broken Tee Englewood golf course, Malley Senior Recreation Center, and aquatics programs have received numerous awards. Englewood has more than 250 acres of parks and open space land, including 12 neighborhood parks located throughout the community. Pirates Cove — an outdoor water park with water slides, a competition pool, leisure pool, and lazy river — makes a big splash during the summer months.

Park Access

1/3 of residential units are within .25 miles of a park; 65% are within .5 miles

Parks Level of Service

4.4

Acres per 1,000 Residents

1

Golf Course

1

Skatepark

2

Recreation Centers

3

Community Gardens

5

Dog-Friendly Parks

LEARN

The education level of the Englewood workforce has risen rapidly since 2000. It is now above the nationwide average but remains below the statewide average.

The City of Englewood places an emphasis on the arts and encourages the display of public art throughout the community. The Cultural Arts Commission, Art in Public Places Program, Museum of Outdoor Arts, and an art shuttle contribute to Englewood's art culture. One of the focal points of CityCenter Englewood is the amphitheater, located just northwest of the Englewood Civic Center near the light rail station. Amphitheater events include the Sounds of Summer concert series, KidStage performances, and many other musical and dramatic performances. Hampden Hall at Englewood Civic Center is a state-of -the-art facility. The 192-seat hall hosts events ranging from theatrical, dance, and musical performances to art exhibits and educational lectures.

Community Colleges

- Arapahoe Community College
- Community College of Aurora
- Community College of Denver
- Front Range Community College
- Red Rocks Community College

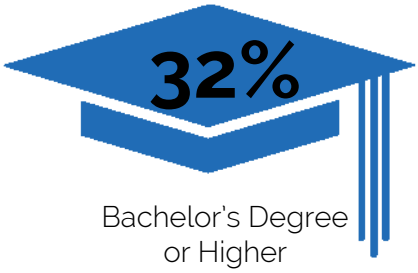
Colleges and Universities

- Colorado State University
- Colorado School of Mines
- Metropolitan State College
- Regis University
- University of Colorado Boulder
- University of Colorado Denver
- University of Denver
- University of Northern Colorado
- University of Colorado Anschutz Medical Campus

Resident's Educational Attainment

	2000	2010	2013
Englewood	23.0%	29.8%	31.8%.

Source: Census/ACS



City of Englewood Utilities

Water: $3.29/1,000 gallons for the first 400,000 gallons and $2.04/1,000 gallons after 400,000 gallons.

Sewer: $2.86/1,000 gallons

Storm water: $0.00554 per square foot of impervious surface.

Utilities Cost Comparisons

	Metro Area Residential	Commercial	Industrial
	750kWh	40kWh/14,000kWh	1,000kWh/650,000kWh
Atlanta	$83	$1,980	$50,389
Portland	$80	$1,148	$46,583
Salt Lake City	$70	$1,155	$37,986
Phoenix	$98	$1,754	$52,974
Englewood/Denver	$88	$1,577	$42,766
Houston	$79	$1,100	$37,514

City of Englewood
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City Council Goal Setting Summary Sheet

Council Member	Attractive, Engaged, Inclusive and Welcoming Community	Effective Mobility and Reliable Infrastructure	Orderly, Well-managed Growth and Development	Recreational, Cultural, Educational and Learning	Safe and Healthy Community	Sustainable Natural Environment	Thriving and Vibrant Local Economy	Good Governance
Jefferson	1. Improve streetscape and lighting on South Broadway 2. Consider public process for defining and naming distinct neighborhoods 3. Consider gateway signage improvements		Explore and gain consensus on the future of the City Center Englewood site	Partner with local businesses on special events such as the 4th of July festival			1. Create a joint marketing plan with the Englewood School District. 2. Create a "Buy Englewood" public education program 3. Gain consensus on an economic development incentive plan 4. Partner with Chamber on an Englewood job fair 5. Create a business advocate position to assist businsses with our approval process	1. Develop Council cooperation and effectiveness 2. Create an agreed upon plan for priorities that will cover the next two years. 3. Define, prioritize and create revenue funding model for midterm capital projects 4. Create a spirit of service focusing on efficiency, transparency, quality and customer service 5. Adopt financial reserve policy 6. Create measurable goals for economic development 7. Review Study Session topics with Council
Olson								1. Define terms and interrelationships of the many plans tht exist 2. Council hold a goal setting retreat to define components of mission, vision, and values
Barrentine								1. Follow State Statutes, City Charter, and City ordinances at all times 2. Bring in the Colorado Freedom of Information Coalition for Sunshine Law training.
Gillit		Complete East Side Trail along Platte River		1. Expand Pirates Cove 2. Move Library to Miller Field	Replace safety services building		1. Designate area south of Hampden and north of Belleview as a redevelopment area. 2. Locate some destination oriented entertainment/restaurants in City Center area. 3. Use LTAR Fund to redevelop property and create revenue streams	1. Stream all City Council meetings 2. Relocate civic center building to better steward public funds
Yates	1. Examine ordinance enforcement activities 2. Can ordinance enforcement be rolled into one department		1. Conduct a separate workshop for City Council on the proposed comprehensive plan 2. Create a preamble for the comprehensive plan		Perform feasibility study concerning the formation of a fire authority			Offer over the counter permits for the top 10 home improvements done by Englewood homeowners
Russell		Build up infrastructure to ensure capacity to support new growth	Focus on community and not just one sector		Public Safety is a priority: Police, Fire, Roads and Bridges		1. Focus on industrial areas and business districts 2. Develop business friendly policies 3. Stop building PUD's and start encouraging industrial, commercial and retail developments	1. Cut wasteful spending 2. Prioritize necessities 3. Return to policy based governance
Martinez	1. Increase citizen involvement 2. Increase home ownership			Strengthen partnership with board of education				1. Strengthen council dynamic and relations 2. Revisit recreational marijuana with responsible regulations