

**Agenda for the
Regular Meeting of the
Englewood City Council
Monday, October 15, 2012
7:30 pm**

Englewood Civic Center – Council Chambers
1000 Englewood Parkway
Englewood, CO 80110

1. Call to Order.
2. Invocation.
3. Pledge of Allegiance.
4. Roll Call.
5. Consideration of Minutes of Previous Session.
 - a. Minutes from the Regular City Council Meeting of October 1, 2012.
6. Recognition of Scheduled Public Comment. (This is an opportunity for the public to address City Council. Council may ask questions for clarification, but there will not be any dialogue. Please limit your presentation to five minutes.)
 - a. Stacey Candella from Freedom Service Dogs will be present to thank Pirates Cove and the City of Englewood for hosting the September 8 "Doggie Plunge" fundraiser.
 - b. Fire Chief Michael Pattarozzi will recognize the following business representatives for their contributions to the Englewood Fire Department:
 - i. Tracy Holmberg from Health One Swedish Medical Center.
 - ii. Ralph Lee from Meadow Gold Dairy.
 - iii. Jeff McFarland from Meadow Gold Dairy.

Please note: If you have a disability and need auxiliary aids or services, please notify the City of Englewood (303-762-2405) at least 48 hours in advance of when services are needed.

7. Recognition of Unscheduled Public Comment. (This is an opportunity for the public to address City Council. Council may ask questions for clarification, but there will not be any dialogue. Please limit your presentation to three minutes. Time for unscheduled public comment may be limited to 45 minutes, and if limited, shall be continued to General Discussion.)

Council Response to Public Comment

8. Communications, Proclamations, and Appointments.
 - a. A proclamation declaring the week of October 21 through 27, 2012 as National Save for Retirement Week.
9. Consent Agenda Items.
 - a. Approval of Ordinances on First Reading.
 - b. Approval of Ordinances on Second Reading.
 - c. Resolutions and Motions.
10. Public Hearing Items. (There is no Public Hearing scheduled.)
11. Ordinances, Resolutions and Motions
 - a. Approval of Ordinances on First Reading.
 - b. Approval of Ordinances on Second Reading.
 - i. Council Bill No. 49, approving the vacation of 3400 block of South Clarkson Street.
 - ii. Council Bill No. 51, establishing the 2012 Mill Levy to be collected in 2013.
 - iii. Council Bill No. 52, adopting the City of Englewood Budget for Fiscal Year 2013.
 - iv. Council Bill No. 53, appropriating funds for the City of Englewood for Fiscal Year 2013.
 - v. Council Bill No. 54, adopting the Budget for the Littleton/Englewood Wastewater Treatment Plant for Fiscal Year 2013.
 - vi. Council Bill No. 55, appropriating funds for the Littleton/Englewood Wastewater Treatment Plant for 2013.

Please note: If you have a disability and need auxiliary aids or services, please notify the City of Englewood (303-762-2405) at least 48 hours in advance of when services are needed.

c. Resolutions and Motions.

- i. Recommendation from the Littleton/Englewood Wastewater Treatment Plant to approve, by motion, a construction contract for a roof replacement project at the administration building. Staff recommends awarding the bid to the lowest acceptable bidder, D & D Roofing, Inc., in the amount of \$137,720. **Staff Sources: Stewart H. Fonda, Director of Utilities and Chong Woo, Engineering/Maintenance Manager.**

12. General Discussion.

- a. Mayor's Choice.
- b. Council Members' Choice.

13. City Manager's Report.

14. City Attorney's Report.

- a. Council Bill No. 56 - Emergency bill for an ordinance enacting a temporary suspension or moratorium on the establishment of any new business which sells, manufactures or cultivates marijuana should Amendment 64 be approved by the voters.

15. Adjournment.



PROCLAMATION

WHEREAS, the cost of retirement continues to rise in the United States and the need for greater savings grows; and

WHEREAS, many employees may not be aware of their retirement savings options or may not be taking full advantage of their workplace defined contribution plans to the full extent allowed by law; and

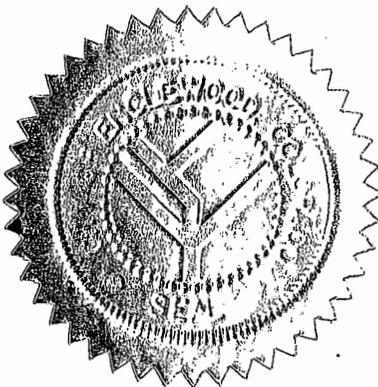
WHEREAS, all workers, including public and private sector employees, employees of tax-exempt organizations and self-employed individuals can benefit from increased awareness of the need to save for retirement;

NOW THEREFORE, I, Randy P. Penn, Mayor of the City of Englewood, Colorado, hereby proclaim **the week of October 21st through 27th, 2012** as:

NATIONAL SAVE FOR RETIREMENT WEEK

in the City of Englewood, Colorado.

GIVEN under my hand and seal this 15th day of October, 2012.



Randy P. Penn, Mayor



M E M O R A N D U M

C O M M U N I T Y D E V E L O P M E N T

TO: Mayor and City Council

THROUGH: Mike Flaherty, Acting City Manager

FROM: Alan White, Community Development Director

DATE: October 15, 2012

SUBJECT: Ordinance Vacating 3400 Block of S. Clarkson

During public testimony and discussion of this Council Bill, it was mentioned or inferred on several occasions that Craig (and presumably Swedish) should pay the City for the right-of-way being vacated. This has not been the practice of Englewood in the past and is not common practice of other jurisdictions.

It is a standard practice to require the dedication of right-of-way at no cost to a local jurisdiction at the time of subdivision approval. C.R.S 31-23-107 states that streets designated or described for public use on a plat are public property and the fee title thereto is vested in the city. In many cases the subdivider is also required to construct the street, curb, gutter, and sidewalks and install utilities within the right-of-way. In return, a city or county agrees to accept the right-of-way and the improvements as their maintenance responsibility.

When right-of-way is vacated, it is usually accomplished without compensation because the land was originally given to the city or county at no cost. Furthermore, in Colorado the rule of law is that the title of a vacated portion of a street vests in the adjoining owner. There is no statutory requirement for compensation by those adjacent owners.

The right-of-way for the 3400 block of South Clarkson was dedicated when two separate subdivisions were approved. The east half was dedicated by W.J. Barker through the Evanston Broadway Addition subdivision approved by Arapahoe County in 1890. The west half was dedicated by W. W. Beitenman through the Westview subdivision approved by Arapahoe County in 1908. The City assumed ownership of the right-of-way upon incorporation and annexation. No compensation was provided by the City to the County for assuming ownership of the right-of-way.

Compensation would involve establishing a value for the property. Doing so would be difficult because the shape, dimensions (60 feet wide by 660 feet long) and presence of underground utilities render the parcel next to impossible to develop. The recommended reservation of a utility and transportation easement over the entire right-of-way reduces the development potential of the parcel to zero.

The reservation of the utility and transportation easement over the entire length and width of the vacated right-of-way ensures that the only improvements that can be constructed in the easement are landscaping and pavement. The easement ensures that Craig or Swedish cannot build permanent structures in the vacated right-of-way because permanent structures cannot be built in an easement.

Compensation is not sought where right-of-way vacations are requested because the local jurisdiction benefits from the vacation in a number of ways. In the case of S. Clarkson Street, ownership of the vacated right-of-way would revert to the adjacent property owners, Swedish and Craig. Because the property would revert to private ownership, it would be combined with the adjacent parcels on the tax rolls and would be subject to property taxes.

The City would no longer incur the costs of maintaining the right-of-way, including periodic street repairs, street sweeping, and repairs to or replacement of utility lines that are located in the right-of-way. Any costs involving future maintenance would be borne by the owners, Craig and Swedish.

Future improvements, such as pedestrian lights, benches, street trees and other amenities available for use by the public within the vacated right-of-way are going to be paid for by the landowners. In addition, Craig has indicated it will absorb the costs of re-routing the art shuttle bus, installing signage, and extending the City's intersection monitoring system to critical intersections to address impacts associated with the vacation, all at no cost to the City.

Vacation of the right-of-way will facilitate expansion of Craig Hospital at its current location. If constructed, the City would collect one-time revenues of building use tax; furniture, fixtures and equipment use tax; and building permit fees of approximately \$1.0 million.

Employment at Craig Hospital is approximately 576 full time equivalent employees and 200 part-time and on-call staff. Craig is the third largest employer in the City.

Attachments:

1. Emails and Letters Received Subsequent to the Public Hearing
2. Traffic Impact Study

Subject: FW: I support Craig Hospital's plan to close Clarkson Street

From: Randy Penn
Sent: Friday, October 05, 2012 3:20 PM
To: Leigh Ann Hoffhines
Subject: Fwd: I support Craig Hospital's plan to close Clarkson Street

Begin forwarded message:

From: Thomas Malley <>
Date: October 5, 2012 2:59:56 PM MDT
To: Randy Penn <
Subject: I support Craig Hospital's plan to close Clarkson Street

Dear Mr. Mayor,

My name is Thomas Malley. I am an Englewood resident with the address of 19 Martin Lane, Englewood, CO 80113.

I support Craig Hospital's plan to redevelop their site and close Clarkson Street as part of the process. Although there will be some inconvenience, it will be off-set by the greater safety, since it often seems there are many people running across the street where the hospital and parking lot are, and there are no stop-signs or cross-walks present. Craig is a great asset to Englewood, and improving the site will only help our city.

Thank you very much for your consideration to approving this.

Sincerely,

Thomas Malley
19 Martin Lane
Englewood, CO 80113
303-722-3229

From: Randy Penn
Sent: Friday, October 05, 2012 3:23 PM
To: Leigh Ann Hoffhines
Subject: Fwd: Craig Hospital

Sent from my iPhone

Begin forwarded message:

From: Lindsey Bence < >
Date: October 5, 2012 10:33:33 AM MDT
To: Randy Penn < >
Subject: **Craig Hospital**

Hello there Mr. Penn. Hopefully you remember me (Lindsey Bence from Englewood HS). I have been working at Craig Hospital for the last 5 years and I fully support their plan to close Clarkson. I have seen patients and staff almost get hit by cars way too many times trying to cross Clarkson. I think making our hospital more of a campus would ensure everyone's safety much more than the current set up. My husband, Curtis DuCommun also supports their plan and I will have him email you as well. Thanks so much for your time Coach Penn :-)

Lindsey Bence
2964 S. Sherman st. Englewood 80113

Subject: FW: Craig Hospital Expansion Project

From: Mayfield, Donnye
Sent: Friday, October 05, 2012 5:01 PM
To: Randy Penn
Subject: Craig Hospital Expansion Project

Dear Mayor Penn,

I would like to express my support for the closure of Clarkston Street at Craig Hospital. I would appreciate your consideration and embracement of this opportunity to create a safe campus environment at Craig Hospital. I have elevator service technicians and elevator repairmen that traverse Clarkston on a daily basis as they provide services for Craig Hospital staff and patients. In my opinion it would be a convenient and safe enhancement to the overall daily activities for Craig Hospital patients, staff, and vendor services.

Thanking you in advance for your time and earnest consideration of our support for the Craig Hospital expansion.

Kind regards,

Donnye Mayfield
Service Operations Manager

ThyssenKrupp Elevator Americas
7367 Revere Parkway, Unit 2-A
Centennial, CO 80112
Direct: 720-274-3509 Cell: 720-474-9028
Fax: 866-223-1667

As you are aware, messages sent by e-mail can be manipulated by third parties. For this reason our e-mail messages are generally not legally binding. This electronic message (including any attachments) contains confidential information and may be privileged or otherwise protected from disclosure. The information is intended to be for the use of the intended addressee only. Please be aware that any disclosure, copy, distribution or use of the contents of this message is prohibited. If you have received this e-mail in error please notify me immediately by reply e-mail and delete this message and any attachments from your system. Thank you for your cooperation.

Subject: FW: closure of Clarkson Street

From: "Hulse, Kathy" <_____
Date: October 8, 2012, 7:16:49 AM MDT
To: Randy Penn
Subject: re: closure of Clarkson Street

Dear Mayor Penn and City of Englewood City Council:

My husband and I are writing in support of closure of Clarkson Street for Craig Hospital. I have worked at Craig for over 23 years and have seen it expand over the years to accommodate the need for the specialized services that Craig has to offer to the community, Colorado, and all over the United States. It is a world class organization with staff and patients who care about each other. It is my understanding that Swedish Medical Center is in support of this as well, which was my main concern with the ambulances accessing Swedish.

My husband and I decided to buy a home in Englewood 14 years ago after working in Englewood 9 years. It's a "small-town" community feel and we are truly proud to live in Englewood.

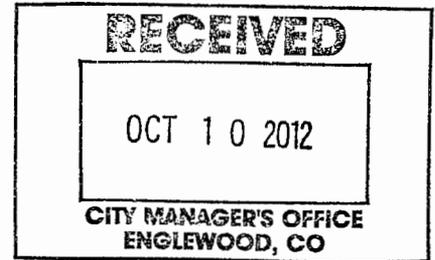
Sincerely,

Herbert Johnson & Kathy Hulse Johnson
1081 W. Oxford Place
Englewood, CO 80110
303-762-6491

Kathy Hulse, LCSW
Patient & Family Services Counselor – Outpatient
Phone: 303-789-8337
Fax: 303-789-8244
www.craighospital.org

Craig Hospital 

Caring exclusively for patients with spinal cord and brain injuries.



October 8, 2012

Dear Mayor Penn and City Council members,

My husband, Gary, and I are past Board members of Craig Hospital. We have had family and friends be patients at the hospital. We greatly admire the programs and policies of Craig Hospital and are writing in support of the Craig Hospital request to close the block of Clarkson between their east and west buildings.

We are very familiar with that part of Englewood as we have lived in Cherry Hills Village for over forty years. Currently we go to doctors in the Swedish Hospital buildings. Occasionally we have a family member in the hospital itself.

Making changes on a neighborhood street is always difficult. Nonetheless, we support Craig's request as their programs simply transform lives. Currently, crossing that street is dangerous for their patients and family members. Having Craig Hospital in your community is an asset that puts Englewood on a national map. We want Craig to remain ranked in the Top Ten rehabilitation centers in the country. They need to make changes to their campus to keep up their quality of service.

If you have never visited the hospital, you might set up a tour for the Council. Craig Hospital performs miracles on a daily basis. There are not many places that do that.

Sincerely,

Ann Polumbus

Gary Polumbus

4001 South Dexter St

Englewood, CO 80113

EWING & EWING PC
ATTORNEYS AT LAW

3601 S. Pennsylvania Street
Englewood, CO 80113
Telephone 303 761 1400

Facsimile 303 761 8100
Toll Free 877 766 1400
E Mail

R. CRAIG EWING

Also admitted in Hawai'i, Maine and Massachusetts

October 8, 2012

Mayor Randy Penn
City of Englewood
1000 Englewood Parkway
Englewood, CO 80110-2373

Re: Craig Hospital – Proposed closure of Clarkson Street

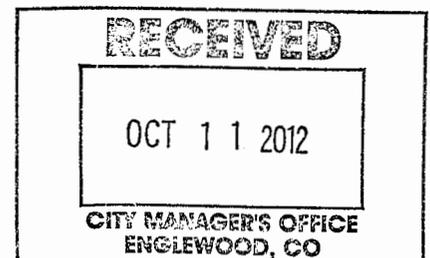
Dear Mayor Randy Penn:

I am a business owner and own my building in Englewood at the above address. I wanted to let you know that I wholeheartedly support Craig Hospital's proposed closure of Clarkson between the east and west Craig Hospital buildings. I have long considered traffic at this location to be a risky proposition.

Sincerely,

R. Craig Ewing

RCE/hcl



EWING & EWING PC
ATTORNEYS AT LAW

3601 S. Pennsylvania Street
Englewood, CO 80113
Telephone 303 761 1400

Facsimile 303 761 8100
Toll Free 877 766 1400
E Mail

R. CRAIG EWING

Also admitted in Hawai'i, Maine and Massachusetts

October 8, 2012

Mayor Randy Penn
City of Englewood
1000 Englewood Parkway
Englewood, CO 80110-2373

Re: Craig Hospital – Proposed closure of Clarkson Street

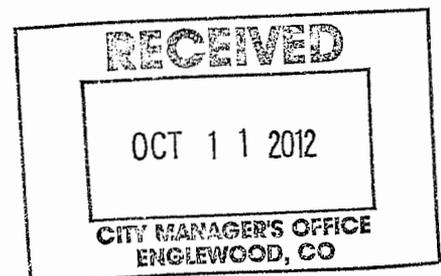
Dear Mayor Randy Penn:

I work in Englewood at the above address. I support Craig Hospital's request to close Clarkson. Not only is it safer, Craig Hospital's traffic studies indicate that traffic on other streets would not be an issue.

Sincerely,

Heidi Loeffel, Paralegal to
R. Craig Ewing

/hcl



**CLARKSON STREET CLOSURE
TRAFFIC AND PEDESTRIAN IMPACT ASSESSMENT**

Prepared for:

RTA Architects
19 S. Tejon Street, Suite 300
Colorado Springs, CO 80903

Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
(303) 721-1440

Project Manager: Jeff Ream, P.E. PTOE

FHU Reference No. 12-091-01
July 2012

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION-----	1
II. EXISTING CONDITIONS-----	4
A. Surrounding Land Use-----	4
B. Roadway Network-----	4
C. Existing Traffic Volumes and Traffic Operations-----	5
III. CLARKSON STREET CLOSURE CONDITIONS-----	8
A. Proposed Closure-----	8
B. Traffic Redistribution-----	8
IV. SUMMARY AND RECOMMENDATIONS-----	13

APPENDIX A TRAFFIC COUNTS

APPENDIX B LEVEL OF SERVICE WORKSHEETS

LIST OF FIGURES

	<u>Page</u>
Figure 1. Vicinity Map-----	2
Figure 2. Site Plan-----	3
Figure 3. Existing Traffic Conditions-----	7
Figure 4. Trip Distribution with Clarkson Closure-----	9
Figure 5. Traffic Conditions with Clarkson Closure-----	12

LIST OF TABLES

Table 1. Existing Pedestrian-Vehicle Exposure-----	6
Table 2. Pedestrian-Vehicle Exposure with Clarkson Closure-----	11

I. INTRODUCTION

Craig Hospital in Englewood, Colorado is currently updating the Master Plan for their campus. As currently developed, Clarkson Street runs north-south through the center of their site, and while there is a 2nd floor pedestrian bridge across the street, there still is a significant amount of pedestrian crossing activity at street level. To improve safety for patients, visitors and staff crossing the street, the hospital is proposing to close Clarkson between Girard Avenue and Old Hampden Avenue. Subsequent conversations with the City of Englewood's engineering staff have indicated that they will need an assessment of impacts on the closure on vehicle and pedestrian traffic along Old Hampden Avenue and Logan Avenue, as much of the traffic currently using Clarkson is bound for Swedish Medical Center and will shift to those streets when Clarkson is closed.

Approximately 4,700 vehicles per day use the segment of Clarkson through the Craig Hospital site. **Figure 1** shows the roadway network surrounding the project site and **Figure 2** shows a preliminary Master Plan for Craig Hospital with the street closed.

This study assesses the impacts to traffic and pedestrians on the adjacent roadways surrounding the Craig Hospital and Swedish Medical Center campuses. It includes an assessment of the current level of pedestrian and vehicle traffic volumes on those roadways, as well as an assessment of how pedestrian and vehicle traffic conditions would change when Clarkson is closed.

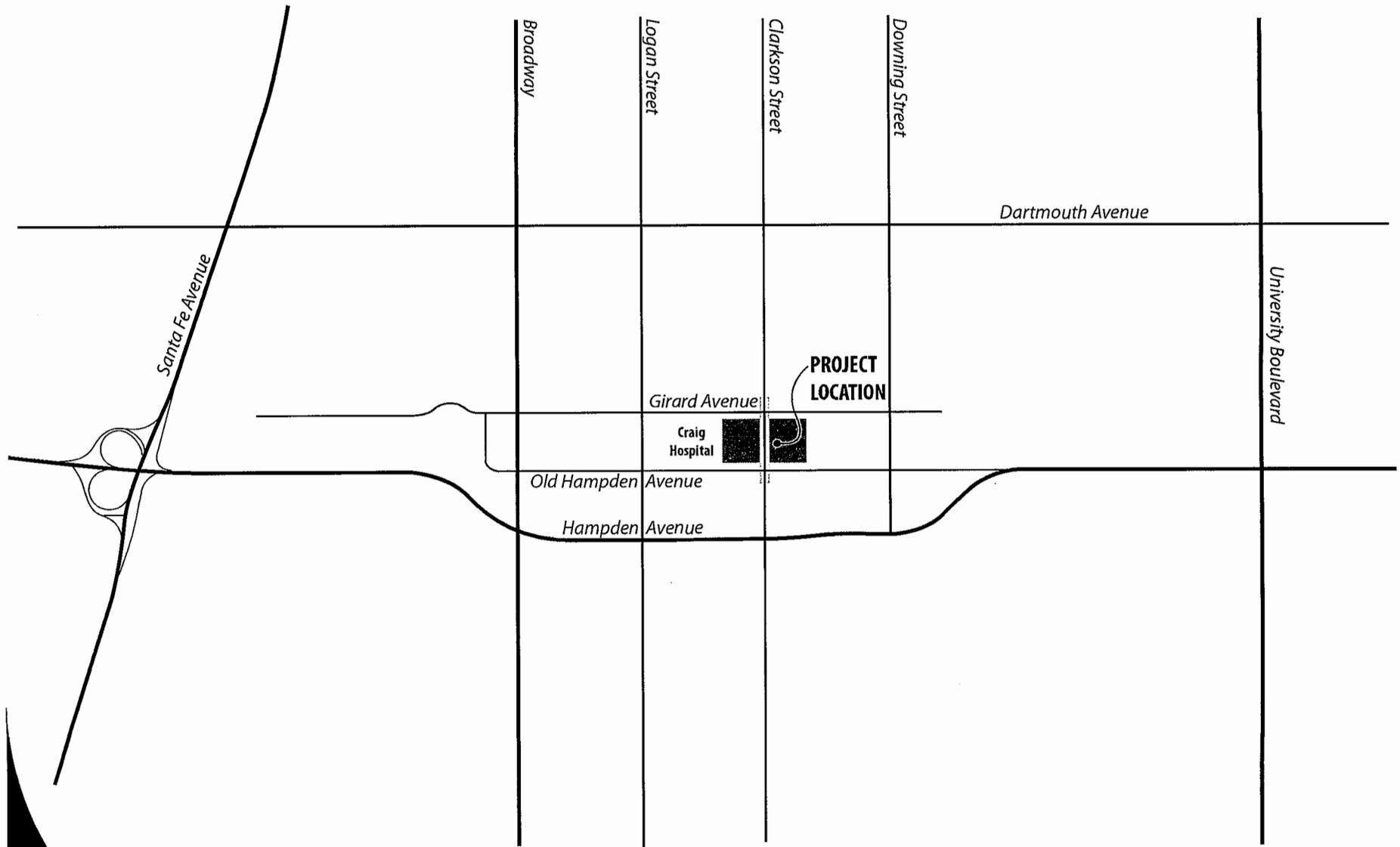


Figure 1
Vicinity Map



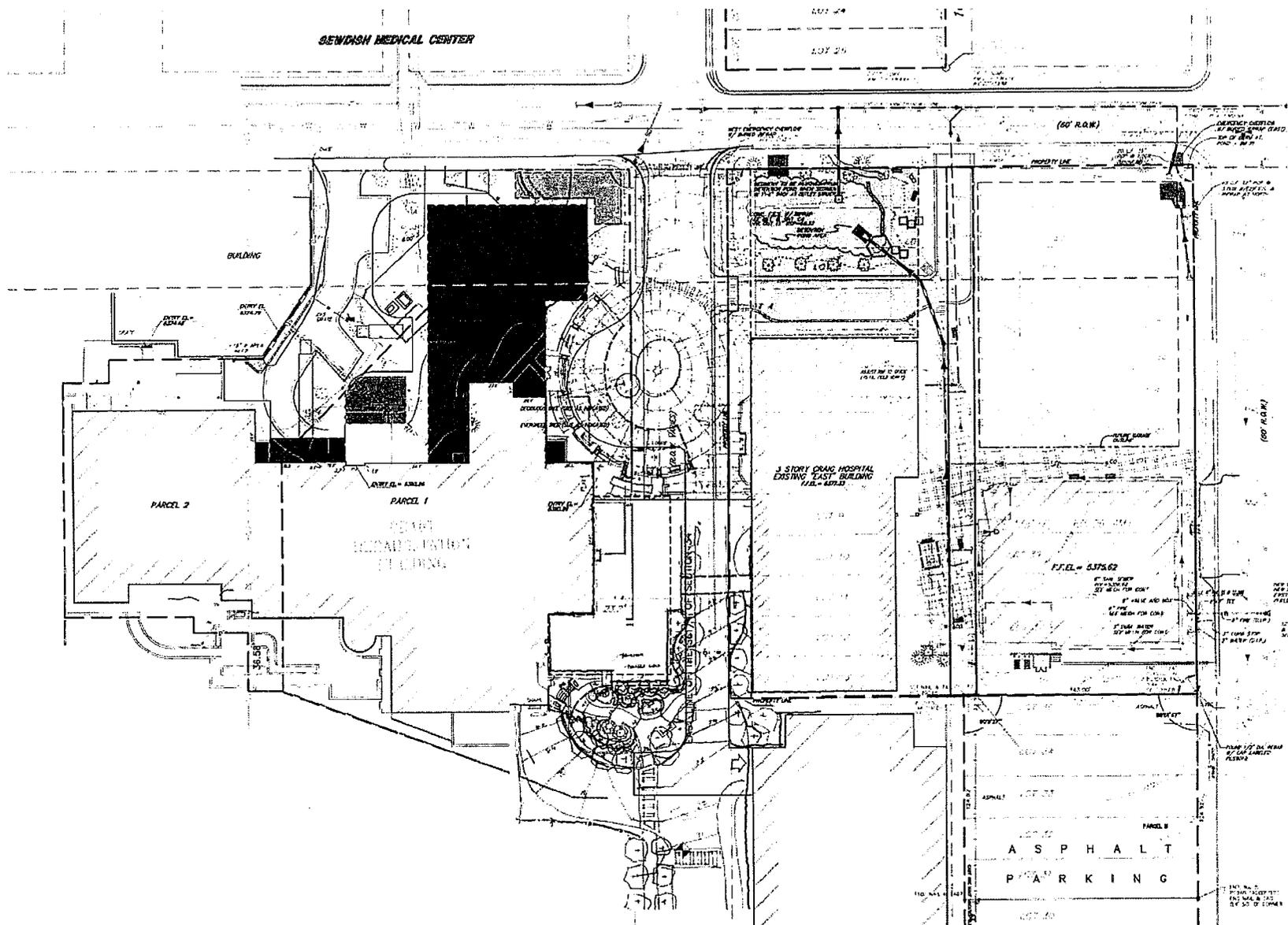


Figure 2
Site Plan

II. EXISTING CONDITIONS

A. Surrounding Land Use

Craig hospital is a part of Englewood's Swedish-Craig Medical Center District (medical district), which also includes Swedish Medical Center to the west and additional medical offices and support facilities to the immediate south and east. Parking garages for Craig Hospital are located on the east side of Clarkson both north and south of Old Hampden, while garages for Swedish Medical Center are located on the southeast corner of the Logan/Girard intersection, and along the south side of Old Hampden between Pearl and Washington. The area beyond the medical district is primarily residential.

B. Roadway Network

The existing roadway system in the vicinity of the site includes the following facilities:

- **Logan Street.** Logan Street is a north-south collector/arterial that is located along the west side of Swedish Medical Center. It has a two-lane cross section with auxiliary turn lanes at key intersections, and a posted speed limit of 30 miles per hour (mph). The Girard Street and Old Hampden Avenue intersections are signalized, as is the US 285 intersection one block south, making Logan one of the primary access roads for the medical district.
- **Clarkson Street.** Clarkson Street is a north-south collector/arterial that is located along the travels through the Craig Hospital site near the east side of the medical complex. It also has a two-lane cross section with auxiliary turn lanes at key intersections, and a posted speed limit of 30 mph. Like Logan, the Girard Street and Old Hampden Avenue intersections are signalized, as is the US 285 intersection one block south, so it also serves as one of the primary access roads for the medical district. Approximately 225 feet north of Old Hampden Avenue an access to the Craig Hospital parking garage is located on the east side of Clarkson; and a drop-off area/small parking lot and delivery access are located on the west side of Clarkson. Driveways to parking lots/drop-off areas are also located on either side of Clarkson within 50 feet of the Girard intersection.
- **Old Hampden Avenue.** Old Hampden Avenue is an east-west collector/arterial that is located along the south side of the medical complex. It also has a two-lane cross section with auxiliary turn lanes at key intersections, and a posted speed limit of 30 mph. It serves as one of the primary accesses for westbound traffic coming from US 285, and as noted above, both the Clarkson and Logan intersections are signalized. Since several of the primary parking garages for the medical district are located on the south side of Old Hampden and both Swedish and Craig are located on the north side, it experiences a significant number of pedestrian crossings throughout the day. There are three striped crosswalks for these pedestrians; one west of Clarkson at the Swedish garage access, one on the east leg of the Pearl Street intersection at the northwest corner of the Swedish garage, and one on the west leg of the Pennsylvania intersection near a drop-off area to one of the medical office buildings on the Swedish campus.

- **Girard Avenue.** Girard Avenue is an east-west local street that is located along the north side of the medical complex. It has a two-lane cross section with no auxiliary turn lanes at intersections, and a posted speed limit of 30 mph. Since the main entrance and emergency entrance for Swedish are located along Girard, it serves as the primary access for those facilities, and is the main route for ambulances going to the Swedish emergency room. Both the Clarkson and Logan intersections are signalized.

C. Existing Traffic Volumes and Traffic Operations

Traffic Volumes

Existing traffic and pedestrian volumes in the vicinity of the site are presented in **Figure 3**. These volumes are based on AM and PM peak hour turning movement counts and 24-hour daily volume counts conducted in May, 2011 and June, 2012.

The existing traffic counts are presented in **Appendix A**.

Traffic Operations

Traffic operations within the study area were evaluated according to techniques documented in the Highway Capacity Manual, (Transportation Research Board, 2000) (HCM-2000). Level of service (LOS) is a qualitative measure of traffic operational conditions, based on roadway capacity and vehicle delay. Levels of service are described by a letter designation ranging from LOS A to LOS F; with LOS A representing the best possible conditions and LOS F representing congested conditions. For signalized intersections, level of service is calculated for the entire intersection; for unsignalized intersections, levels of service are calculated for movements which must yield right-of-way to other traffic movements.

Figure 3 shows the results of the existing condition analysis, including existing traffic control and current intersection geometry. As the figure indicates, all four signalized intersections operate at either LOS A or LOS B during both peak periods.

Figure 3 also includes the peak hour pedestrian crossing volumes crossing Clarkson between Girard and Hampden (both at the intersections and mid-block), as well as crossing Old Hampden between Clarkson and Logan (at both Clarkson and Logan, as well as at the three unsignalized intersections on Old Hampden).

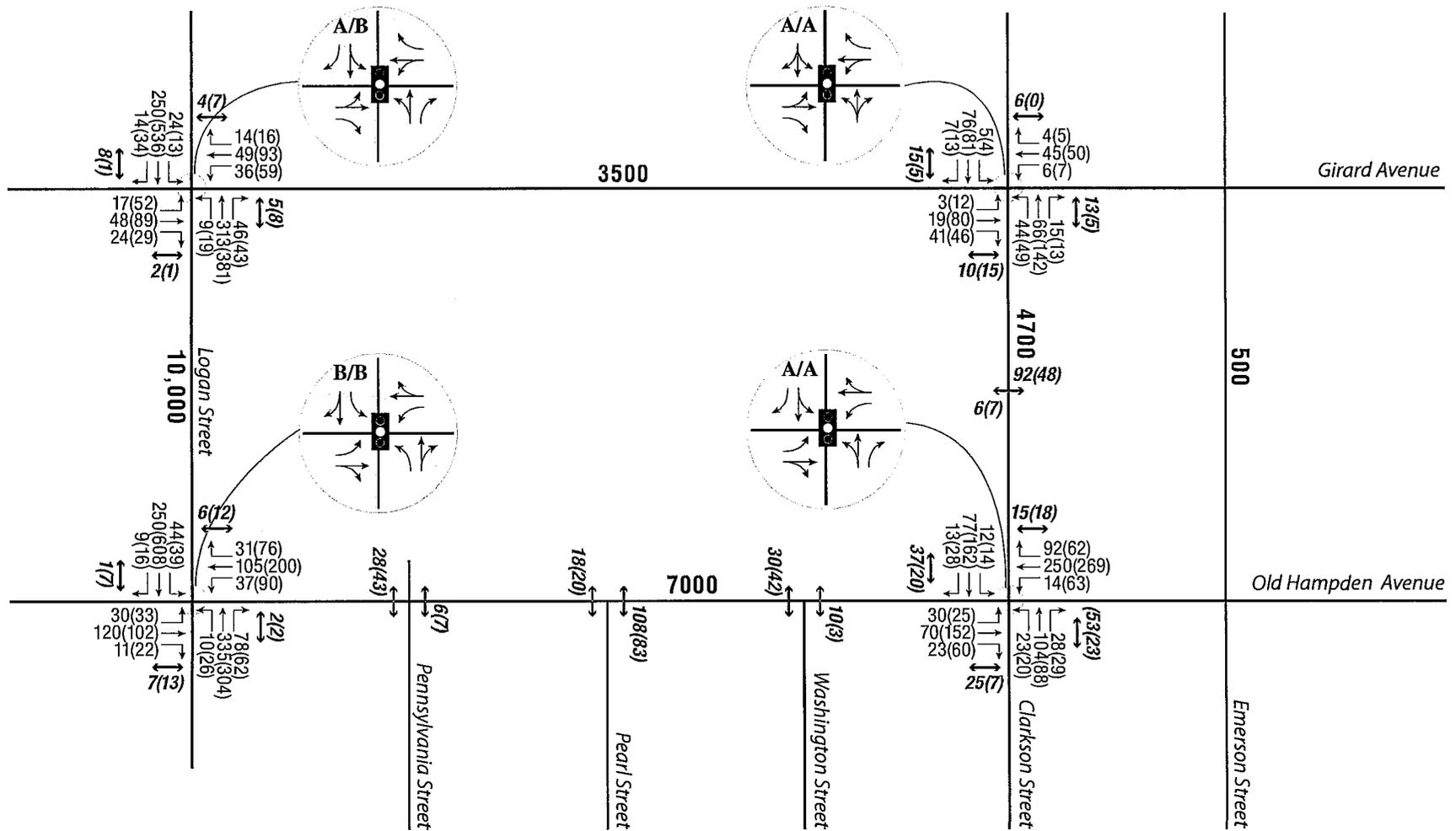
Levels of service analyses worksheets are presented in **Appendix B**.

Both streets exhibit significant pedestrian crossing volumes, with Hampden having approximately 460 crossings during the combined AM/PM peak and Clarkson having approximately 210 crossings during those same periods. **Table 1** shows the vehicle-pedestrian exposure factors for each roadway, which is calculated as the number of pedestrian crossings multiplied by the number of conflicting vehicles at each crossing location. As shown, together the existing total exposure for Clarkson and Hampden is 282,294 pedestrian-vehicles.

Table 1. Existing Pedestrian-Vehicle Exposure

Location	Peak Period	Pedestrian Crossings	Conflicting Vehicles	Pedestrian Exposure ¹
Old Hampden Avenue, Logan to Clarkson				
Logan, east crosswalk	AM Peak	2	415	
	PM Peak	2	569	
Pennsylvania, west crosswalk	AM Peak	28	432	
	PM Peak	43	565	
Pennsylvania, east crosswalk	AM Peak	6	429	
	PM Peak	7	499	
Pearl, west crosswalk	AM Peak	18	422	
	PM Peak	20	505	
Pearl, east crosswalk	AM Peak	108	415	
	PM Peak	83	507	
Washington, west crosswalk	AM Peak	30	414	
	PM Peak	42	518	
Washington, east crosswalk	AM Peak	10	412	
	PM Peak	3	529	
Clarkson, west crosswalk	AM Peak	37	409	
	PM Peak	20	554	
Total, Hampden		459		215,119
Clarkson Street, Girard to Old Hampden				
Girard, south crosswalk	AM Peak	10	247	
	PM Peak	15	338	
Clarkson mid-block	AM Peak	98	288	
	PM Peak	55	359	
Hampden, north crosswalk	AM Peak	15	328	
	PM Peak	18	379	
Total, Clarkson		211		67,175
Total, Both Streets		670		282,294

1. Calculated as pedestrians * conflicting vehicles



LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- X/X) = AM(PM) Peak Hour Pedestrian Volumes
- XXXX = Daily Traffic Volumes
- X/X = AM/PM Peak Intersection Hour Level of Service
-  = Traffic Signal

Figure 3
Existing Conditions

NORTH

III. CLARKSON STREET CLOSURE CONDITIONS

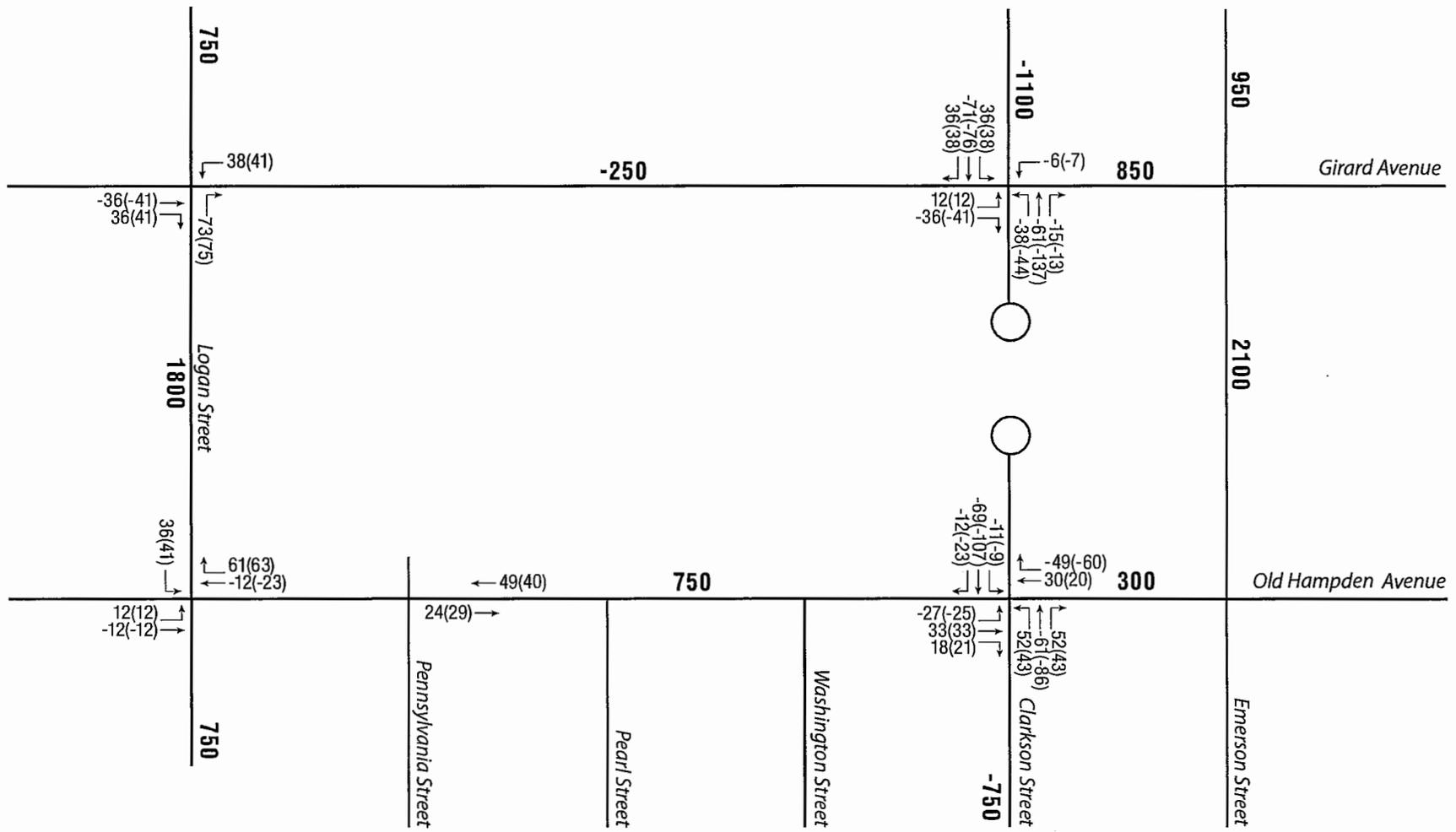
A. Proposed Closure

As shown on **Figure 2**, the current master plan would close Clarkson from a point just south of the drop-off driveway along the north side of the northernmost building on the east side of the road, to a point just north of the entrance to the parking garage structure. By doing so, Clarkson would still provide access to both of those driveways, as well as to the delivery driveway and patient drop-off and parking area on the west side of Clarkson opposite the garage driveway. A cul-de-sac for patient drop-off would be constructed just south of the northern building driveway. Thus, the closure would allow vehicles to drop-off patients from the north and access parking from the south, but would not allow through travel on Clarkson.

B. Traffic Redistribution

Figure 4 shows how peak hour and daily traffic volumes would be re-distributed to the surrounding road system if Clarkson is no longer available as a through route. Trips were distributed to the adjacent roads using the following general assumptions:

- Trips to/from the south on Clarkson: It was assumed that traffic on Clarkson that is destined for the Swedish Medical Center would go west on Hampden, then north on Logan to access the Swedish main entrance and emergency room entrance. Through trips on Clarkson would turn on Hampden, and split evenly between Logan and Emerson, since both retain through access. Trips that were destined to the east on Girard would use Emerson.
- Trips to/from the east on Hampden: It was assumed that 1/3 of the traffic on Hampden that is destined for the Swedish Medical Center would go further west on Hampden, then north on Logan to access the Swedish main entrance and emergency room entrance, and the remaining 2/3 would use Emerson and Girard to access those facilities. Trips on Hampden that used to travel north on Clarkson would now use Emerson.
- Trips to/from the west on Hampden: It was assumed that the traffic on Hampden that is destined for the Craig Hospital drop-off or points further north on Clarkson would now use Logan and Girard as the new travel route.
- Trips to/from the north on Clarkson: Most of the southbound traffic on Clarkson is through traffic destined for US 285, so it was assumed that southbound traffic on Clarkson would turn at Girard and split evenly between Logan and Emerson, since both retain through access to Hampden.
- Trips to/from the east on Girard: It was assumed that all Girard traffic that was headed south on Clarkson would now use Emerson.
- Trips to/from the west on Girard: It was assumed that eastbound traffic on Girard would now use Logan and Hampden as the new travel route.



LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Daily Traffic Volumes

Figure 4
Trip Distribution with Clarkson Closure



NORTH

C. Traffic Conditions with Clarkson Closure

Figure 5 shows the results of the traffic analysis with the closure of Clarkson. As the figure indicates, all four signalized intersections would continue to operate at either LOS A or LOS B during both peak periods, as they do under existing conditions. With the re-routing of traffic from the closure, there is a net increase in traffic at the Logan/Hampden intersection, and a net decrease in traffic at the Clarkson/Girard intersection. The implication of these changes is as follows:

Logan/Hampden: City staff has indicated that peak hour queuing on Hampden at the Logan/Hampden intersection can be problematic on occasion, and has expressed a desire to run fiber-optic cable to the intersection so they can install cameras and monitor traffic from their Traffic Management Center.

The results of the analysis indicate that the increased traffic there would increase queues on the westbound Hampden approach by approximately one vehicle under typical conditions. While this additional queuing and the projected levels of service would not warrant any widening improvements to the intersection, it may be prudent to install communications to the intersection along with the closure of Clarkson to allow the City to monitor the changes in travel patterns and adjust signal timing as appropriate.

Girard/Clarkson: Through traffic on Clarkson destined to/from US 285 is the highest volume traffic movement at this intersection, and with the removal of that movement, there appears to be an opportunity to remove the traffic signal at this intersection. With Clarkson closed to through traffic, southbound traffic volumes turning left and right in the morning would still represent the highest volume traffic movement, while in the evening the southbound approach volumes are generally equal to the eastbound approach. Given these traffic patterns, it would appear that replacing the traffic signal with all-way stop control would be appropriate. In addition, all-way stop control provides a better level of safety for pedestrians than two-way stop control, since vehicles on all approaches would yield to them. As an all-way stop, the intersection would operate at LOS A during both peak periods.

Levels of service analyses worksheets are presented in **Appendix B**.

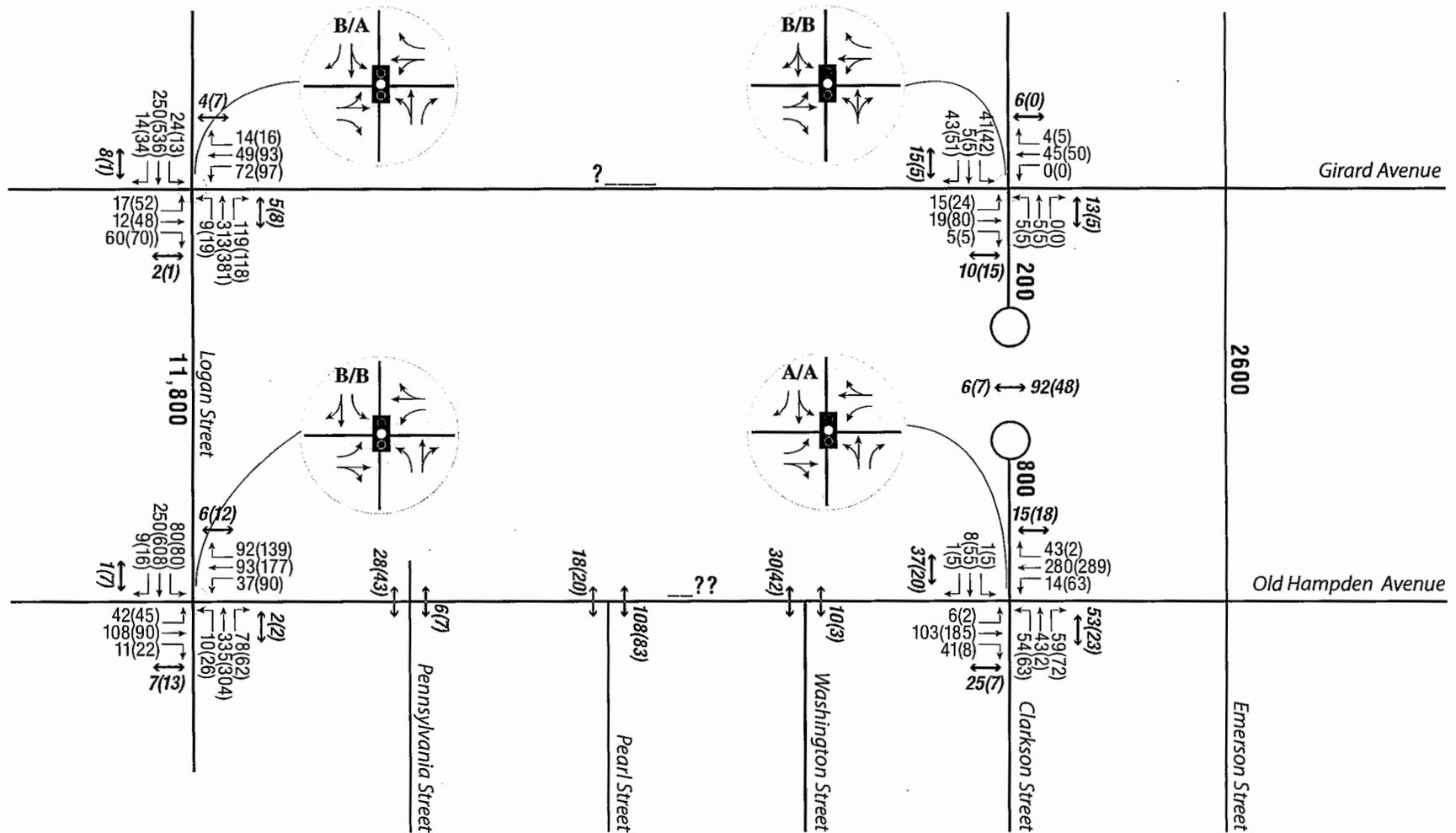
Table 2 shows the vehicle-pedestrian exposure factors for each roadway with the Clarkson closure. For the purpose of the analysis, the number of pedestrians crossing Clarkson at mid-block with the road closed was assumed to be the same as under existing conditions. As indicated, although the closure of Clarkson would increase traffic volumes and pedestrian-vehicle exposure on Hampden, it would still result in a net reduction in the total pedestrian-vehicle exposure for both Clarkson and Hampden combined, and thus has a net benefit on the area.

To mitigate the increased exposure on Hampden, it would be appropriate to upgrade the pedestrian crossing signage at the crosswalk on the east leg of the Pearl Street intersection (the highest volume crosswalk along that road) to one that includes pedestrian-activated flashing lights around the sign, similar to the lighted crossing signage on Inca Street at the garage entrance and at Englewood Parkway.

Table 2. Pedestrian-Vehicle Exposure with Clarkson Closure

Location	Peak Period	Pedestrian Crossings	Conflicting Vehicles	Pedestrian Exposure ¹
Old Hampden Avenue, Logan to Clarkson				
Logan, east crosswalk	AM Peak	2	509	
	PM Peak	2	639	
Pennsylvania, west crosswalk	AM Peak	28	526	
	PM Peak	43	635	
Pennsylvania, east crosswalk	AM Peak	6	523	
	PM Peak	7	569	
Pearl, west crosswalk	AM Peak	18	516	
	PM Peak	20	575	
Pearl, east crosswalk	AM Peak	108	509	
	PM Peak	83	577	
Washington, west crosswalk	AM Peak	30	508	
	PM Peak	42	588	
Washington, east crosswalk	AM Peak	10	506	
	PM Peak	3	599	
Clarkson, west crosswalk	AM Peak	37	512	
	PM Peak	20	631	
Total, Hampden		459		253,458
Clarkson Street, Girard to Old Hampden				
Girard, south crosswalk	AM Peak	10	20	
	PM Peak	15	20	
Clarkson mid-block	AM Peak	98	20	
	PM Peak	55	20	
Hampden, north crosswalk	AM Peak	15	102	
	PM Peak	18	71	
Total, Clarkson		211		11,789
Total, Both Streets with Closure		670		265,247
Total, Both Streets Existing		670		282,294

1. Calculated as pedestrians * conflicting vehicles



LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- X/X = AM(PM) Peak Hour Pedestrian Volumes
- XXXX** = Daily Traffic Volumes
- X/X** = AM/PM Peak Intersection Hour Level of Service
- = Traffic Signal

Figure 5
Traffic Conditions with Clarkson Closure

NORTH



IV. SUMMARY AND RECOMMENDATIONS

Craig Hospital in Englewood, Colorado is currently updating the Master Plan for their campus. As currently developed, Clarkson Street runs north-south through the center of their site, and while there is a 2nd floor pedestrian bridge across the street, there still is a significant amount of pedestrian crossing activity at street level. To improve safety for those patients, visitors and staff, the hospital is proposing to close Clarkson from a point just south of the drop-off driveway along the north side of the northernmost building on the east side of the road, to a point just north of the entrance to the parking garage structure. By doing so, Clarkson would still provide access to both of those driveways, as well as to the delivery driveway and patient drop-off and parking area on the west side of Clarkson, opposite the garage driveway. A cul-de-sac for patient drop-off would be constructed just south of the northern building driveway. Thus, the closure would allow vehicles to drop-off patients from the north and access parking from the south, but would not allow through travel on Clarkson.

Approximately 4,700 vehicles per day use the segment of Clarkson through the Craig Hospital site proposed for closure. These trips were assigned to the adjacent road system based on their trip origins and destinations, and assessment was completed of the impacts to vehicle traffic operations and pedestrians. With the re-routing of traffic from the closure, there is a net increase in traffic at the Logan/Hampden intersection, and a net decrease in traffic at the Clarkson/Girard intersection. The implication of these changes is as follows:

- The traffic analysis indicated that all four signalized intersections surrounding the medical district would continue to operate at either LOS A or LOS B during both peak periods, as they do under existing conditions, so there would not be any need for vehicle capacity improvements to the road system.
- At the Logan/Hampden intersection, the increased traffic from the closure would increase queues on the westbound Hampden approach by approximately one vehicle under typical conditions. While this additional queuing and the projected levels of service would not warrant any widening improvements to the intersection, City staff has indicated that peak hour queuing on Hampden at the Logan/Hampden intersection can be problematic on occasion under existing traffic patterns, so it may be prudent to run fiber-optic cable to the intersection so the City can install cameras to monitor traffic from their Traffic Management Center and adjust signal timing as appropriate.
- At the Girard/Clarkson intersection, with the removal of through traffic on Clarkson, there appears to be an opportunity to remove the traffic signal at this location. Southbound traffic volumes turning left and right stills represent the highest intersection approach volume in the morning, while in the evening the southbound approach volumes are generally equal to the eastbound approach. Given these traffic patterns, replacing the traffic signal with all-way stop control would be appropriate. In addition, all-way stop control provides a better level of safety for pedestrians than two-way stop control, since vehicles on all approaches would yield to them.
- Although the closure of Clarkson would increase traffic volumes and pedestrian-vehicle exposure on Hampden, it would still result in a net reduction in the total pedestrian-

- Although the closure of Clarkson would increase traffic volumes and pedestrian-vehicle exposure on Hampden, it would still result in a net reduction in the total pedestrian-vehicle exposure for both Clarkson and Hampden combined, and thus has a net benefit on the area. To mitigate the increased exposure on Hampden, it would be appropriate to upgrade the pedestrian crossing signage at the crosswalk on the east leg of the Pearl Street intersection (the highest volume crosswalk along that road) to one that includes pedestrian-activated flashing lights around the sign, similar to the lighted crossing signage on Inca Street at the garage entrance and at Englewood Parkway.

The above road system improvements would ensure that, when Clarkson is closed, the remaining roadways surrounding the medical district would continue to function in a safe and efficient manner for both vehicles and pedestrians.

BY AUTHORITY

ORDINANCE NO. _____
SERIES OF 2012

COUNCIL BILL NO. 49
INTRODUCED BY COUNCIL
MEMBER GILLIT

AN ORDINANCE VACATING THE 3400 BLOCK OF SOUTH CLARKSON STREET BETWEEN GIRARD AND HAMPDEN AVENUES IN THE CITY OF ENGLEWOOD, COLORADO BUT RESERVING UTILITY EASEMENTS AND CITY BICYCLE ROUTE ON SOUTH CLARKSON.

WHEREAS, Craig Hospital and Swedish Hospital, as co-applicants submitted application for the vacation of South Clarkson Street between Girard and Hampden Avenues to accommodate a planned expansion of Craig Hospital; and

WHEREAS, the City's concerns with the vacation and subsequent closure have been met with respect to the impact on emergency vehicle access and response times to Swedish Hospital, impacts on non-emergency traffic and circulation patterns in the area and how those closures may impact pedestrian movements and safety in the area; and

WHEREAS, appropriate easements shall be retained for the benefit of the City and other utility suppliers so that sufficient access to utilities is provided; and

WHEREAS, the City of Englewood Bicycle Route on South Clarkson Street shall be retained through the closed street; and

WHEREAS, the eastbound Art Shuttle route will need to be modified to travel north on Emerson instead of Clarkson, then West on Clarkson to a stop at Craig Hospital, the remaining Art Shuttle route remains the same; and

WHEREAS, Craig has committed to the costs of moving stops and printing new route maps associated with the modification to the Art Shuttle routes; and

WHEREAS; future improvements, such as pedestrian lights, benches, street trees and other amenities within the vacated Right-of-Way would be paid for by the landowners; and

WHEREAS, the Planning and Zoning Commission reviewed this vacation request at a public meeting on August 28, 2012 and recommended approval with conditions;

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

Section 1. The City Council of the City of Englewood, Colorado, hereby authorizes vacation of the 3400 Block of South Clarkson as shown on Exhibit A, with the following conditions:

1. City shall retain a Transportation and Utility Easement for utilities over the vacated Right-of-Way
2. A ten foot (10') wide bicycle route on South Clarkson Street shall be retained.
3. Craig Hospital representatives will continue to work with the City 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, measurable and defined traffic plan be put into place to address both traffic flow and safety and pedestrian crossing issues in the area.
6. Craig Hospital shall maintain and be responsible for the Bike Path and the sidewalks.

Introduced, read in full, and passed on first reading on the 17th day of September, 2012.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 21st day of September, 2012.

Published as a Bill for an Ordinance on the City's official website beginning on the 19th day of September, 2012 for thirty (30) days.

A Public Hearing was held on the 1st day of October, 2012.

Read by title and passed on final reading on the 15th day of October, 2012.

Published by title in the City's official newspaper as Ordinance No. ____, Series of 2012, on the 19th day of October, 2012.

Published by title on the City's official website beginning on the 17th day of October, 2012 for thirty (30) days.

Randy P. Penn, Mayor

ATTEST:

Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. ____, Series of 2012.

Loucrishia A. Ellis

EXHIBIT "A"

Clarkson Street Right-of-way, being a part of the southwest $\frac{1}{4}$ (SW $\frac{1}{4}$) of Section 35 and the southeast $\frac{1}{4}$ (SE $\frac{1}{4}$) of Section 34, Township 4 South, Range 68 West of the Sixth Principal Meridian, City of Englewood, County of Arapahoe, State of Colorado more particularly described as follows:

Commencing at the Northwest corner of Section 2, Township 5 South, Range 68 West, from which the East quarter corner of Section 34, Township 4 South, Range 68 West bears N00°06'23"W a distance of 2688.88 feet;

Thence N00°06'23"W along said section line a distance of 30.00 feet to the northerly right-of-way of Hampden Avenue to the **Point of Beginning**;

Thence S89°33'04"W along said northerly right-of-way line a distance of 30.00 feet to a point on the westerly right-of-way line of Clarkson Street;

Thence N00°06'28"W along said westerly right-of-way line a distance of 599.50 feet to a point on the southerly right-of-way line of Girard Avenue;

Thence N89°58'21"E along said southerly right-of-way line a distance of 60.00 feet to a point on the easterly right-of-way line of Clarkson Street;

Thence S00°06'28"E along said easterly right-of-way line a distance of 599.06 feet to a point on said northerly right-of-way line of Hampden Avenue;

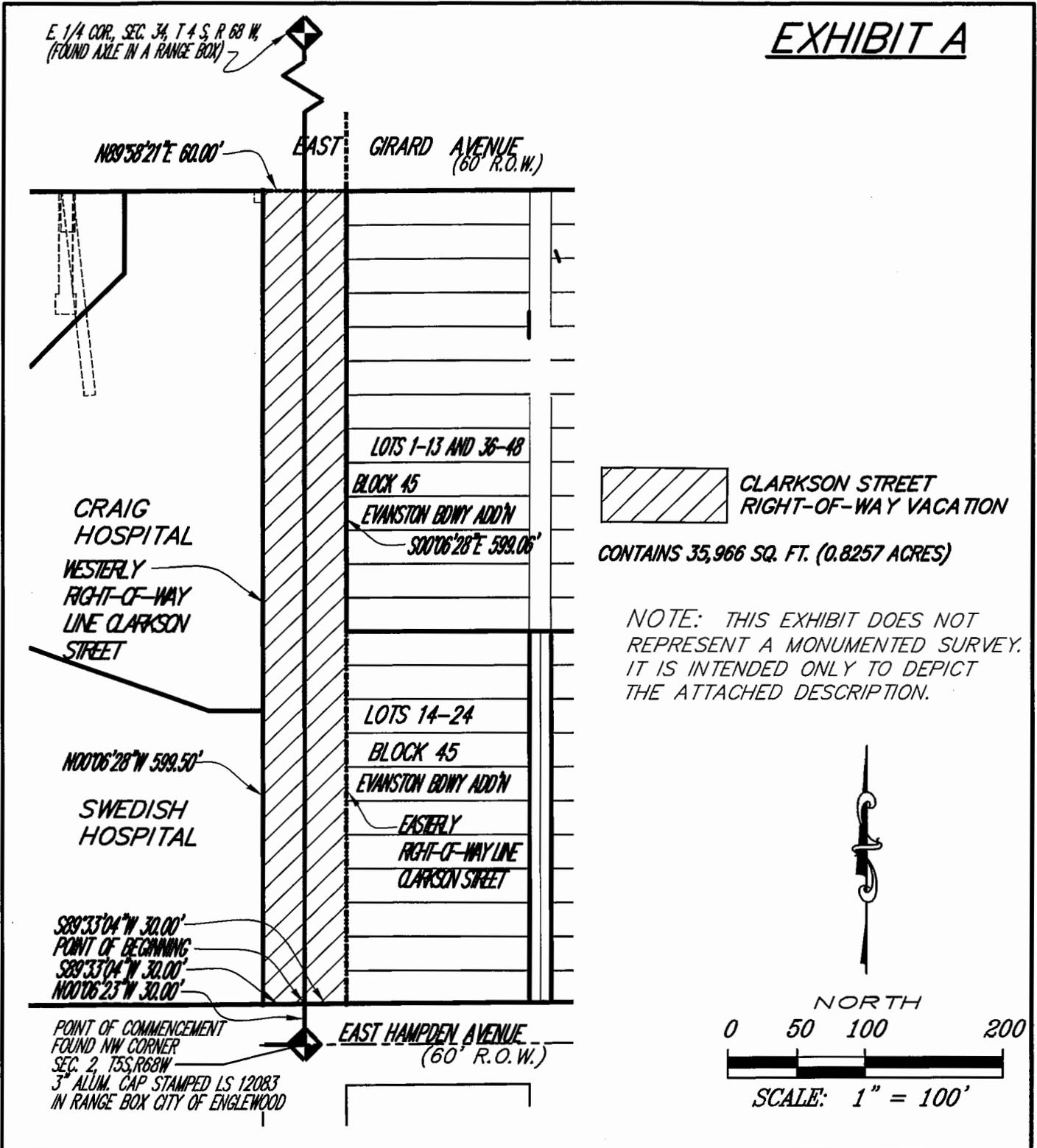
Thence S89°33'04"W along said northerly right-of-way line a distance of 30.00 feet to the **Point of Beginning**;

Said parcel contains 35,966 square feet, (0.8257 acre) more or less, retaining a transportation and utility easement.

Prepared By:

James V. Hastings, Colorado Registered P.L.S. NO. 22917
Anderson and Hastings Consultants, Inc.
12596 West Bayaud Ave., Suite 350
Lakewood, CO 80228
(303) 433-8486

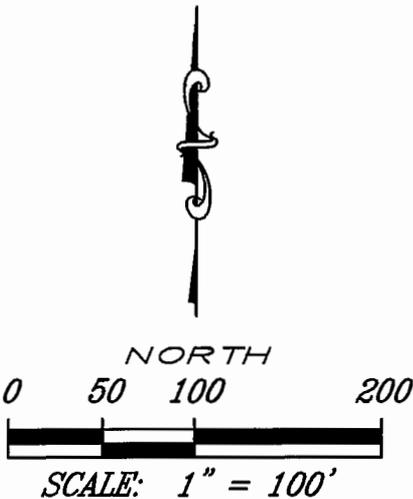
EXHIBIT A



 CLARKSON STREET
RIGHT-OF-WAY VACATION

CONTAINS 35,966 SQ. FT. (0.8257 ACRES)

NOTE: THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED ONLY TO DEPICT THE ATTACHED DESCRIPTION.



ANDERSON & HASTINGS		60' RIGHT-OF-WAY VACATION	
DRAFT BY: BMC	SCALE: 1" = 100'	A PARCEL OF LAND BEING A PORTION OF THE SW 1/4 SECTION 35, T.4S., R.68W., 6TH P.M.	
CHECKED BY: JVH	DATE: 12 SEP 2012		

BY AUTHORITY

ORDINANCE NO. _____
SERIES OF 2012 _____

COUNCIL BILL NO. 51
INTRODUCED BY COUNCIL
MEMBER WOODWARD

AN ORDINANCE FIXING THE TAX LEVY IN MILLS UPON EACH DOLLAR OF THE ASSESSED VALUATION OF ALL TAXABLE PROPERTY WITHIN THE CITY OF ENGLEWOOD, COLORADO.

WHEREAS, it is the duty of the City Council of the City of Englewood, Colorado, under the Englewood Home Rule Charter and Colorado Revised Statutes, to make the annual property levy for City purposes; and

WHEREAS, the City Council has duly considered the estimated valuation of all the taxable property within the City and the needs of the City and of each of said levies and has determined that the levies as hereinafter set forth, are proper and wise; and

WHEREAS, the following levies are permitted under Article X, Section 20 of the Colorado Constitution without a vote by the citizens;

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

Section 1. That there be and hereby is levied for the year of 2012, due and payable as required by statute in the year 2013, a tax of 5.880 mills on the dollar for the General Fund of the City of Englewood, Colorado, and 1.914 mills on the dollar for the General Obligation Bond Debt Service Fund of the City of Englewood, Colorado.

That the levy hereinabove set forth shall be levied upon each dollar of the assessed valuation of all taxable property within the corporate limits of the City of Englewood, Colorado, and the said levy shall be certified by law.

Introduced, read in full, and passed on first reading on the 1st day of October, 2012.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 5th day of October, 2012.

Published as a Bill for an Ordinance on the City's official website beginning on the 3rd day of October, 2012 for thirty (30) days.

Read by title and passed on final reading on the 15th day of October, 2012.

Published by title in the City's official newspaper as Ordinance No. ____, Series of 2012, on the 19th day of October, 2012.

Published by title on the City's official website beginning on the 17th day of October, 2012 for thirty (30) days.

Randy P. Penn, Mayor

ATTEST:

Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. ____, Series of 2012.

Loucrishia A. Ellis

BY AUTHORITY

ORDINANCE NO. _____
 SERIES OF 2012

COUNCIL BILL NO. 52
 INTRODUCED BY COUNCIL
 MEMBER WILSON

AN ORDINANCE ADOPTING THE BUDGET OF THE CITY OF ENGLEWOOD,
 COLORADO, FOR THE FISCAL YEAR 2013.

WHEREAS, pursuant to the provisions of Part I, Article X, of the Charter of the City of Englewood, Colorado, a budget for the fiscal year 2013 was duly submitted by the City Manager to the City Council on September 4, 2012; and

WHEREAS, a public hearing on said budget was held by the City Council within three weeks after its submission at the meeting of the City Council on September 17, 2012. Regular notice of the time and place of said hearing was published within seven days after submission of the budget in the manner provided in the Charter for the publication of an ordinance; and

WHEREAS, the City Council of the City of Englewood has studied and discussed the budget on numerous occasions;

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

Section 1. That the budget of the City of Englewood, Colorado, for the fiscal year 2013, as submitted by the City Manager, duly considered by the City Council and changes made by the City Manager to reflect Council discussion after public hearing, is adopted as the budget for the City of Englewood for the fiscal year 2013.

Section 2. GENERAL FUND

2013 BUDGET

Total Fund Balance, January 1, 2013 \$ 8,626,388

	<u>Revenues</u>
Sales/Use Tax	22,336,277
Property and Specific Ownership Tax	3,128,000
Franchise/Occupation/Cigarette Tax	3,260,552
License/Permits	767,153
Intergovernmental Revenue	1,387,598
Charges for Services	3,270,618
Cultural & Recreation	2,629,173
Fines & Forfeitures	1,368,450
Interest	100,000
Contribution from Component Units	638,829
Other	<u>163,449</u>

Total Revenues	\$ 39,050,099
Other Financing Sources	<u>1,139,574</u>
Total Sources of Funds	\$ 40,189,673

	<u>Expenditures</u>
Legislation	330,436
City Manager's Office	679,653
City Attorney's Office	783,147
Municipal Court	962,993
Human Resources	481,392
Finance and Administrative Services	1,583,684
Information Technology	1,340,211
Community Development	1,324,774
Public Works	5,308,257
Police	11,250,771
Fire	7,889,065
Library Services	1,251,293
Parks and Recreation Services	5,711,776
Contingencies	150,000
Debt Service	<u>2,062,574</u>
Total Uses of Funds	\$ 41,110,026
Total Fund Balance, December 31, 2013	\$ 7,706,035

Section 3. SPECIAL REVENUE FUNDS

Conservation Trust Fund

Fund Balance, January 1, 2013	\$ 10,075
Revenues	\$ 310,000
Expenditures	\$ 309,500
Fund Balance, December 31, 2013	\$ 10,575

Community Development Fund

Fund Balance, January 1, 2013	\$ -0-
Revenues	\$ 350,000
Expenditures	\$ 350,000
Fund Balance, December 31, 2013	\$ -0-

<u>Donors Fund</u>	
Fund Balance, January 1, 2013	\$ 420,122
Revenues	\$ 92,500
Expenditures	\$ 393,780
Fund Balance, December 31, 2013	\$ 118,842
<u>Parks and Recreation Trust Fund</u>	
Fund Balance, January 1, 2013	\$ 446,714
Revenues	\$ 15,000
Expenditures	\$ 320,000
Fund Balance, December 31, 2013	\$ 141,714
<u>Malley Center Trust Fund</u>	
Fund Balance, January 1, 2013	\$ 264,538
Revenues	\$ 5,500
Expenditures	\$ 20,000
Fund Balance, December 31, 2013	\$ 250,038
<u>Open Space Fund</u>	
Fund Balance, January 1, 2013	\$ 106,003
Revenues	\$ 675,000
Expenditures	\$ 780,000
Fund Balance, December 31, 2013	\$ 1,003
<u>Neighborhood Stabilization Program Fund</u>	
Fund Balance, January 1, 2013	\$ 351,983
Revenues	\$ 1,170,000
Expenditures	\$ 1,521,983
Fund Balance, December 31, 2013	\$ -0-

Section 4. DEBT SERVICE FUND

<u>General Obligation Bond Fund</u>	
Fund Balance, January 1, 2013	\$ 48,967
Revenues	\$ 942,000
Expenditures	\$ 958,913
Fund Balance, December 31, 2013	\$ 32,054

Section 5. CAPITAL PROJECT FUNDS

Public Improvement Fund

Fund Balance, January 1, 2013 \$ 681,163

Revenues \$ 3,275,475

Expenditures and Transfers \$ 2,894,574

Fund Balance, December 31, 2013 \$ 1,062,064

Capital Projects Fund

Fund Balance, January 1, 2013 \$ 19,391

Revenues and Transfers In \$ 653,000

Expenditures \$ 641,617

Fund Balance, December 31, 2013 \$ 30,774

Section 6. ENTERPRISE FUNDS

Water Fund

Fund Balance, January 1, 2013 \$ 10,930,946

Revenues \$ 8,710,010

Expenditures \$ 11,813,124

Fund Balance, December 31, 2013 \$ 7,827,832

Sewer Fund

Fund Balance, January 1, 2013 \$ 1,395,840

Revenues \$ 16,722,730

Expenditures \$ 16,822,185

Fund Balance, December 31, 2013 \$ 1,296,385

Storm Drainage Fund

Fund Balance, January 1, 2013 \$ 842,611

Revenues \$ 331,685

Expenditures \$ 316,636

Fund Balance, December 31, 2013 \$ 857,660

Golf Course Fund

Fund Balance, January 1, 2013 \$ 453,694

Revenues \$ 2,101,584

Expenditures \$ 2,186,485

Fund Balance, December 31, 2013 \$ 368,793

Concrete Utility Fund

Fund Balance, January 1, 2013 \$ 351,786

Revenues \$ 884,200

Expenditures	\$ 875,369
Fund Balance, December 31, 2013	\$ 360,617
 <u>Housing Rehabilitation Fund</u>	
Fund Balance, January 1, 2013	\$ 797,685
Revenues	\$ 1,000,000
Expenditures	\$ 1,000,000
Fund Balance, December 31, 2013	\$ 797,685

Section 7. INTERNAL SERVICE FUNDS

<u>Central Services Fund</u>	
Fund Balance, January 1, 2013	\$ 154,874
Revenues	\$ 353,400

Expenditures and Transfers	\$ 395,324
Fund Balance, December 31, 2013	\$ 112,950

<u>Servicenter Fund</u>	
Fund Balance, January 1, 2013	\$ 988,526
Revenues	\$ 2,372,807

Expenditures and Transfers	\$ 2,399,162
Fund Balance, December 31, 2013	\$ 962,171

<u>Capital Equipment Replacement Fund</u>	
Fund Balance, January 1, 2013	\$ 1,435,526
Revenues and Transfers In	\$ 973,994

Expenditures	\$ 1,516,135
Fund Balance, December 31, 2013	\$ 893,385

<u>Risk Management Fund</u>	
Fund Balance, January 1, 2013	\$ 91,980
Revenues	\$ 1,215,910

Expenditures	\$ 1,200,095
Fund Balance, December 31, 2013	\$ 107,795

<u>Employee Benefits Fund</u>	
Fund Balance, January 1, 2013	\$ 1,279
Revenues	\$ 5,679,969

Expenditures	\$ 5,680,194
Fund Balance, December 31, 2013	\$ 1,054

Section 8. That the said budget shall be a public record in the office of the City Clerk and shall be open to public inspection. Sufficient copies thereof shall be made available for the use of the City Council and the public, the number of copies to be determined by the City Manager.

Introduced, read in full, and passed on first reading on the 1st day of October, 2012.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 5th day of October, 2012.

Published as a Bill for an Ordinance on the City's official website beginning on the 3rd day of October, 2012 for thirty (30) days.

Read by title and passed on final reading on the 15th day of October, 2012.

Published by title in the City's official newspaper as Ordinance No. ____, Series of 2012, on the 19th day of October, 2012.

Published by title on the City's official website beginning on the 17th day of October, 2012 for thirty (30) days.

Randy P. Penn, Mayor

ATTEST:

Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. ____, Series of 2012.

Loucrishia A. Ellis

BY AUTHORITY

ORDINANCE NO. _____
SERIES OF 2012 _____

COUNCIL BILL NO. 53
INTRODUCED BY COUNCIL
MEMBER WOODWARD

AN ORDINANCE APPROPRIATING MONIES FOR ALL MUNICIPAL PURPOSES IN THE CITY OF ENGLEWOOD, COLORADO, FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2013, AND ENDING DECEMBER 31, 2013, CONSTITUTING WHAT IS TERMED THE ANNUAL APPROPRIATION BILL FOR THE FISCAL YEAR 2013.

WHEREAS, a public hearing on the Proposed 2013 Budget was held September 17, 2012; and

WHEREAS, the operating budgets and Multiple Year Capital Plan for all City departments and funds were reviewed at a budget workshop held on September 24, 2012; and

WHEREAS, the Charter of the City of Englewood requires the City Council to adopt bills for ordinances adopting the Budget and Appropriation Ordinance no later than thirty days prior to the first day of the next fiscal year.

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

Section 1. That there be and there hereby is appropriated from the revenue derived from taxation in the City of Englewood, Colorado, from collection of license fees and from all other sources of revenue including available fund balances during the year beginning January 1, 2013, and ending December 31, 2013, the amounts hereinafter set forth for the object and purpose specified and set opposite thereto, specifically as follows:

GENERAL FUND

Legislation	\$	330,436
City Manager's Office		679,653
City Attorney's Office		783,147
Municipal Court		962,993
Human Resources		481,392
Finance and Administrative Services		1,583,684
Information Technology		1,340,211
Community Development		1,324,774
Public Works		5,308,257
Police		11,250,771
Fire		7,889,065
Library Services		1,251,293
Parks and Recreation Services		5,711,776
Contingencies		150,000

Debt Service – Civic Center		1,573,000
Debt Service – Other		<u>489,574</u>

Total General Fund	\$	41,110,026
--------------------	----	------------

CONSERVATION TRUST FUND

Total Conservation Trust Fund	\$	309,500
-------------------------------	----	---------

COMMUNITY DEVELOPMENT FUND

Total Community Development Fund	\$	350,000
----------------------------------	----	---------

DONORS FUND

Total Donors Fund	\$	393,780
-------------------	----	---------

PARKS AND RECREATION TRUST FUND

Total Parks and Recreation Trust Fund	\$	320,000
---------------------------------------	----	---------

MALLEY CENTER TRUST FUND

Total Malley Center Trust Fund	\$	20,000
--------------------------------	----	--------

OPEN SPACE FUND

Total Open Space Fund	\$	780,000
-----------------------	----	---------

NEIGHBORHOOD STABILIZATION PROGRAM FUND

Total Neighborhood Stabilization Program Fund	\$	1,521,983
---	----	-----------

GENERAL OBLIGATION BOND FUND

Total General Obligation Bond Fund	\$	958,913
------------------------------------	----	---------

PUBLIC IMPROVEMENT FUND

Total Public Improvement Fund	\$	2,894,574
-------------------------------	----	-----------

CAPITAL PROJECTS FUND

Total Capital Projects Fund \$ 641,617

WATER FUND

Total Water Fund \$ 11,813,124

SEWER FUND

Total Sewer Fund \$ 16,822,185

STORM DRAINAGE FUND

Total Storm Drainage Fund \$ 316,636

GOLF COURSE FUND

Total Golf Course Fund \$ 2,186,485

CONCRETE UTILITY FUND

Total Concrete Utility Fund \$ 875,369

HOUSING REHABILITATION FUND

Total Housing Rehabilitation Fund \$ 1,000,000

CENTRAL SERVICES FUND

Total Central Services Fund \$ 395,324

SERVICENTER FUND

Total ServiCenter Fund \$ 2,399,162

CAPITAL EQUIPMENT REPLACEMENT FUND

Total Capital Equipment Replacement Fund \$ 1,516,135

RISK MANAGEMENT FUND

Total Risk Management Fund \$ 1,200,095

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. ____, Series of 2012.

Loucrishia A. Ellis

BY AUTHORITY

ORDINANCE NO. _____
 SERIES OF 2012

COUNCIL BILL NO. 54
 INTRODUCED BY COUNCIL
 MEMBER GILLIT

AN ORDINANCE ADOPTING THE BUDGET FOR THE LITTLETON/
 ENGLEWOOD WASTEWATER TREATMENT PLANT FOR THE FISCAL
 YEAR 2013.

WHEREAS, a public hearing on said budget was held by the City Council within three weeks after its submission on September 4, 2012. The hearing was held at the meeting of City Council on September 17, 2012, regular notice of the time and place of said hearing having been published within seven days after the submission of the budget in the manner provided in the Charter for the publication of an ordinance; and

WHEREAS, pursuant to the provisions of an agreement between the City of Littleton, Colorado, and the City of Englewood, Colorado, a budget for the fiscal year 2013 was reviewed by the Littleton/Englewood Wastewater Treatment Plant Supervisory Committee and recommended it be submitted to the City Council at their meeting; held on August 7, 2012; and

WHEREAS, the City Council of the City of Englewood, as the administering authority for the Littleton/Englewood Wastewater Treatment Plant, has studied the budget on numerous occasions; and

WHEREAS, it is the intent of the City Council to adopt the 2013 budget for the Littleton/Englewood Wastewater Treatment Plant as now submitted.

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

Section 1. That the budget of the Littleton/Englewood Wastewater Treatment Plant for the fiscal year 2013, as submitted by the Littleton/Englewood Wastewater Treatment Plant Supervisory Committee and duly considered by the City Council after public hearing, is hereby adopted as the budget for the Littleton/Englewood Wastewater Treatment Plant for the fiscal year 2013, as follows:

Littleton/Englewood Wastewater Treatment Plant

Fund Balance – January 1, 2013	\$	115,674
Revenues	\$	16,262,817
Expenditures	\$	16,262,817
Fund Balance – December 31, 2013	\$	115,674

Section 2. That the said budget as accepted shall be a public record in the Office of the City Clerk and shall be open to public inspection. Sufficient copies thereof shall be made available for the use of the City Council and the public, the number of copies to be determined by the City Manager.

Introduced, read in full, and passed on first reading on the 1st day of October, 2012.

Published by Title as a Bill for an Ordinance in the City's official newspaper on the 5th day of October, 2012.

Published as a Bill for an Ordinance on the City's official website beginning on the 3rd day of October, 2012 for thirty (30) days.

Read by title and passed on final reading on the 15th day of October, 2012.

Published by title in the City's official newspaper as Ordinance No. ____, Series of 2012, on the 19th day of October, 2012.

Published by title on the City's official website beginning on the 17th day of October, 2012 for thirty (30) days.

Randy P. Penn, Mayor

ATTEST:

Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. ____, Series of 2012.

Loucrishia A. Ellis

Published as a Bill for an Ordinance on the City's official website beginning on the 3rd day of October, 2012 for thirty (30) days.

Read by title and passed on final reading on the 15th day of October, 2012.

Published by title in the City's official newspaper as Ordinance No. ____, Series of 2012, on the 19th day of October, 2012.

Published by title on the City's official website beginning on the 17th day of October, 2012 for thirty (30) days.

Randy P. Penn, Mayor

ATTEST:

Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of the Ordinance passed on final reading and published by title as Ordinance No. ____, Series of 2012.

Loucrishia A. Ellis

COUNCIL COMMUNICATION

Date October 15, 2012	Agenda Item 11 c i	Subject Administration Building – Roof A and F Replacement Project Construction Contract
INITIATED BY Littleton/Englewood WWTP Supervisory Committee		STAFF SOURCE Stewart H. Fonda, Director of Utilities Chong Woo, Engineering/Maintenance Manager

COUNCIL GOAL AND PREVIOUS COUNCIL ACTION

Council approval of the Capital Infrastructure Projects in the Littleton/Englewood WWTP 2012 Budget.

RECOMMENDED ACTION

The recommended action is to approve, by Motion, a construction contract with D & D Roofing Inc., for the Administration Building – Roof A and F Replacement Project at the Littleton/Englewood Wastewater Treatment Plant in the amount of \$137,720.

BACKGROUND, ANALYSIS, AND ALTERNATIVES IDENTIFIED

The Littleton/Englewood WWTP Administration Building was originally constructed during the 1970s. Since that time several expansion projects and renovations to the building have occurred. Based on recent inspections, it is evident that portions of the building roofing system have reached the end of its useful life. The project will consist of the removal of approximately 14,000 square feet of the existing roofing system and replacement with a new membrane system.

The Bid Opening was conducted on August 30, 2012. The project was well received and a total of three (3) bids were submitted.

D & D Roofing Inc., Commerce City, CO	\$ 137,720
WeatherSure Systems Inc., Sheridan, CO	\$ 142,820
B & M Roofing of Colorado, Frederick, CO	\$ 175,731

D & D Roofing Inc. was identified as the lowest acceptable bidder. Based on our review, D & D's bid is responsive and complete. D & D has extensive experience (>35 years) in the industry and has had previous successful projects with the City of Englewood (Servicenter project in 2009).

We anticipate providing the Notice to Proceed in October 2012. The construction phase is estimated to take two months, with Final Completion in December 2012.

FINANCIAL IMPACT

The bid amount is available in the 2012 capital budget and will be shared 50/50 by the Cities of Englewood and Littleton.

LIST OF ATTACHMENTS

Bid Tabulation Sheet.

BY AUTHORITY

ORDINANCE NO. _____
 SERIES OF 2012

COUNCIL BILL NO. 56
 INTRODUCED BY COUNCIL
 MEMBER _____

A BILL FOR

AN EMERGENCY ORDINANCE CREATING A TEMPORARY SUSPENSION OR MORATORIUM ON THE ESTABLISHMENT OF ANY NEW BUSINESS WHICH SELLS, MANUFACTURES OR CULTIVATES MARIJUANA SHOULD AMENDMENT 64 BE APPROVED BY THE VOTERS.

WHEREAS, there is a proposed amendment on the ballot for the November 6, 2012 election which, if passed, would change Colorado law regarding the regulation and sale of marijuana; and

WHEREAS, the proposed Constitutional amendment sets a deadline for the completion of regulations by the State Department of Revenue to implement this Amendment for July 1, 2013; and

WHEREAS, the moratorium allows thirty (30) additional days to evaluate the State regulations; and

WHEREAS, it is unclear what the effect of these required State regulations will be on the City's current medical marijuana licensing and zoning requirements; and

WHEREAS, a moratorium on the sale of marijuana or the establishment of any new marijuana business which sells, manufacturers or cultivates marijuana is necessary for the City to evaluate the effect of the proposed Amendment 64 and any State regulations on the City's existing regulations as well as any new City regulations which may be required or needed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ENGLEWOOD, COLORADO, THAT THERE SHALL BE A TEMPORARY SUSPENSION OR MORATORIUM ON THE ESTABLISHMENT OF ANY NEW BUSINESS WHICH SELLS, MANUFACTURES OR CULTIVATES MARIJUANA SHOULD AMENDMENT 64 BE APPROVED BY THE VOTERS.

Section 1. An emergency is hereby declared requiring immediate passage of this Ordinance for the immediate preservation of the public property, health, peace and safety; it is hereby declared that an emergency exists and that this Ordinance shall take effect upon its final passage.

Section 2. The moratorium on the sale, manufacture and cultivation of Marijuana is necessary for the City to evaluate the effect of the Amendment and any State regulations on the City's existing marijuana regulations and any new regulations required.

Section 3. During said moratorium the City Council directs City staff to develop appropriate recommendations to Council, consistent with the Constitutional Amendment language and State regulations.

Section 4. The City Council finds the provisions of this Ordinance are temporary in nature and are intended to be replaced by subsequent legislative enactment so that the moratorium or temporary suspension as specified in this Ordinance shall terminate thirty (30) days after July 1, 2013, the effective date of Colorado State Constitutional Amendment Number 64 for 2012.

Section 5. This moratorium shall become effective only if Amendment 64 is approved by the voters of the State of Colorado.

Introduced, read in full, and passed on first reading as an emergency Ordinance on the 15th day of October, 2012.

Published as an Emergency Bill for an Ordinance by Title as a Bill for an Ordinance in the City's official newspaper on the 19th day of October, 2012.

Published as an Emergency Bill for an Ordinance on the City's official website beginning on the 17th day of October, 2012 for thirty (30) days.

Randy P. Penn, Mayor

ATTEST:

Loucrishia A. Ellis, City Clerk

I, Loucrishia A. Ellis, City Clerk of the City of Englewood, Colorado, hereby certify that the above and foregoing is a true copy of an Emergency Bill for an Ordinance, introduced, read in full, and passed on first reading on the 15th day of October, 2012.

Loucrishia A. Ellis