
Council Newsletter



CITY MANAGER'S NOTES September 6, 2012

Upcoming Council Meetings

City Council will meet on **Monday, September 10, 2012**. An Executive Session will begin at 6:00 p.m. in the City Council Conference Room. The Study Session will begin at 7:00 p.m. in the Community Room. There is no Regular Meeting scheduled. The agendas are attached. Sandwiches will be available at 5:30 p.m. in the City Council Conference Room.

The next meeting will be **Monday, September 17, 2012**.

Informative Memoranda

The following are memoranda in response to City Council's requests, as well as other informational items.

1. Articles concerning the Festival of the Bastardino and Doggie Plunge, the Bitner Fundraiser on September 22nd and the community garden in Cornerstone Park.
2. Article entitled "Towns Cut Costs by Sending Work Next Door" submitted by Council Member Wilson.
3. Article concerning fees waived for Roosevelt Park Apartments in Longmont, Colorado.
4. Transit-oriented Development Outlook from Urbanland.
5. Letter expressing appreciation to staff for their assistance.
6. Memorandum concerning McAlister's Deli.
7. Memorandum concerning the event/donations for Detective Bitner.
8. Memorandum concerning the revised Economic Development Incentive Policy.
9. Memorandum concerning the Fire Department Monthly Summary, August, 2012.
10. Calendar of Events.
11. Tentative Study Session Topics.
12. Minutes from the Cultural Arts Commission meeting of August 1, 2012.
13. Minutes from the Liquor and Medical Marijuana Licensing Authority telephone poll of August 15, 2012.
14. Minutes from the Planning and Zoning Commission special meeting of August 28, 2012.

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» GOT AN EVENT? Go to calendar.denverpost.com to see more event listings and to post your own.

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Esthera Scott Oden, Denver Post file

Festival of the Bastardino and Doggie Plunge

Saturday, 8. Pirates Cove Aquatic Center and Belleview Park are going to the dogs. More than 800 four-legged swimmers will take the plunge at Pirate's Cove during the Festival of the Bastardino, a celebration of mixed heritage dogs. The event will take place from 10 a.m. to 4 p.m. at the park, 1225 W. Belleview Ave. in Englewood. The festival is free; registration for the Doggie Plunge costs \$15 and is available at freedomservicecdogs.org.

ENGLEWOOD

Fundraiser for Bitner family set for Sept. 22. A benefit for the family of fallen Englewood police officer Jeremy Bitner is scheduled from 3 to 9 p.m. Sept. 22 on the 3400 block of South Acoma Street in Englewood.

The event will feature live music, a silent auction, a "KidZone" activity area for youth, and food and soft drinks for sale from local vendors.

All proceeds from the day's events will go to the memorial fund set up to benefit the family of Bitner, who was killed in the line of duty Memorial Day.

For more information and a complete schedule of events, go to englewoodgov.org and click on "Englewood Happenings."

City of Englewood

SHERIDAN

Briefing

Your Health

Community garden in the works for Englewood's Cornerstone Park

By Clayton Woullard
YourHub Reporter

The South Suburban Parks and Recreation District has proposed a community garden at Cornerstone Park in Englewood in its 2013 budget.

The garden would be a quarter of an acre with 29 regular plots and four Americans with Disabilities Act-compliant raised plots. The initial cost would be \$50,000, half of which the district is hoping will come from a Colorado Home and Garden Show grant, said Brett Collins, manager of planning building infrastructure and construction for South Suburban.

He said the district should know by October about the grant, and by December if the garden is approved for the budget.

"There's a movement for sustainability and we have some 2013 goals for going green and being more sustainable, and one of the things you can do for sustainability is to produce food that's sourced right from your neighborhood," Collins

said.

While rental costs have not been finalized, the district is looking at charging an annual fee of \$45 per plot to residents within the district and \$55 per plot to those not in the district. There would be no restrictions on what could be grown, and what to grow would be up to each plot renter.

South Suburban held a community meeting in July at Buck Recreation Center, and while the attendance was low, the consensus was that the residents assembled wanted to go forward with the idea and liked it being at Cornerstone Park.

The garden would be located in the southeast corner of the park where the senior area is, because it provides a shade structure and restroom necessary for the gardens. There also would be a tool shed for gardening supplies, fencing and irrigation provided by the district.

Clayton Woullard: 303-954-2953 or

U.S. NEWS

Towns Cut Costs by Sending Work Next Door

Oregon Counties Join a National Trend, Handle Local 911 Calls, Tax Collection

By JOEL MILLMAN

MOLALLA, Ore.—This town of 8,000 residents has found a way to trim its troubled budget: outsource city-hall jobs to a nearby county government.

In 2008, Molalla spent \$507,973 on employee salaries and other expenses to handle the building permits, inspections and other construction red tape. In the fiscal year ended June 2012, it spent less than \$150,000 for that work.

Molalla did it by finding a subcontractor, much as some corporations contract out to specialists the task of making their products. The town is paying Clackamas County to take care of the construction-related work. So far, town residents aren't complaining.

Molalla, 30 miles south of Portland, is part of a trend spreading across Oregon among towns and cities facing fiscal crises and seeking to cut spending. The towns of Lowell and Westfir, populations 1,045 and 300, say they outsourced their traffic patrols and criminal complaints to nearby Oak Ridge, population 3,200.

Oak Ridge, in turn, closed its 911 dispatch service—which had been costing nearly \$400,000 a year—by paying the Lane County Sheriff's Department \$93,000 to take its calls. Earlier this year, the state capital of Eugene contracted with Lane County to take over some legal work.

Oregon towns are turning to bureaucracy-outsourcing as the toll from the sluggish economy is compounded by the end of decadeslong federal timber payments that until this spring pumped as much as \$200 million annually into 18 of the state's 33 counties.

Oregon's public sector is catching up to a trend that has already taken off in some other states as cities and towns consolidate operations. Often called "service contracting," or "service sharing," this type of outsourcing lets cities keep the work local and maintain a connection with voters, instead of privatizing operations to a commercial

venture that might be located far away.

Sometimes, cities pass some tasks to their counties. In Texas, many counties assume the tax-collection duties for cities within their boundaries. In New York, a growing number of county sheriffs have taken on the dispatch work that used to be done by local police forces.

Driving the outsourcing are sharp drops in tax revenue and the tapering off of federal stimulus funds, which have hit government workers hard. The American Federation of State, County and Municipal Employees, the nation's largest public-sector union, says total government job losses have run at 22,000 a month since early 2011.

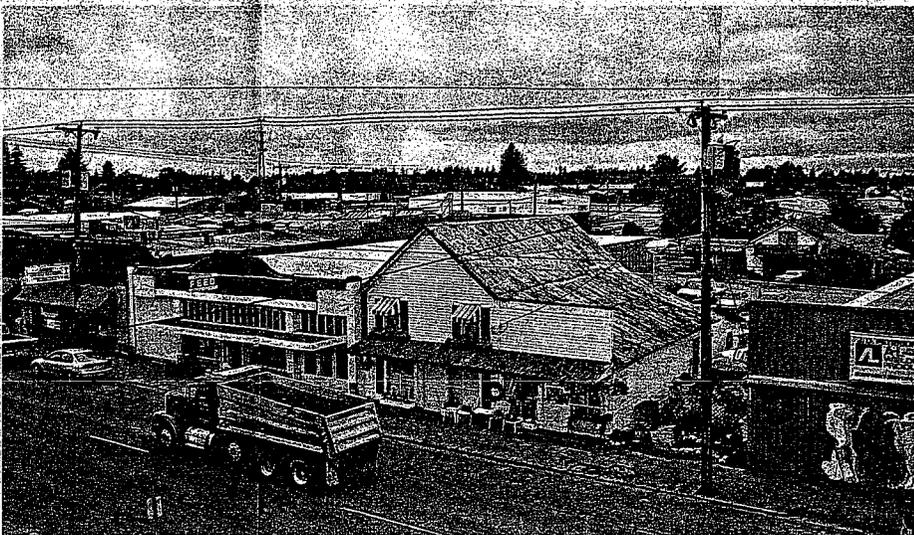
"Local governments have been forced by circumstances into a highly experimental mode," said Sydney Cresswell, who studies local and intergovernmental trends at the State University of New York in Albany.

In the past decade, Ms. Cresswell's team documented more than 700 cases of New York towns and villages off-loading public-sector tasks to larger government agencies. She said that process has accelerated in the current downturn.

As some towns look to spin off their bureaucracies, other local governments are more methodically bidding to do those tasks, said Robert Bland, professor of public administration at the University of North Texas. "Local governments now are looking at doing each other's purchasing, human-resources work or having their municipal courts handle each other's small misdemeanor claims," he said.

Oregon's Lane County, for example, is marketing itself as a one-stop shop for bureaucratic outsourcing, bidding aggressively for contracts to take over work from Oregon cities and towns. In 2010, the county assumed information-technology duties for Oregon's Crook, Lake, Gilliam and Wheeler counties, four smaller jurisdictions that can't afford IT teams.

Under the arrangement, Lane County handles property-valua-

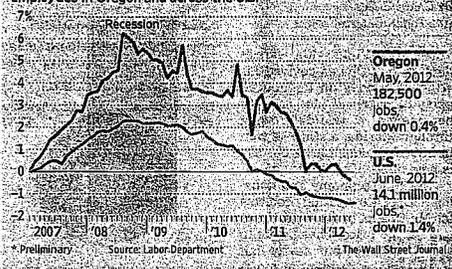


Ellen Barnes, below, is city manager of Molalla, Ore., above, which has outsourced its building permits and inspections to Clackamas County.



Municipal Pink Slips

Change since 2006 in the number of local-government employees in Oregon and across the U.S.



tion and tax-collection duties for the four counties, which feed property data to Lane's computers. Officials for the counties confirm the arrangement.

"We're absolutely thrilled with the technology stuff," said Donald R. Cossitt, Wheeler County's assessor. "We couldn't do it in-house."

Lane County added mapping service to three of those four counties, said Alex Spickard,

Lane County assessor.

One downside to outsourcing is that "you lose accountability to citizens," said Mr. Bland. "But democracy is a very expensive form of government."

Molalla's case illustrates the appeal and downside of outsourcing. Its building department had a \$300,000 deficit the last year city employees ran the operation, said Ellen Barnes, Molalla's city manager. She said

outsourcing the work this year to Clackamas County would cost around \$100,000; she added that Molalla faced a one-time charge of \$37,500 for the staff it laid off.

Peter Blythe, principal broker for Molalla Realty, considers the 30-mile round trip to Clackamas County offices in Oregon City something of an inconvenience, but he prefers the new arrangement overall. "Most of us were agitating for it," the Molalla resi-

dent said. "It's better than having people with nothing to do in a recession and paying them \$40,000 or \$50,000 a year."

Clackamas County is now marketing those services to other towns. "The county makes a little money, and the cities save some," said Clackamas chief planner Clay Glasgow. "It's such a good idea it's hard to believe two governments actually made it happen."

Longmont council lifts \$700k of fees on Roosevelt apartments

By Scott Rochat Longmont Times-Call

Posted: 06/12/2012 09:59:58 PM MDT

Updated: 06/12/2012 10:03:56 PM MDT

LONGMONT -- The Longmont City Council voted to waive a little more than \$700,000 of fees on the Roosevelt Park Apartments development Tuesday night.

Councilwoman Sarah Levison was the only "nay" vote on the rebate, opposing the lifting of \$559,170 in park improvement fees from the \$21 million downtown development. Levison said she wasn't against the apartments, but thought that lifting the fees would slow down projects such as Dry Creek Park.

"The principal question is how long we're delaying the gratification of others until we can raise another \$550,000," she said.

Councilman Brian Bagley said he understood the concern, but said that right now the need was for good high-density apartments.

"The economy is such that without a bit of help, developers can't do it," said Bagley. "\$550,000 in fees would put the kibosh on it."



Roosevelt Park Apartments could bring new residential and retail life to the northwest corner of Main Street and Longs Peak Avenue. (Artists Rendering Courtesy of Shears Adkins Rockmore Architects)

The reduction still leaves \$27,905 of park fees to pay.

The park fee rebate passed 5-1 with Councilwoman Bonnie Finley absent, recovering from a medical procedure. A \$144,646 waiver of the public building community investment fee passed 6-0.

As written, the waivers apply to any mixed-use redevelopment project in the Longmont Downtown Development Authority that takes up at least 1 acre and includes at least 50 residential units and 10,000 square feet of retail, restaurant or office space. The 1.55 acre Roosevelt Park Apartments plans to have 115 apartments plus a parking garage, restaurant and retail space.

Of the \$21 million going into the project, \$16 million is coming from the development company Burden Inc. An agreement approved last month had \$3.5 million coming from the LDDA and \$1.4 million from the city, including the fee waivers.

Transit-oriented Development Outlook



A rendering of Tysons Corner, a northern Virginia suburb of Washington, D.C., in 2050. The traffic-choked area is being remade into a walkable, mixed-use community served by Metrorail.

Members of ULI's Transit-Oriented Development Council discuss the prospects for development around transit nodes—and the obstacles that remain.

What are the prospects for transit-oriented development [TOD] in the next couple of years?

Chris Leinberger: The future of real estate is intimately intertwined with TOD and walkable urban development in general. What used to be a niche market is now *the* market. For at least the next generation, the bulk of real estate development will be higher-density, walkable urban places, and much of it will be served by rail transit. There is significant pent-up demand for walkable urban, ideally rail transit-oriented development. In a good year, we only add 2 percent to the built environment, so the pent-up demand will be there for another 30 years at least.

Steve Wilson: A disproportionate amount of future development will be transit oriented—fueled by investor interest in TOD, which is at an all-time high. There is certainly a movement back to the urban area. Some of that is related to demographic changes, because members of the gen-Y cohort generally want to live, work, and play in the same neighborhood. Further, TODs are socially, environmentally, and economically responsible. In California, I paid \$4.50 a gallon this morning, and too often I've been stuck in traffic on the freeway going nowhere. AvalonBay's TODs around

BART [Bay Area Rapid Transit] stations in the [San Francisco] Bay Area have found residents are willing to pay a premium to live at those locations rather than face longer commutes. Somewhere between 30 and 40 percent of our residents at TOD communities use BART on a consistent basis.

John Hempelmann: TOD is happening with increasing speed all over the United States, and it's even happening in places that are famous for being auto-centric, such as Los Angeles and Phoenix. Everywhere in the United States—from Seattle, Portland, San Francisco, and Los Angeles on the West Coast, to Denver, Phoenix, Dallas, Fort Worth, and Austin in the middle of America, to Atlanta and Charlotte in the South—there is a lot of new investment being made in transit and in TOD. We have long had TOD in cities like New York, Boston, and Chicago, we just did not call it TOD. In our newer TOD environments, such as Washington, D.C., the Metro is a relatively new environment for high-capacity transit. The region is rapidly expanding its heavy-rail lines, which are under construction now in northern Virginia out to Dulles Airport. They already have some of the best "new" TOD in the world on the D.C. Metro line.

Neal Sleeper: It's something of a mixed bag. There are many developers who like the idea of transit-oriented development and feel that transit adds to the marketability and financeability of their projects. The flip side is that the most effective TOD tends to be mixed use—some combination of retail, multifamily housing, office, or hotel. Unfortunately, in this market, many lenders seem to have a preference for single-use deals. The mixed-use aspect often makes financing more difficult.

John Cigna: The prospects are good in terms of a desire to build walkable urban communities. In cities that have existing transit, the desire to build around rail stops is great. There are studies out now that show that rents around a TOD are significantly higher than elsewhere. And generation X and generation Y want to live in urban settings, where TOD exists. So development will follow demand. The problem is that local, state, and federal governments don't have the money to build new light-rail lines and stations. That's the huge disconnect. They can provide tax breaks, which are valuable, but most rail lines cross multiple municipalities. Getting municipalities to work together is difficult, and they still come up short when it comes to funding.

Do lenders recognize proximity to transit as a benefit?

Hempelmann: Yes, we are seeing remarkable investments in TOD despite the recession, and now that we are coming out of the recession, we see it happening with an accelerated pace. It's happening very quickly here in central Puget Sound. We have more developers, both local and from around the country, trying to buy parcels that are within a quarter mile [400 m] of a light-rail station.

Sleeper: If you're comparing a multifamily or office complex that is adjacent to transit with one that isn't, yes, lenders see proximity to transit as a benefit. But just being adjacent to transit does not necessarily make a project a transit-oriented development. It is the thoughtful orientation of multiple uses to transit that makes the best TOD projects. With many lenders, mixed-use projects are more complicated to finance.

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Beyond light rail, what kinds of transit are most likely candidates for TODs?

Wilson: The trolley system is an excellent alternative and quite effective—it's essentially the reinvention of the streetcar—and we're starting to see more of them because they need less infrastructure. They can use the existing street. Portland certainly has done well with its trolley system, and Los Angeles is working on the streetcar to great effect.

Leinberger: I predict the following will happen by 2030: to get to work and other activities outside the home, people will probably still rely on cars as their primary transportation option, but instead of 90 percent like today, cars will account for 30 percent of the trips from home. Their second option will be walking: probably 25 percent of us will be able to get to virtually anywhere we need to go by walking. Number three will be bicycles: 15 to 20 percent of people will be able to get around their metropolitan area by bicycle. Light rail, heavy rail, and streetcars together will probably make up 30 to 40 percent of transportation use in the course of a day. Standard buses will make up 10 or 15 percent. Bus rapid transit [BRT] is a real unknown. It is yet to be proven, so my guess is at best 5 percent. And commuter rail will be about the same.

Hempelmann: Out in Long Island and north of New York all the way into New England, TOD is experiencing a renaissance along the commuter rail lines. Historically there hasn't been much development right around the station areas there. Now the owners of those rail lines and nearby properties are redeveloping the park-and-ride lots around the train stations. The high-speed rail initiative is intended for a few corridors, but it's too early to tell if that will really happen. And there will be nowhere near the TOD opportunities that there are on the existing heavy-rail mass transit lines or on light rail. High-speed rail lines will be interurban, and TOD happens around urban lines.

Is there a role for bus rapid transit?

Leinberger: For both commuter rail and bus rapid transit, we don't yet have documented evidence that they create economic development around transit stations. We do have proof that streetcars, heavy rail, and light rail do. Ultimately, the goal of

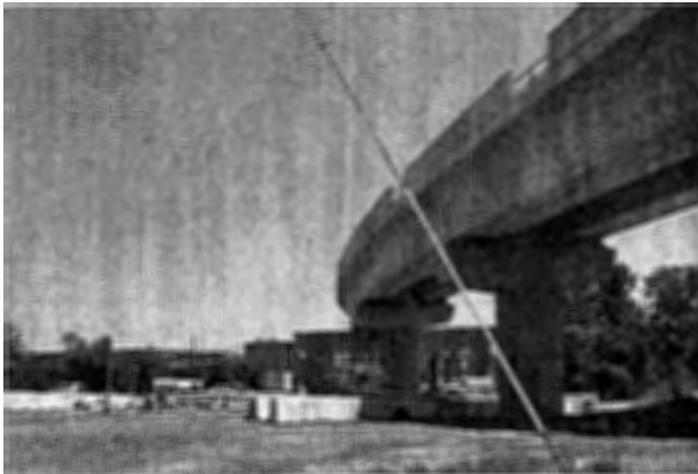
building transportation, such as rail transit, is economic development; the means is moving people. We generally get the means and ends mixed up in deciding to build rail transit.

Sleeper: I'm not aware of any places where bus rapid transit has had the same impact as rail transit. There's a certainty with a rail system in front of a project: people know that that rail line isn't likely to be moved. That may not be the case with bus rapid transit.

Cigna: The fear with BRT is a lack of permanency. If I'm going to develop around a transit stop, I want to be assured that that the transit stop won't leave. I think BRT can work, because it's much more cost-effective, but the buses need a dedicated line. Maybe BRT can be a precursor to actually putting in rail: it can prove there is substantial ridership. But people still want to come to a platform and board a vehicle; they are less interested in buses that have to travel neighborhood streets.

What obstacles are there to meeting the demand for TOD?

Sleeper: In suburban markets and even in less dense inner-city markets, parking is often an issue. Developers of TODs often find themselves looking for some type of public subsidy to make the parking part of the equation work. That's particularly hard given the state of public sector budgets these days.



The Washington area's rail system is being expanded with construction of new stations at Tysons Corner and, farther from D.C., rail lines extending to Washington Dulles International Airport.

Cigna: Congressional gridlock over the federal transportation bill was a big obstacle. Even with it passed, the majority—more than 80 percent—of the transit bill goes to roads and bridges. So there is a definite disconnect there.

Wilson: On the public side, the elimination of redevelopment agencies has been a big disappointment in California. That will be tough to overcome. Public/private partnerships are often the way to move projects forward, but the public side has very limited capital availability and thus is pushing more onto the private side. One way to offset that is the concept of value capture, based on the idea that if you build a station or transit hub on one parcel, the adjacent parcels will benefit. Tax increment financing, Mello-Roos financing, and other funding mechanisms can accomplish that. The prospects for those approaches are improving, but nowhere near as rapidly as they need to.

Leinberger: The first obstacle is that high-density walkable urban development is still illegal in most jurisdictions. So we have to change that legislation and zoning. The second is NIMBY opposition. We are understanding how to overcome that, and many NIMBY opponents are becoming proponents; they have become YIMBYS—yes in my backyard. This is because in the neighborhoods around walkable urban places, particularly the single-family neighborhoods, the quality of life goes up, which translates into higher price premiums for their houses. The third obstacle is infrastructure. We need to put in a new kind of infrastructure, and the federal government is not leading the way. There have been hundreds of local ballot initiatives over the last six to eight years to fund rail transit throughout the country. The amazing thing is that 70 percent of those have passed. The dysfunction of Capitol Hill is disappointing, but where there is a market will, there is a way.

Hempelmann: The major obstacle is finding the dollars. Light-rail systems are expensive to build. Seattle is spending \$15 billion on phase two of its light-rail system, and 90 percent of that comes from local taxes. The other obstacle that we confront all the time is that most of the light-rail stations are in areas that have many different ownerships of property, so assembling the parcels you need for development is a big challenge. In a lot of cities, including Seattle, many of the property owners are hard to find. They might be in Europe or Asia, and they may not want to sell. There are few cities that want to condemn properties for TOD. To some extent, the third challenge is changing the way people live from an auto-centric culture to a culture where people will walk and take high-capacity transit. But that is happening, and it's happening because the price of gas is rising and because the younger generations have nowhere near the affection for automobiles that my generation and my father's generation had.



Gary, Alan, and Harold:

I wanted to extend my thanks and gratitude for taking the time to sit down with Michael, Brad and myself last week to discuss the amazing things you've been able to accomplish at the City of Englewood.

I know I speak for our group when I say it was not only helpful but very interesting and inspiring. It makes me excited to get the process started out here on our new light rail stop.

We'd love to return the favor some day if you would like to come visit our campus.

- Gary



Memorandum

City Manager's Office

TO: Mayor Penn and Members of City Council

THROUGH: Gary Sears, City Manager
Michael Flaherty, Deputy City Manager
Alan White, Community Development Director ✓

FROM: Darren Hollingsworth, Economic Development Manager ✕

DATE: September 5, 2012

SUBJECT: McAlister's Deli

On Tuesday, September 4 staff received confirmation that McAlister's Deli has signed a lease for space at Englewood Market Place. The lease was sent to the property manager for final signatures by the property owner. When the lease is fully executed, Englewood will receive a copy of the lease for verification. Earlier this year, Council committed a \$100,000 supplemental budget appropriation to support improvements to the public plaza and fountain adjacent to the property.

In anticipation of the fully executed lease, staff is meeting this week to begin the process of finalizing a scope of work for improvements to the plaza and fountain. The owner of McAlister's Deli indicated that his particular interest is in seeing the fountain operational and lit with accent lights.

In addition to the City-funded improvements to the plaza and fountain, staff has also worked with the Museum of Outdoor Arts to secure the placement of one and possibly two pieces of public art for the plaza. The first piece of art will be placed on an existing art pedestal in a location that is near and visible from the front door to McAlister's Deli. A second piece of public art may be placed on an existing pedestal in the lower level of the plaza.

Memorandum

To: Mayor Randy Penn and City Council
Through Gary Sears, City Manager
From: Frank Gryglewicz, Director of Finance and Administrative Services
Date: September 5, 2012
Re: Officer Bitner Event/Donations

The Finance and Administrative Services Department has set up a Donor's Fund Account to account for donations given to the City to offset the expenditures related to the September 22, 2012 fund raising event. All checks should be made out to the City of Englewood and sent to:

City of Englewood
C/O City Manager's Office
1000 Englewood Parkway
Englewood, CO 80110

If donors wish to make a *direct* donation to the Bitner Family, they should send checks to:

Belco Credit Union
C/O Officer Jeremy Bitner Memorial Fund
P.O. Box 17000
Denver, CO 80217-7000

Account Number: **591654637**

The City of Englewood cannot provide tax advice regarding the tax deductibility of donations; please contact a tax professional for advice regarding the tax deductibility of donations.

If you need further information or clarification, please call me at 303-762-2401 or e-mail me at



Memorandum

City Manager's Office

TO: Mayor Penn and Members of City Council

THROUGH: Gary Sears, City Manager
Michael Flaherty, Deputy City Manager
Harold Stitt, Acting Community Development Director

FROM: Darren Hollingsworth, Economic Development Manager

DATE: September 6, 2012

SUBJECT: Revised Economic Development Incentive Policy

Attached is a copy of the revised Economic Development Incentive Policy as approved by Council at the September 4 meeting. The revised document includes language about possible City property tax abatements:

City Property Tax

The City may consider partial or full reimbursement of the City's portion of property tax collections for a finite period of time.

City of Englewood



Economic Development Incentive Policy

Goal Statement

The City of Englewood is supportive of business attraction and development-related projects and is committed to supporting new opportunities to diversify the local economy. Englewood strives to provide for the fiscal health of the community by creating mechanisms to assist targeted businesses, priority development sites, and projects that enhance the quality of life and fiscal condition of the community.

Intent/Purpose

- Create a tool to assist economic development efforts
- Foster diversification of economic base, including expansion of retail sales tax base
- Assist in attracting desired businesses and development to City
- Assist in redevelopment or reuse of priority redevelopment sites

Eligible Uses of Incentive Funding

- Improvements to public infrastructure that benefit a larger area or the public at large, including but not limited to: street improvements, traffic signalization, sidewalks or trails, water and sanitary sewer lines, storm sewer lines, drainage improvements, water quality improvements, or electrical or natural gas lines.
- Costs incurred in eliminating features that detract from the surrounding neighborhood or render a site difficult to redevelop, such as undergrounding electrical lines, removal of environmental contamination, removal or relocation of utility substations or other facilities, or demolition or renovation of structures that are obsolete or in poor condition.
- Costs incurred in providing public spaces, landscaping, or elements of streetscape beyond that required by ordinances of the City.

Economic Development Criteria - Eligible Projects

- Retail developments or expansion of existing retail uses that will generate additional sales tax shall be a priority of the City.
- Office or manufacturing uses creating or adding jobs.
- Underrepresented or desirable retail establishments. (e.g. table-service restaurants, electronics and clothing stores)
- Residential projects that demonstrate benefit to the community, development on underutilized sites, or within proximity of light rail station or other transit amenity.
- Any project deemed by City Council to be unique, advantageous, or desirable additions to the community
- A determination of whether the project would proceed if the incentive is not provided.

- Incentives are not intended to unduly enrich an individual developer or business or to create an unfair advantage.
- A statement from the business or developer to verify the need for the incentive in terms of ‘why this investment is necessary to foster the development or business activity.’

Cost Benefit Analysis

- Staff will provide a cost benefit analysis for any incentive agreement. The three components of a cost benefit analysis are:
 - Identify direct benefits: The true measure of project value includes all property taxes, sales and use taxes, impact fees, licenses and permit fees.
 - Calculate impact of the project. Direct costs are matched against direct revenues. If costs exceed revenues, the desirability of the project needs further analysis. If the direct revenue exceeds costs the analysis can help identify the break-even point by determining the number of years it will take for the project to payback the incentives and other public costs.
 - Identify direct public costs: In addition to the costs of incentives, all other direct costs associated with the project are totaled to include infrastructure costs, utility, increased fire, police and any other public expenses associated with the project.
- The break-even point or payback period of the proposed incentive will be estimated.
- Impact of the project on existing Englewood businesses will be analyzed.

INCENTIVE TYPES

Coordinated Development Approach

The City of Englewood is committed to providing exceptional customer service and ensuring that its applicants experience a quality development process. All projects are eligible for a formal in-person Development Review Team (DRT) meeting, in which the responsible City departments provide comments, suggestions, and recommendations prior to formal permit submittal to ensure an efficient and effective process.

Sales Tax Reimbursements

The City may consider a share-back or partial reimbursement of the incremental City collected portion of retail sales tax generated from the project. All proceeds of a sales tax reimbursement must be utilized for purposes outlined under “Eligible uses of incentive funding.”

Sales tax rebates shall not exceed 50% over the term of the agreement (with a maximum rebate to be determined by cost/benefit analysis) of the *actual* incremental increase in sales tax revenue generated by the use or site.

Building Use Tax Reimbursements

The City may consider a reimbursement of construction and equipment use tax generated by the development of a project. All proceeds of the use tax reimbursement must be utilized for purposes outlined under "Eligible uses of incentive funding."

Building use tax rebates shall not exceed 50% (with a maximum rebate to be determined by cost/benefit analysis) of the *actual* use tax collected.

Furniture Fixtures and Equipment Use Tax Reimbursements

The City may consider partial or full reimbursement of the use taxes paid for furniture fixtures and equipment generated by a project. All proceeds of the use tax reimbursement must be utilized for purposes outlined under "Eligible uses of incentive funding."

Rebates of up to 100% (with a maximum rebate to be determined by cost/benefit analysis) may be given for furniture, fixtures and equipment use tax.

Tax Increment Financing

The City may consider utilizing Tax Increment Financing (TIF) through the Englewood Urban Renewal Authority (EURA) only after an urban renewal area has been established. The City will only consider utilizing TIF for projects that are unique, significant in magnitude, and have considerable regional benefit.

City Property Tax

The City may consider partial or full reimbursement of the City's portion of property tax collections for a finite period of time.

Reduction in Fees

The City may consider offsetting all or a portion of the development fees for commercial or residential projects that meet the goals and objectives of the Comprehensive Plan and Sub-Area Plans (if applicable), and provide a unique and quality project in terms of product type, tenant mix, and overall physical environment.

Rebates of up to 100% (with a maximum rebate to be determined by cost/benefit analysis) may be given for building permit fees and development application fees, not to include plan review fees or other contractual fees.

The City of Englewood is supportive of economic development and redevelopment related projects. City Council will consider financial incentives to support economic development and redevelopment activities on a case-by-case basis. The incentives outlined in this policy are provided at the sole discretion of City Council and are not to be considered an entitlement for any eligible or otherwise qualified project.



C I T Y O F E N G L E W O O D
F I R E D E P A R T M E N T

MEMORANDUM

TO: Mayor Penn and Members of City Council
THROUGH: Gary Sears, City Manager
FROM: Mike Pattarozzi, Fire Chief
DATE: September 4, 2012
SUBJECT: August, 2012 Fire Department Monthly Summary

Attached is the monthly summary of Fire Department activity for August, 2012. The Fire Department responded to 417 calls for service during August. In 2011, the Fire Department responded to 423 calls during the same time period. Year to date, the Fire Department has responded to 2,893 calls for service compared to 2,787 during the same time period in 2011.

During the month of August, Fire Department personnel completed 104 primary inspections and 15 follow-up inspections. The total square footage inspected was 1,525,417.

During the month of August, Fire Department personnel completed 1,441 staff hours of training.

Incident Response Summary for Englewood Fire Rescue

For period 08/01/2012 Through 08/31/2012

Type of Incident	Current Year		Totals
	In Jurisdiction	Outside	
Fires			
Fire, not otherwise classified	1	0	1
Structure fire involving an enclosed building	2	0	2
Cooking fire, confined to container	1	0	1
Chimney or flue fire, confined to chimney or flue	1	0	1
Rail vehicle fire	1	0	1
Brush, or brush and grass mixture fire	1	0	1
Outside rubbish fire, not otherwise classified	1	0	1
	8	0	8
EMS			
Emergency medical incident	281	2	283
Vehicle accident with injuries	16	0	16
Motor vehicle vs. pedestrian or bicycle accident	1	0	1
Firefighter Injury Report	1	0	1
Lift Assist	15	0	15
	314	2	316
Alarms			
False call (other than a fire alarm)	2	0	2
False Medical Alarm	3	0	3
Fire alarm system malfunction, no fire	15	0	15
Fire alarm sounded due to dust, lack of maintenance, or similar cause	1	0	1
Alarm system activation (no fire), unintentional	4	0	4
	25	0	25
Other			
Hazardous condition, other	1	0	1
Gasoline or other flammable liquid spill	1	0	1
Natural gas or LPG leak (outside)	3	0	3
Natural gas or LPG leak (inside)	1	0	1
Arcing, shorted electrical equipment	2	0	2
Vehicle accident, non-injury	2	0	2
Public service assistance, other	8	0	8
Assist police or other governmental agency	1	0	1
Public service	5	0	5
SWAT activation (assist law enforcement)	0	1 *	1
Blood Draw	5	0	5
Public Education - Residential	5	0	5
Car seat check	14	0	14
Good intent call, other	1	0	1
Dispatched & cancelled en route	3	1	4

Incident Response Summary for Englewood Fire Rescue

For period 08/01/2012 Through 08/31/2012

Type of Incident	Current Year		
	In Jurisdiction	Outside	Totals
Other			
Smoke or odor investigation, no fire	8	0	8
EMS call, party transported by non-fire agency	1	0	1
Hazmat release investigation w/ no hazmat	1	0	1
Fire alarm sounded due to cooking or burnt food	1	0	1
Special type of incident, other	1	0	1
Damaged/Lost Equipment	2	0	2
	66	1 *	68
Grand Totals	413	1 *	417

**CITY OF ENGLEWOOD
2012 CALENDAR OF EVENTS**



Mon., Sept. 10	6:00 p.m.	Executive Session, City Council Conference Room
	7:00 p.m.	Study Session, Community Room
Tues., Sept. 11	5:00 p.m.	Water and Sewer Board, Community Development Conference Room
	6:30 p.m.	Keep Englewood Beautiful Meeting, City Council Conference Room
	7:00 p.m.	Library Board, Library Board Room
Wed. Sept. 12	6:30 p.m.	Urban Renewal Authority, Community Development Conference Room
	Cancelled	Board of Adjustment and Appeals, Council Chambers
Thurs. Sept. 13	11:30 a.m.	Alliance for Commerce in Englewood Committee, City Council Conference Room
	5:30 p.m.	Parks and Recreation Commission
	6:30 p.m.	Transportation Advisory Committee, City Council Conference Room
Mon., Sept. 17	6:00 p.m.	Study Session, Community Room
	7:30 p.m.	Council Meeting, Council Chambers
Tues. Sept. 18	7:00 p.m.	Planning and Zoning Commission, City Council Chambers/City Council Conference Room
Wed., Sept. 19	6:30 p.m.	Code Enforcement Advisory Board, City Council Conference Room
	Cancelled	Local Liquor and Medical Marijuana Licensing Authority, Telephone Poll
Sat. Sept. 22	3 – 9 pm	Detective Bitner Family Fundraiser 3400 block South Acoma Street
Mon., Sept. 24	6:00 p.m.	Study Session, Community Room
Mon., Oct. 1	6:00 p.m.	Study Session, Community Room
	7:30 p.m.	Council Meeting, Council Chambers

Tues. Oct 2	7:00 p.m.	Planning and Zoning Commission, City Council Chambers/City Council Conference Room
Wed., Oct. 3	4:00 p.m.	Englewood Housing Authority Board Meeting, Housing Authority Board Room
	5:45 p.m.	Cultural Arts Commission, City Council Conference Room
	7:00 p.m.	Local Liquor and Medical Marijuana Licensing Authority, City Council Chambers
Mon., Oct. 8	6:00 p.m.	Study Session, Community Room
Tues., Oct. 9	5:00 p.m.	Water and Sewer Board, Community Development Conference Room
	6:30 p.m.	Keep Englewood Beautiful Meeting, City Council Conference Room
	7:00 p.m.	Library Board, Library Board Room
Wed. Oct 10	6:30 p.m.	Urban Renewal Authority, Community Development Conference Room
	7:00 p.m.	Board of Adjustment and Appeals, Council Chambers
Thur. Oct 11	11:30 a.m.	Alliance for Commerce in Englewood Committee, City Council Conference Room
	5:30 p.m.	Parks and Recreation Commission, Malley Senior Center
Mon., Oct. 15	6:00 p.m.	Study Session, Community Room
	7:30 p.m.	Council Meeting, Council Chambers
Tues. Oct. 16	7:00 p.m.	Planning and Zoning Commission, City Council Chambers/City Council Conference Room
Wed., Oct. 17	Cancelled	Local Liquor and Medical Marijuana Licensing Authority, Telephone Poll
Mon., Oct. 22	6:00 p.m.	Study Session, Community Room
Mon. Oct. 29	Cancelled	Study Session
Tues., Oct. 30		Joint Englewood/Littleton Council Mtg, WWTP
Mon., Nov. 5	6:00 p.m.	Study Session, Community Room
	7:30 p.m.	Council Meeting, Council Chambers
Tues. Nov. 6	7:00 p.m.	Planning and Zoning Commission, City Council Chambers/City Council Conference Room

TENTATIVE

**STUDY SESSIONS TOPICS
FOR ENGLEWOOD CITY COUNCIL**



September 17	Study Session & Regular Meeting Financial Report DRCOG IGA Storm Sewer Questionnaire Board and Commission Reports Gas Lines Renovation Business Forum Updates
September 24	Study Session 2013 Proposed Budget Workshop Sewer Rate Adjustments
October 1	Study Session & Regular Meeting Executive Session – Negotiations (Xcel Franchise Agreement)
October 8	Study Session DRCOG Senior Issues
October 15	Study Session & Regular Meeting Financial Report
October 22	Study Session Board and Commission Reports
October 29	No meeting scheduled – 5 th Monday
October 30	Joint Meeting with Littleton City Council – Tuesday - tentative Nutrients Humane Society of South Platte Valley
November 5	Study Session & Regular Meeting Security Cameras Update
November 12	Veteran’s Day Holiday – no meeting scheduled

November 19	Study Session & Regular Meeting Financial Report
November 26	Study Session Board/Commission Reappointment Discussion – tentative Board and Commission Reports
December 3	Study Session & Regular Meeting Aid to Other Agencies Discussion
December 10	Study Session Financial Report Board and Commission Reports
December 17	Study Session & Regular Meeting Holiday Dinner – No Study Session Scheduled
December 24	No meeting scheduled
December 31	No meeting scheduled
January 7	Study Session & Regular Meeting Board and Commission Appreciation event discussion Mill Levy

FUTURE STUDY SESSION TOPICS

Citizens Budget Committee
 Comprehensive Plan Update (October)
 Neighborhood Preservation
 Water Conservation Plan (October)
 Golf Course Restaurant Contract
 Citizen Engagement/Mindmixer
 City of Englewood/Xcel Energy Residential and Small
 Business Energy Efficiency Outreach
 Mill Levy (January/February)
 Motels Report

**City of Englewood
CULTURAL ARTS COMMISSION
Minutes of August 1, 2012**

I. Call to Order

The regular monthly meeting of the City of Englewood Cultural Arts Commission was called to order at 5:46pm by Vice Chairperson Donna Schnitzer at the City Council Conference Room at the Civic Center building, 1000 Englewood Parkway.

Present: Donna Schnitzer, Vice Chairperson
Tamara Emmanuel, Commission Member
Karen Kenney, Commission Member
Kristy Reed, Commission Member
Maggie Stewart, Commission Member
Jill Wilson, City Council Liaison
Jerrell Black, ex officio
Joe Sack, Recreation Manager

Absent: Kaylene McCrum, Commission Member
Brianna Carey, Commission Member
Amy Martinez, Alternate Commission Member
Carly Sellaro, Englewood High School District Liaison
Kate Dulaney, Englewood School District Liaison
Mary Lynn Baird, Englewood School District Liaison

II. Review of Agenda

There were no changes or additions to the agenda.

III. Approval of Minutes

Schnitzer asked if there were any changes or corrections to the minutes of June 6, 2012. There were none. The minutes were approved as presented.

Schnitzer asked if there were any changes or corrections to the minutes of July 12, 2012. There were none. The minutes were approved as presented.

IV. Introduction of Guests

There were no guests present.

V. New Business

A. Schnitzer told board members that they need to elect a new Chairperson and Vice Chairperson. Director Black opened the floor for nominations for Chairperson.

Vice Chairperson Schnitzer nominated Kristy Reed. Commission Member Stewart seconded the nomination. Black asked if there were any other nominations. There were none. The floor was closed. Reed was declared Chairperson of the Cultural Arts Commission.

Black opened the floor for nominations for Vice Chairperson.

Commission Member Stewart nominated Donna Schnitzer for Vice Chairperson. Commission Member Emmanuel seconded the nomination. Black asked if there were any other nominations. There were none. The floor was closed. Schnitzer was declared Vice Chairperson of the Cultural Art Commission.

Commission members congratulated Reed and Schnitzer.

- B. Discussion turned to an update on the Hampden Hall projector project. Recreation Manager Joe Sack informed the Board that the project is moving along and that Public Works will be coordinating the project. Sack stated that with a number of projects being planned right now, the projector project won't be going out to bid until the end of the month. Sack told the Board that he will have more information next month. The Board was also told that the majority of the Departments in the City are excited about participating in the project and see the benefit of having the projector. Jill Wilson, City Council Liaison, verified with Black that the recommendation made by the Board was that it is contributing \$3,500 towards the projector with the option of adding an additional \$1,500 if necessary. Black said that is correct.
- C. Black reported that City staff is currently working on the budget for 2013. Board members were told that revenues have increased over the year but so has expenditures so each Department has been directed to maintain the 2013 budget at 2012 level with an additional two percent reduction. Black discussed areas of possible reductions, noting that they are looking at areas with the least amount of impact as possible. Black told the Board that he will keep them up to date as they move forward. Black also explained that the budget process consists of a number of meetings and things constantly change and the budget is not final until it is approved by City Council on second reading. The Board was told that there will be some reductions in all of the Departments in the City. City Council Liaison Jill Wilson spoke in regard to the difficulty in having to constantly make reductions in the budget and that most City's operate based off of revenue from property tax and when a City is landlocked like Englewood, it makes it very difficult.

VI. Old Business

Sack reminded the Commission that Funfest will be Saturday, August 11th. Sack distributed posters and fliers, noting that Cultural Arts Commission is listed on the flier as a having a booth. Emmanuel again brought up a logo for the Commission. Both Black and Wilson explained that the City has a policy that everything printed for the City or any event put on by the City has to have a City logo on it. Discussion turned to scheduling volunteers for the Commission's booth.

VII. Committee Reports

- A. Discussion turned to Commission Member Kenney and a proposal for a new art project. Kenney stated that she is proposing a piece of art that can be created collaboratively. Kenney explained that her art project is based off of artist Olivia Gude

who is known for her large art exhibits on places such as buildings or subway walls. Kenney stated that she is proposing something on a smaller scale but that the citizens and community will value and have joy in creating that is meaningful. Kenney explained that the project would be done in three phases: 1) Plan the project collaboratively, 2) Make the art as a group, and 3) Unveil the art project. Kenney reported that where she needs the most help with is where to hang it. Kenney said that she is thinking of Hampden Hall and that it could be either temporary or permanent. Kenney explained that it would be a scene of a subject, such as the history of Englewood's trains, that would hang on the interior windows and be made out of transparent fabric and/or paper. Samples of the fabrics were shown. Kenney discussed involving schools, families, etc. in making the scene; noting that she feels there a tremendous amount of untapped creativity in the community. Discussion followed. Commission members told Kenney that they like the idea of using textured tactile fabric and paper; noting that former Commission and Council Member Ray Tomasso makes paper. Kenney stated how this project would bring the community together in a joint collaboration of talents and resources. Commission members also commented that they like the aspect of family and community involvement. Stewart stated that she would recommend that it be a temporary piece of art and use the Commission as a Planning Board and open it up to the public to see if there is any interest. Discussion followed. Wilson stated that the next step would be a planning session. Kenney reported that she appreciates everyone's feedback and that she will come back in September/October with more information.

B. There was no update for Englewood Arts.

C. Schnitzer gave an update on the July Parks and Recreation Commission meeting. The Commission was informed of the Freedom Service Dog's Festival of the Bastardino scheduled on September 8th in Belleview Park and Pirates Cove. Schnitzer also reported that over 500 youth participated in this year's Jr. Golf program.

VIII. Upcoming Events

Besides Funfest, there were no other upcoming events.

IX. Director's Choice

Black informed the Commission that the Department will be submitting a grant application to Great Outdoors Colorado (GOCO) for the redevelopment of Duncan Park. Black reported that the Department has completed a design study of the Park that had been funded through a GOCO grant. Commission members were told that the redevelopment is expected to cost approximately \$1.2 million. Black stated that the Department is requesting \$350,000 from GOCO and will also be submitting a grant application in 2013 through Arapahoe County Open Space for \$250,000 .

X. Commission Member's Choice

Emmanuel congratulated Reed and Schnitzer on their appointments. Emmanuel told the Commission that her father was recently appointed to the Commission of the Arts for Greenwood Village.

Wilson distributed information on the Museum of Outdoor Arts exhibit, The Faux Show.

Schnitzer told the Commission that the community garden has started publishing a newsletter. Schnitzer also reminded commission members to stop by the Rec Center to sign the card for former Chairperson Eric Bertoluzzi if they have not already.

XI. Adjournment

The meeting was adjourned at 6:50p.m.

/s/ D. Severa
Recording Secretary



City of Englewood

**ENGLEWOOD LIQUOR AND MEDICAL MARIJUANA LICENSING AUTHORITY
Telephone Poll
August 15, 2012**

1. Call to Order and Roll Call

The meeting was called to order at 7:03 p.m. by Authority Member Buchanan.

Roll Call.

Present: Michael Buchanan, Diane Ostmeier, Steven Ward, Carolyne Wilmoth
Absent: Robyn VanDerLeest
Also Present: Assistant City Attorney Comer
Deputy Clerk Bush

2. Consideration of Minutes

a) Results of the minutes of the telephone poll of August 1, 2012.

Motion: To approve the minutes from the telephone poll of August 1, 2012.

Moved by: Ostmeier

Seconded by: Wilmoth

Motion approved.

(Summary: Yes = 4, No = 0, Absent=1 (VanDerLeest))

3. Renewals

- | | |
|---|---|
| a) Broadways
3978 S. Broadway | Tavern Liquor License
Expires September 10, 2012 |
| b) Liquor Barn
4415 S. Broadway | Retail Liquor Store Liquor License
Expires September 9, 2012 |
| c) Magnet Inn
2893 S. Broadway | Tavern Liquor License
Expires September 14, 2012 |
| d) Moe's Original BBQ
3295 S. Broadway | Hotel/Restaurant Liquor License
Expires October 16, 2012 |
| e) Saigon Palace
3495 S. Broadway | Hotel/Restaurant Liquor License
Expires October 11, 2012 |

Motion: To approve the renewals for Agenda Items a-e.

Moved by: Ostmeier

Seconded by: Wilmoth

Motion approved.

(Summary: Yes = 4, No = 0, Absent=1 (VanDerLeest))

Motion: To resume the Public Hearing after Executive Session pertaining to the Retail Liquor Store Liquor License for King Liquor Inc. dba King Liquor, 851 Englewood Parkway, Englewood, Colorado 80110.

Moved by: Wilmoth

Seconded by: Ostmeyer

Motion approved.

(Summary: Yes = 4, No = 0, Absent=1 (VanDerLeest))

Reconvened at 7:44 p.m. with Members Buchanan, Ostmeyer, Ward and Wilmoth present.

Chairperson VanDerLeest entered at 7:44 p.m.

Motion: To approve the Retail Liquor Store Liquor License for King Liquor Inc. dba King Liquor, 851 Englewood Parkway, Englewood, Colorado 80110, with the stipulation that the owner and spouse as well as any employees complete TIPS training within thirty (30) days and send copies of the completed certificates to the City Clerk's Office.

Moved by: Wilmoth

Seconded by: Ostmeyer

Motion approved.

(Summary: Yes = 4, No = 0, Abstain=1 (VanDerLeest))

Member Buchanan asked the Authority members to state their reasons for their decision in voting the way they did.

Member Wilmoth stated that the applicant showed the needs and desires of the neighborhood with the petitions presented.

Member Ostmeyer stated agreed with Member Wilmoth that the applicant proved the needs and desires. I wish you a lot of luck.

Member Buchanan stated that the applicant met the burden of showing the needs and desires of the community for your store. He addressed Mr. Parness' concerns that the Authority approves the licenses based on getting new businesses here for more sales tax revenue. Member Buchanan wanted to assure him and the public that this is not a consideration that we can even consider. We are limited to case law and Colorado Statutes that indicate needs and desires for our consideration. You met your burden with that. I wish you luck.

Member Ward stated that the needs and desires of the community were met. Congratulations.

Motion: To close the public hearing for the Retail Liquor Store Liquor License for King Liquor Inc. dba King Liquor, 851 Englewood Parkway, Englewood, Colorado 80110.

Moved by: Ward

Seconded by: Ostmeyer

Motion approved.

(Summary: Yes = 4, No = 0, Abstain=1 (VanDerLeest))

** At this point, Chairperson VanDerLeest resumed the chair position.

- b) Wine Pros at Kent Place LLC dba Wine Pros at Kent Place
3475 S. University Blvd. #C
Retail Liquor Store Liquor License

Motion: To open the public hearing for the Retail Liquor Store Liquor License for Wine Pros at Kent Place LLC dba Wine Pros at Kent Place, 3475 S. University Blvd. #C, Englewood, Colorado 80113.

Moved by: Buchanan

Seconded by: Ostmeyer

Motion approved.

(Summary: Yes = 5, No = 0)

6. Tulga Baatar
7. Paul Kim, business owner of Old Town Liquors
8. Kate Grady

Several of these speakers were questioned by the Authority as well as by Mr. Beimford. They all appeared to be current customers of Old Town Liquor store.

Chairperson VanDerLeest questioned Mr. Kim regarding the petition submitted and how the signatures were gathered. All signatures on this petition were in opposition of the application. He gathered the signatures himself, either door-to-door or at his store.

Mr. Beimford summarized their position and why the application should be approved.

Mr. Rasband summarized his opposition points and why the application should be denied.

Motion: To approve going into Executive Session to discuss the Retail Liquor Store Liquor License application for Wine Pros at Kent Place LLC dba Wine Pros at Kent Place, 3475 S. University Blvd. #C, Englewood, Colorado 80113.

Moved by: Wilmoth Seconded by: Ward
Motion approved. (Summary: Yes = 5, No = 0)
Recessed at 8:53 p.m.

Motion: To resume the Public Hearing after Executive Session pertaining to the Retail Liquor Store Liquor License for Wine Pros at Kent Place LLC dba Wine Pros at Kent Place, 3475 S. University Blvd. #C, Englewood, Colorado 80113.

Moved by: Wilmoth Seconded by: Buchanan
Motion approved. (Summary: Yes = 5, No = 0)
Reconvened at 9:22 p.m. with all Authority Members present

Motion: To approve the Retail Liquor Store Liquor License for Wine Pros at Kent Place LLC dba Wine Pros at Kent Place, 3475 S. University Blvd. #C, Englewood, Colorado 80113.

Moved by: Ostmeyer Seconded by: Wilmoth
Motion approved. (Summary: Yes = 5, No = 0)

Chairperson VanDerLeest asked the Authority members to state their reasons for their decision in voting the way they did.

Member Wilmoth stated you met the needs and desires.

Member Ostmeyer stated that my decision was based upon the needs and desires and you did meet that. I wish you the best of luck. I do want to comment on one thing. Things were raised here tonight that I caution you going forward that you be more diligent in the completion of your paperwork and that you complete it with correct information.

Member Ward stated I have some reservations character wise. I would have liked to have seen more accurate information on the application. Things happen in the past but they still follow you around. There is no reason not to disclose this information. I believe that the community has shown the needs and desires for your store in that area.

Member Buchanan stated that you met the burden of proof for needs and desires. I echo some of the concerns aired by the other Authority members. Thank you to all of you who came out and voiced your opinion. It was taken under consideration.

**CITY OF ENGLEWOOD PLANNING AND ZONING COMMISSION
SPECIAL MEETING
August 28, 2012**

Minutes and audio are available at:
<http://www.englewoodgov.org/Index.aspx?page=152>

I. CALL TO ORDER



The special meeting of the City Planning and Zoning Commission was called to order at 7:08 p.m. in the Englewood City Council Chambers of the Englewood Civic Center, Chair Brick presiding.

Present: Bleile, Roth, King, Fish, Brick, Kinton, Townley
Freemire (alternate)

Absent: Knoth, Welker

Staff: Alan White, Community Development Director

II. CASE #2012-006



PUBLIC MEETING

Recommendation concerning the S Clarkson St Vacation of Right-Of-Way

Director White briefly outlined the agenda for the meeting. He stated representatives of Craig Hospital approached City staff several months ago about the potential closure of Clarkson Street to accommodate a planned expansion of the hospital. Community Development, Public Works, Utilities, Fire, Police and Building and Safety staff have been involved in meetings concerning this issue. Expanding the current campus retains this nationally renowned hospital and the associated employment within the City of Englewood. One-time building use tax on the expansion is a considerable source of revenue for the City. A formal application has been received and Craig and Swedish are co-applicants.

At the August 6, 2012 study session Council consensus was for Craig to proceed with their expansion plans that include the vacation of the Clarkson Street right-of-way. Council requested Craig Hospital conduct a neighborhood meeting, which was held on August 25th, asked for a recommendation from the Planning and Zoning Commission and for Council to conduct a public hearing as part of the ordinance adoption process.

At this time the applicant presented the case.



Mr. Mike Fordyce, President and CEO of Craig Hospital, introduced himself. He stated this petition is all about safety. Craig Hospital has been in Englewood for over 50 years. There are three buildings on the site; two are for patients and one is housing for families of patients as 50% of patients come from outside of Colorado. The hospital does rehabilitation for people with spinal cord injuries and people with traumatic brain injury. There are approximately 245 in-patients per year and they serve over 2500 out-patients a year.

The patient buildings are located on the east and west sides of Clarkson Street. Patients and staff go from east to west hundreds of times a day. There have been two pedestrian accidents in the last 90 days; there is an on-going concern for safety.

He stated over 1000 invitations were sent out inviting citizens to the neighborhood meeting on August 25th; about 30 people attended.

Mr. Randy Thorne, of RTA Architects, presented a PowerPoint slide show of the proposed expansion. He said during the two peak times of day approximately 647 vehicles are passing by at mid-block along with 153 pedestrians crossing at the same time. He stated the hospital has an indoor link, but no outdoor link between the two buildings. Other points of discussion included:

- The hospital needs a more functional front door
- Access to the Swedish parking garage and parking area for staff and to the Craig Hospital food service dock will remain open
- From Girard to mid-block of Clarkson is an 8.5 foot rise; very difficult for wheelchairs to maneuver
- Buildings need to be connected at grade
- Patients need to be close to staff and Swedish in an emergency
- There will be fire access
- A new vendor parking area and dock will be located behind the west building
- Current bike route will be kept open
- Signage will be installed to inform the public Clarkson is not a through street
- Construction time frame is 42 months; Feb/Mar 2013 start
- Goal is not to add beds; it is to update and increase the size of the therapy areas and provide single occupancy rooms
- Tunnel that links Craig to Swedish will remain

Mr. Jeff Ream of Felsburg, Holt and Ullevig spoke next. His company provided a traffic analysis for the site. He stated there is a lot of pedestrian traffic on both Clarkson and Old Hampden. Traffic counts were collected at four signalized intersections: Girard, Hampden and the two on Logan. Pedestrian counts were collected mid-block on Clarkson and at all of the crossings on Old Hampden on the south side of the Craig campus. Daily traffic

counts were also done on several surrounding streets. This was all done to see how the current system is operating. There is a significant amount of pedestrian traffic due to the fact there are several parking garages in the area. The study showed approximately 4700 cars a day travel this section of Clarkson. About 800 of those cars are going into and out of the Swedish garage, which leaves about 3900 cars going elsewhere. Half of that is traveling north of Girard. Through traffic is less than half of the total traffic. He focused on the impacts right around the campus area. Points discussed included:

- Most people coming to Craig come from the south and the east
- It is proposed to remove street parking on the west side of Emerson and the south side of Girard
- Suggest a 4-way stop at Clarkson and Girard, removing the signal
- Change signage at Clarkson and Hampden and other areas to direct people
- Flashing pedestrian signs at Pearl and Hampden and several other locations
- Trying to keep traffic from routing onto residential streets
- Clarkson is not a true north/south route; it dead ends into a park at Harvard Gulch
- End result of analysis was that shifting traffic to other roadways does not impact levels of service
- Several recommendations have been made to the City's traffic division
- A map of neighborhood traffic control was viewed and discussed
- Questions about mass evacuation were addressed

The Commission asked Mr. Fordyce what the general feel of the public meeting on August 25th was. He again noted 1000 invitations were sent out and about 18 households attend. There was concern about what the traffic is going to look like on my street, why are Craig employees parking in front of my house and comments about the City needing to do a better job because people are speeding on our streets. He said he felt the meeting ended up very positively. The people thanked him for the opportunity to voice their concerns. He told them their concerns would be addressed and Craig would work with the City to see if we can help mitigate some of the issues like parking or speeding. He stated he sent an email to all his staff asking them to be good neighbors and to park in the hospital's parking garage.

He stated for him at the end of day it really gets down to safety. He stated as he walked down the hill today to go to his car he saw an ambulance and somebody laying in the middle of the road it really comes home for me. He said we don't have patients at Craig Hospital, we have residents. People that come to Craig are there 45 days to 6 months with their families; they live in Englewood. The also come back to Englewood for the rest of their life for their care. Please consider their safety and the fact that they are part of this community.

Chair Brick noted this is not a public hearing; the Commission has been asked to give a recommendation to Council.



Commission discussion points included:

- This is a great idea
- Don't believe the change will impact that many people
- There is more pedestrian traffic at risk than anything else
- The area should be pedestrian friendly given the focus of the hospital
- Minimal impact to the surrounding neighbors and over time people will find alternate routes that will work out just fine
- Problem needs to be addressed and applicant has done a great job
- When the Commission was working on the Small Area Medical Plan we committed to building a first class area for the medical profession. This is the first step in that process; would like to see more
- In favor of project because of the tremendous potential that it offers
- No doubt there is a safety issue
- Expansion of hospital is the primary driver of request
- Need to be sure the traffic plan is done correctly to deal with the safety issue
- In conformance with a number of the Medical District objectives in the Comprehensive Plan
- Positives greatly outweigh the negatives
- Have the pedestrian crossing lights cycle longer to accommodate people who need more time to cross the streets
- Look into better access from the south to the front door of the hospital

Mr. Fish moved:

Mr. King seconded: TO APPROVE THE VACATION OF THE S. CLARKSON STREET RIGHT-OF-WAY BETWEEN GIRARD AND HAMPDEN AVENUES WITH THE FOLLOWING:

1. The appropriate easement(s) shall be reserved for the benefit of the City and other utility suppliers so that sufficient access to utilities will be provided.
2. The City bicycle route on S. Clarkson Street shall be retained.
3. Craig Hospital representatives will continue to work with City staff to finalize and implement recommended signage, parking and pedestrian crossing improvements agreed to between the City and Craig Hospital.

4. Craig Hospital shall be responsible for costs associated with modifying the art shuttle bus route.
5. That the City work closely with the applicant and a specific and measurable and defined traffic plan be put into place to address both traffic flow and safety and pedestrian crossing issues in the area.

AYES: Bleile, Roth, Fish, King, Brick, Kinton, Townley
NAYS: None
ABSTAIN: None
ABSENT: Knoth, Welker

Motion carried.

III. PUBLIC FORUM



There was no public in attendance.

IV. ATTORNEY'S CHOICE



There was no attorney present.

V. STAFF'S CHOICE



Director White stated a process is needed for a vacation of right-of-way. He suggested it be discussed at a future study session. Future meetings include:

September 5:	Study session to discuss distilleries and breweries
September 18:	Flood Middle School Public Hearing

He reminded the Commission the DRCOG training session will be held on September 15th; registration deadline is September 8th.

He noted the meeting packet for the September 5th meeting will go out tomorrow and will not include the minutes from tonight's meeting. The recording secretary will email the minutes to the Commission later this week for review and approval at the September 5th meeting.

VI. COMMISSIONER'S CHOICE



Mr. Kinton asked that Staff push to establish a process for vacation of right-of-way.

Several members welcomed Mr. Freemire to the Commission.

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Mr. Bleile had questions regarding road repair in the City.

Mr. Freemire stated there may be Department of Transportation funds available for work at Oxford Station. He offered to do some research into the matter.

The meeting adjourned at 9:09 p.m.

Barbara Krecklow, Recording Secretary