

**AGENDA FOR THE  
ENGLEWOOD CITY COUNCIL  
EXECUTIVE SESSION/STUDY SESSION  
MONDAY, OCTOBER 29, 2012**

- I. **Executive Session**  
At 6:00 p.m. in the City Council Conference Room, City Council will discuss negotiations (Xcel) pursuant to C.R.S. 24-6-402-4(e).
  
- II. **Station Area Master Plan Update**  
At 7:00 p.m. in the Community Room, Community Development Director Alan White and Planner John Voboril will provide an update for the Light Rail Corridor Plan and discuss the Station Area Master Plan.
  
- III. **UDC Amendments – Priorities**  
Community Development Director Alan White will discuss these potential code amendments with City Council.
  - A. PUD Approval Process and Submittal Requirements
  - B. Nano Breweries and Distilleries
  
- IV. **High School Parking**  
City Manager Gary Sears and Public Works Director Rick Kahm will discuss the parking at the new Englewood High School.
  
- V. **Board and Commission Reports**  
City Council will discuss their participation on the various boards and commissions if time permits.
  
- VI. **City Manager’s Choice**
  - A. South Metro Drug Task Force Disband/New Impact Team
  - B. Process for ETAC to recommend to P&ZC
  - C. McAlister’s Deli
  - D. Flood Incentives/Payment In Lieu for Parks/School Rebate of Property Tax
  
- VII. **City Attorney’s Choice**

Agenda for the  
Englewood City Council  
Executive Session/Study Session Continued

VIII. **City Council Choice**

- A. South Platte II Working Group Statement of Purpose



# M E M O R A N D U M

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**TO:** Englewood Planning and Zoning Commission  
**THRU:** Alan White, Community Development Director  
**FROM:** John Voboril, Planner II  
**DATE:** October 16, 2012  
**SUBJECT:** Englewood Light Rail Corridor Plan Progress Report

The Englewood Light Rail Corridor Plan project is a light rail station area master plan for the existing Englewood and Oxford stations, and a potential Bates station. Station area master planning has been made a high priority by the Federal Highway Administration (FHWA). FHWA has set aside Congestion Mitigation and Air Quality funds for station area master plans which are available to local communities through a competitive grant application to the Denver Regional Council of Governments (DRCOG). Englewood was awarded \$120,000 for the Englewood Light Rail Corridor Plan project, with \$30,000 in matching funds from the City.

Community Development issued a Request for Proposal (RFP) to qualified transportation and land use consulting firms in February. A total of 8 proposals were received, reviewed, and rated. The top four firms were shortlisted and invited for interviews. From the interview process, Crandall Arambula, a Portland, Oregon based firm, was the unanimous choice of the interview team. Crandall Arambula has been very active in the Denver region, winning multiple light rail station area master plan projects in Denver and Aurora. The Crandall Arambula team is led by George Crandall and Don Arambula, with the assistance of project manager Jessie Maran.

The original scope of work outlined in the RFP included the following tasks:

- Task 1: Overview and Documentation of Past Planning and Development Efforts
- Task 2: Develop Public Involvement Plan
- Task 3: Documentation of Existing Conditions
- Task 4: Station Area Development Assessment
- Task 5: Development of Station Area Master Plan
- Task 6: Adoption of Final Station Area Master Plan Document

Crandall Arambula proposed a series of four meeting dates over the course of a nine month period to complete the project. Based on past station area master plan projects, Crandall Arambula suggested the creation of a project technical committee (City, RTD, DRCOG staff) and a project steering committee (civic and business leaders, board and commission

representatives). Notices were mailed to both property owners and businesses located within a quarter to half mile of each station, inviting recipients to attend station area stakeholder meetings. Additionally, notices were mailed to 5,000 households within three quarters of a mile from each station, inviting recipients to register for general public meetings.

The first meeting series of meetings were held on August 8<sup>th</sup>. The presentation given by Crandall Arambula was informational and educational in nature. Crandall Arambula followed up the presentation with an exercise that let meeting participants express their concerns, issues, and goals for the project for their particular station area of interest. This information was used to inform the second round of meetings, held on September 27<sup>th</sup>, where Crandall Arambula presented a number of initial land development scenarios for each station, as well as a complete streets vision for a one mile mobility-oriented district designed to facilitate pedestrian and bicycle access to the stations, including a rail trail, bike boulevards, and protected bikeways.

The following land use development scenarios are projected to take place over a twenty year time frame.

### **Bates Station Land Use Development Scenarios**

Two land development scenarios were presented for Bates Station. Scenario one was based on a past development proposal for the General Iron and Winslow Crane site that did not come to fruition. Scenario one included retail use along Dartmouth Avenue, office use in the middle of the development site, and multi-unit residential development around a small green space on the north side of the site. The consultants provided a critique of this scenario based on their extensive experience, expressing that significant retail and class A office development were unlikely to materialize in this location due to relatively low visibility and traffic. Based on this critique, scenario two shows a diminished retail presence at the corner of Galapago Street and Dartmouth Avenue and no office development. A greater diversity of housing types are proposed, including townhomes in addition to multi-story residential, in order to provide a better neighborhood feel and transition. A park-n-ride is also included in this scenario as a major justification for building a station at this location.

### **Englewood Station Land Use Development Scenarios**

Three land development scenarios were developed for Englewood Station that build on each other. Scenario one identifies the aging, low density retail shopping centers east of CityCenter as the most obvious, near-term redevelopment opportunity, along with the existing RTD park-n-ride, and the Sports Authority site. Scenario one envisions the extension of Little Dry Creek as an open space amenity surrounded by new office and housing development at Englewood Marketplace, and a new mixed use retail and housing development at Englewood Plaza. Additional housing is proposed to be built over the existing park-n-ride, and a redevelopment of the Sports Authority site as class A office space campus with improved sports fields and facilities is also identified.

Scenario two envisions building off the new developments in scenario one through major repurposing of CityCenter Englewood. In order to attract significant class A office

development to the site, a linear grand park boulevard is proposed that would be lined with retail on each side. Hampden Avenue would then become a premier location for office redevelopment. The Walmart site would also be repurposed and intensified as a more urban retail format that may include a new urban-style Walmart.

Scenario three expands the previous scenario concept further through the construction of a major new connection tunneling under the railroad tracks and Santa Fe Drive at Floyd Avenue that would extend across the South Platte River. According to the consultants, this type of project would be a good candidate for a Transportation Investment Generating Economic Recovery (TIGER) infrastructure grant. The new connection would open up the west side of Santa Fe Drive to major redevelopment opportunities and create a connection to the South Platte River.

### **Oxford Station Land Use Development Scenarios**

Scenario one focuses on the large properties immediately surrounding the station, including the Meadow Gold Dairy, Sam's Automotive, and the Martin Plastics block. The consultants believe that redevelopment around the Oxford Station is likely to be dominated by multi-unit residential developments. A small amount of retail space directly across the street from the station platform may also be viable. A park-n-ride, a stated desire of property stakeholders, is also included in the scenario.

Scenario two represents a more aggressive strategy to transform the area from an existing industrial district to a transit-oriented residential community. This strategy would require the City to commit to the acquisition of a significant park space northeast of the station platform that would serve as an amenity to attract major multi-unit residential redevelopment of the area.

Scenario maps for each station are attached for your reference. For more detailed information, please go to [www.englewood-light-rail-plan.info](http://www.englewood-light-rail-plan.info) to view the second meeting presentation.

### **Next Meeting**

Crandall Arambula will return on November 29<sup>th</sup> for a third round of meetings. Refinements to the previous scenarios and a number of new scenarios, based on input received at the previous round of meetings, are anticipated.

Att: Bates Station Scenarios One and Two  
Englewood Station Scenarios One, Two, and Three  
Oxford Station Scenarios One and Two

C: Alan White  
Tricia Langan  
Harold Stitt  
File



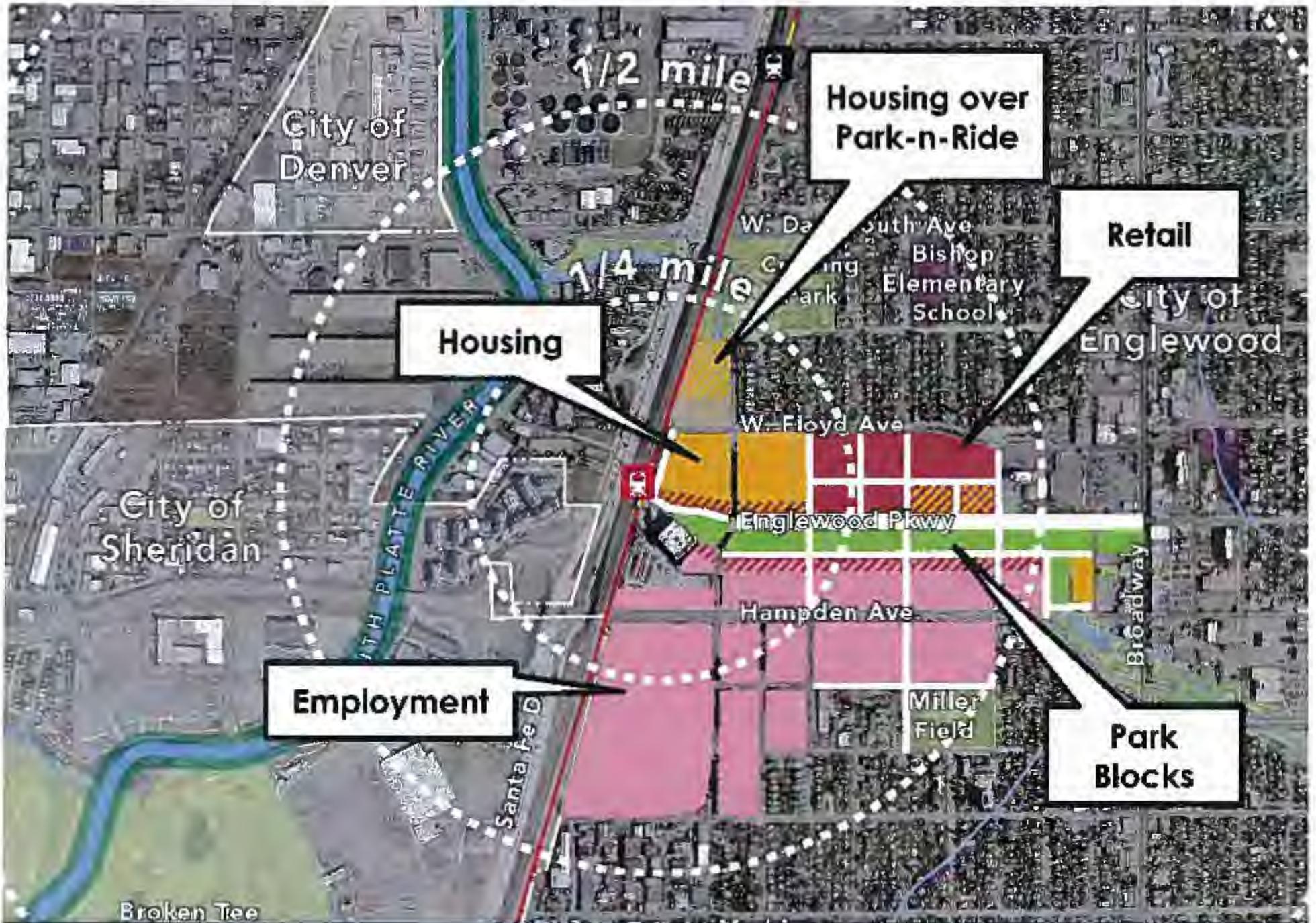
**Scenario 1- Future Bates Station**



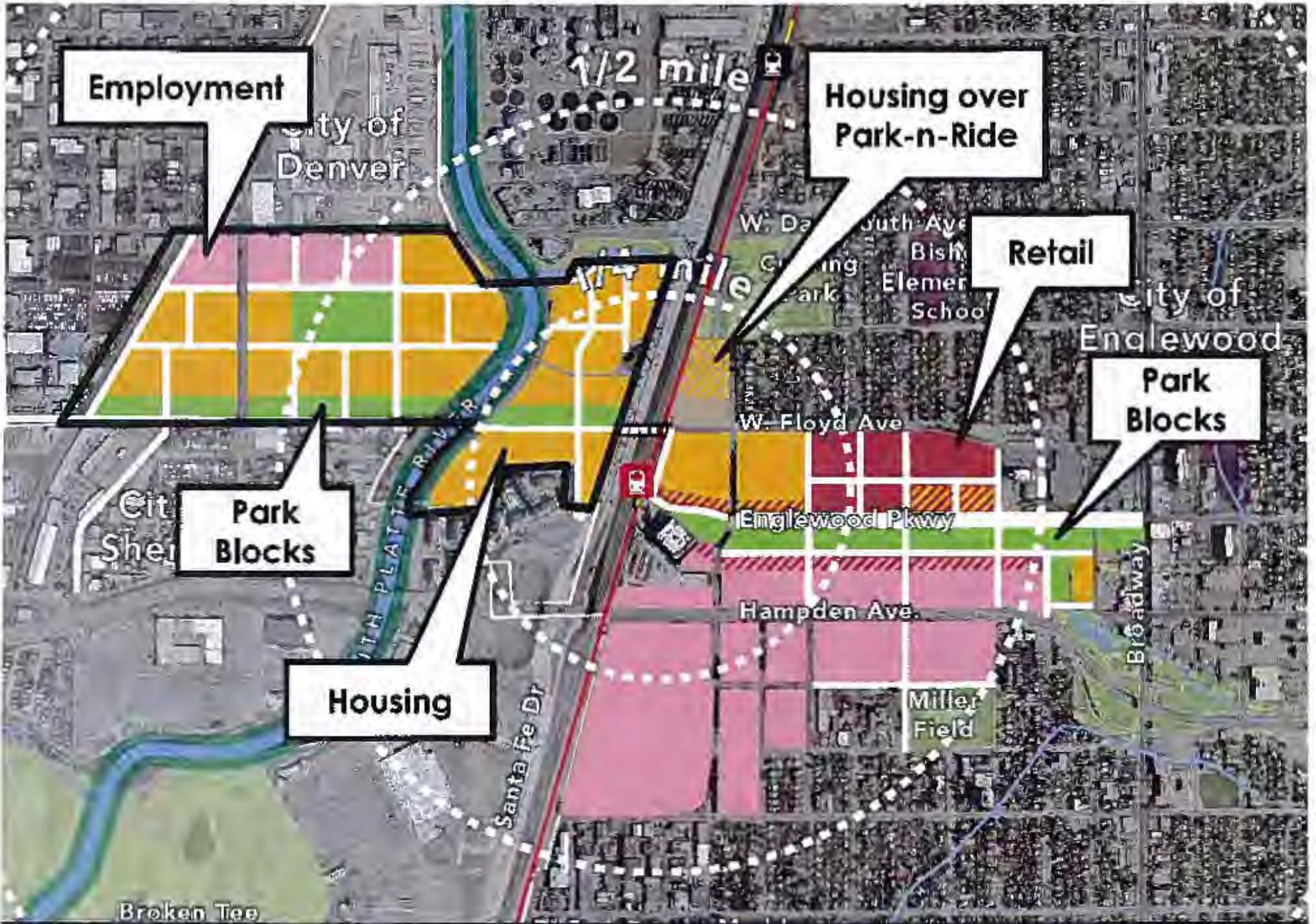
**Scenario 2 – Future Bates Station**



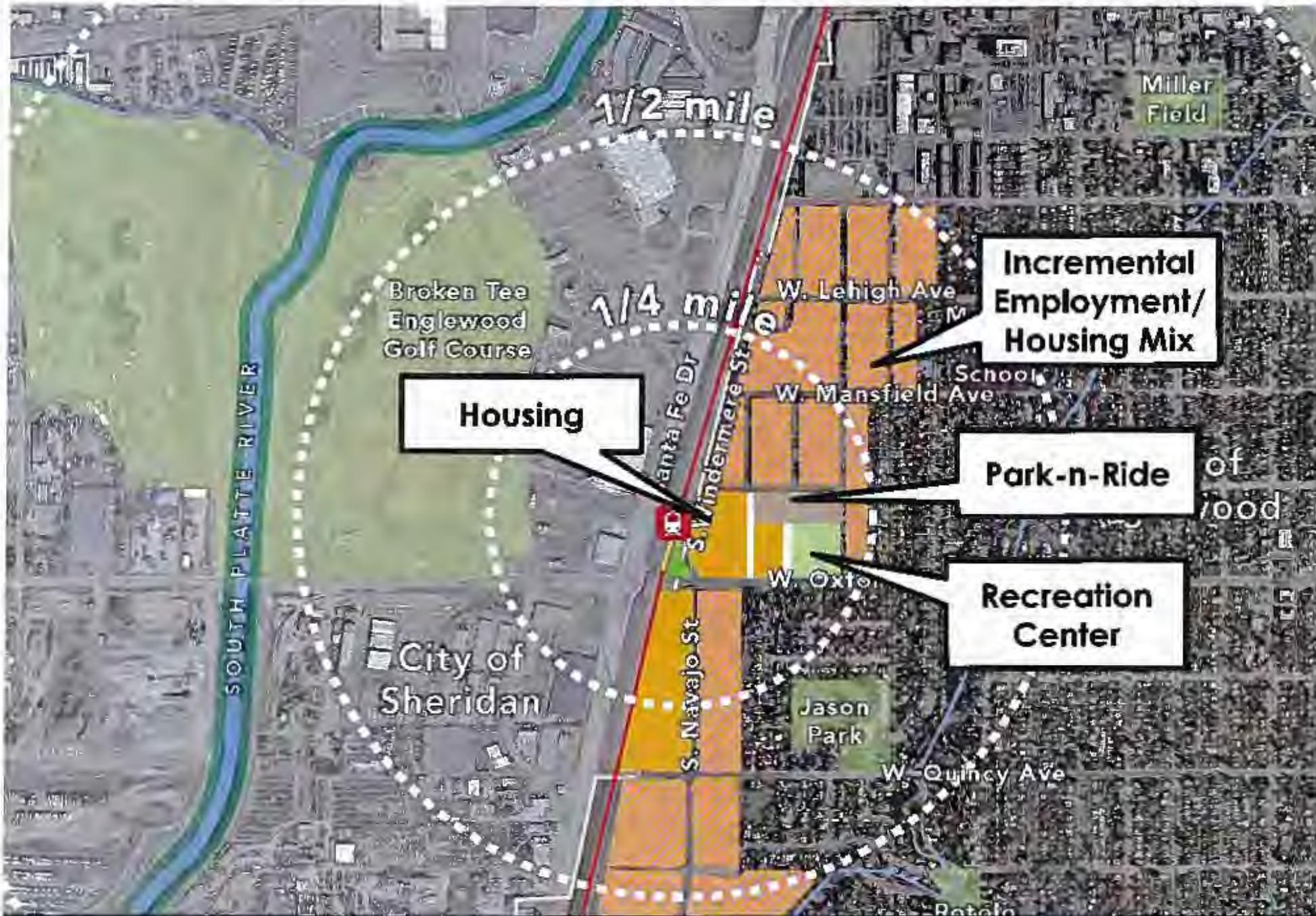
**Scenario 1 – Englewood Station**



**Scenario 2 – Englewood Station**



**Scenario 3 – Englewood Station**



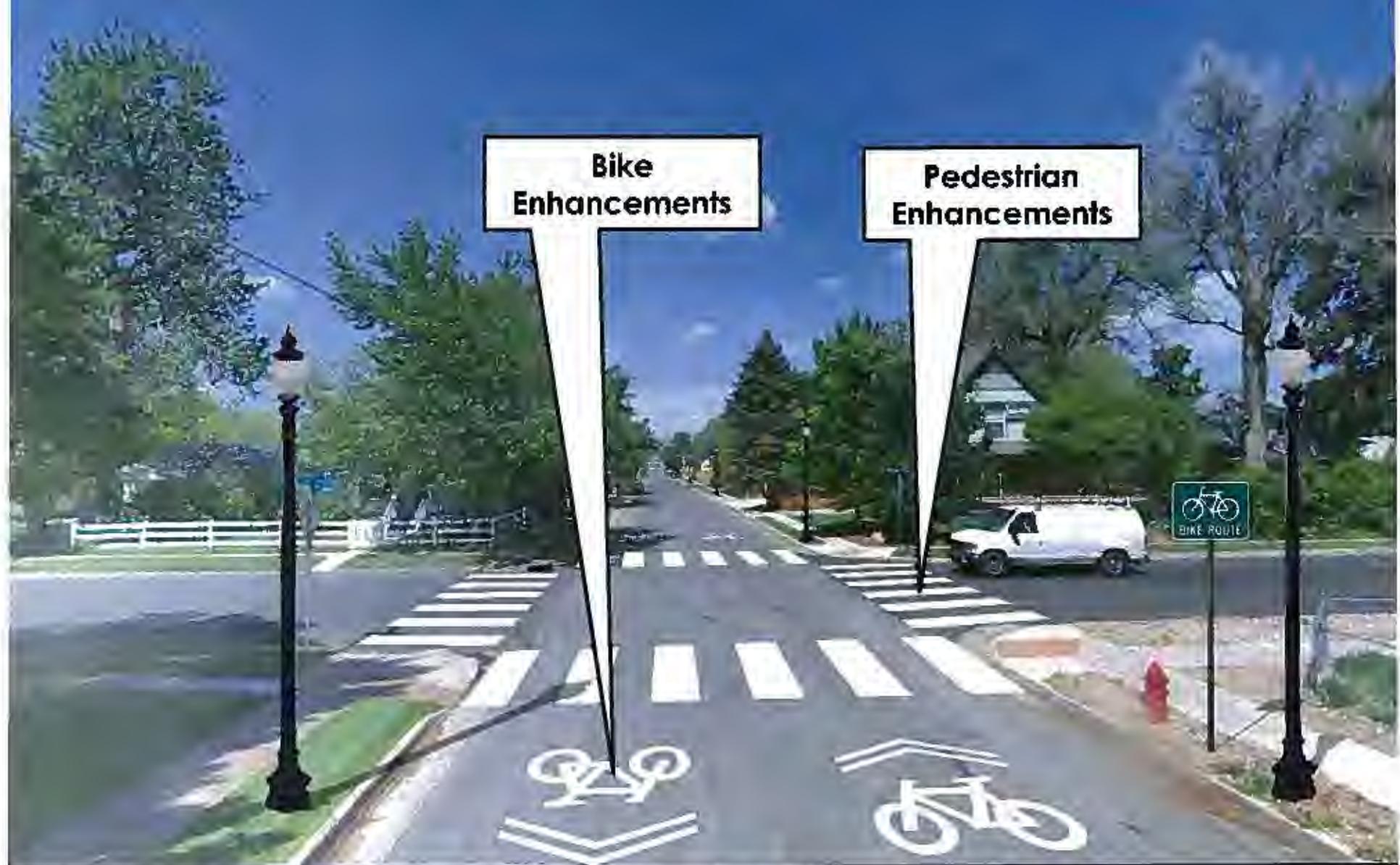
**Scenario 1 – Oxford Station**



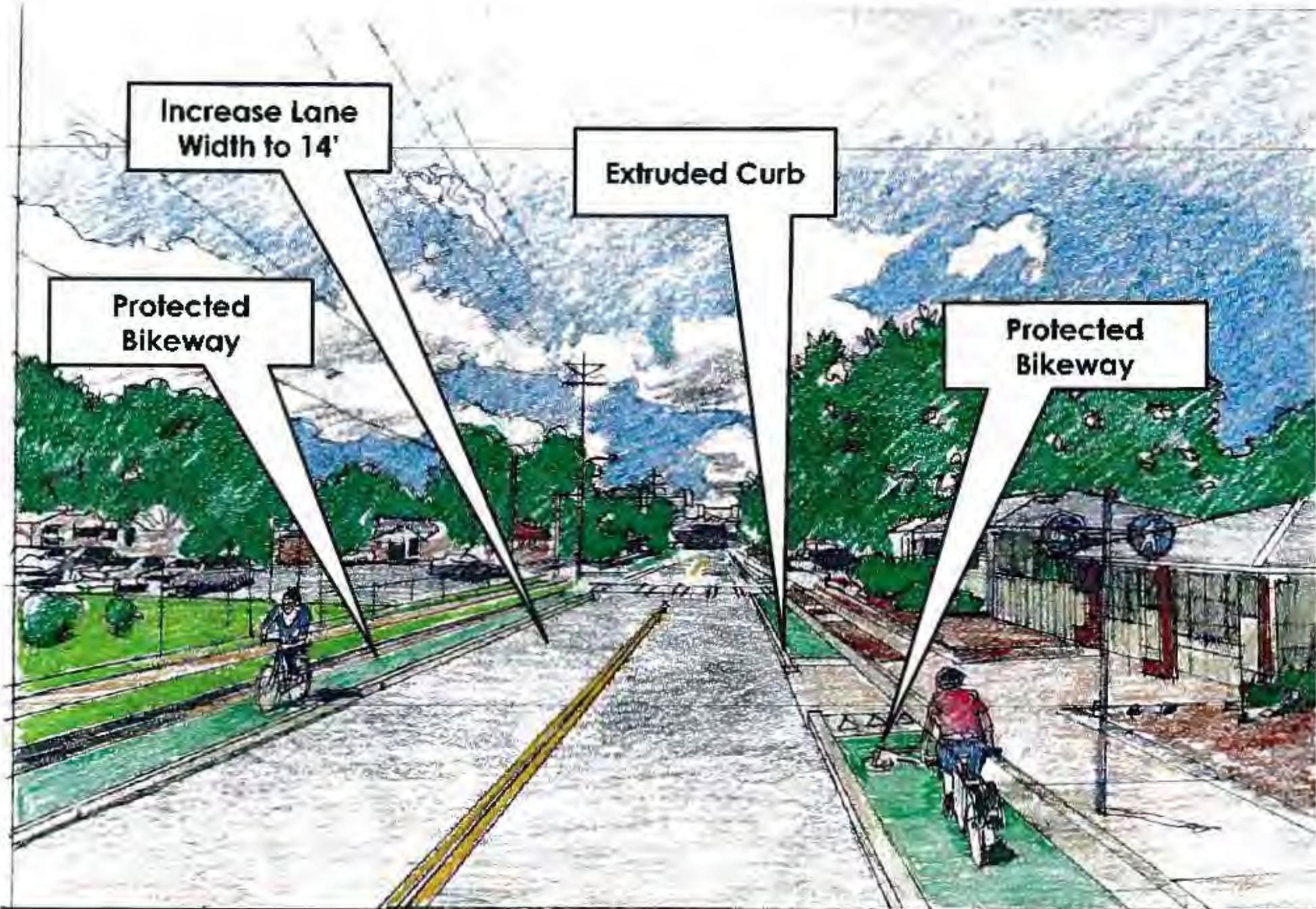
**Scenario 2 – Oxford Station**

**Bike  
Enhancements**

**Pedestrian  
Enhancements**



**Bates Avenue (with Bike Boulevard)**



**Increase Lane  
Width to 14'**

**Extruded Curb**

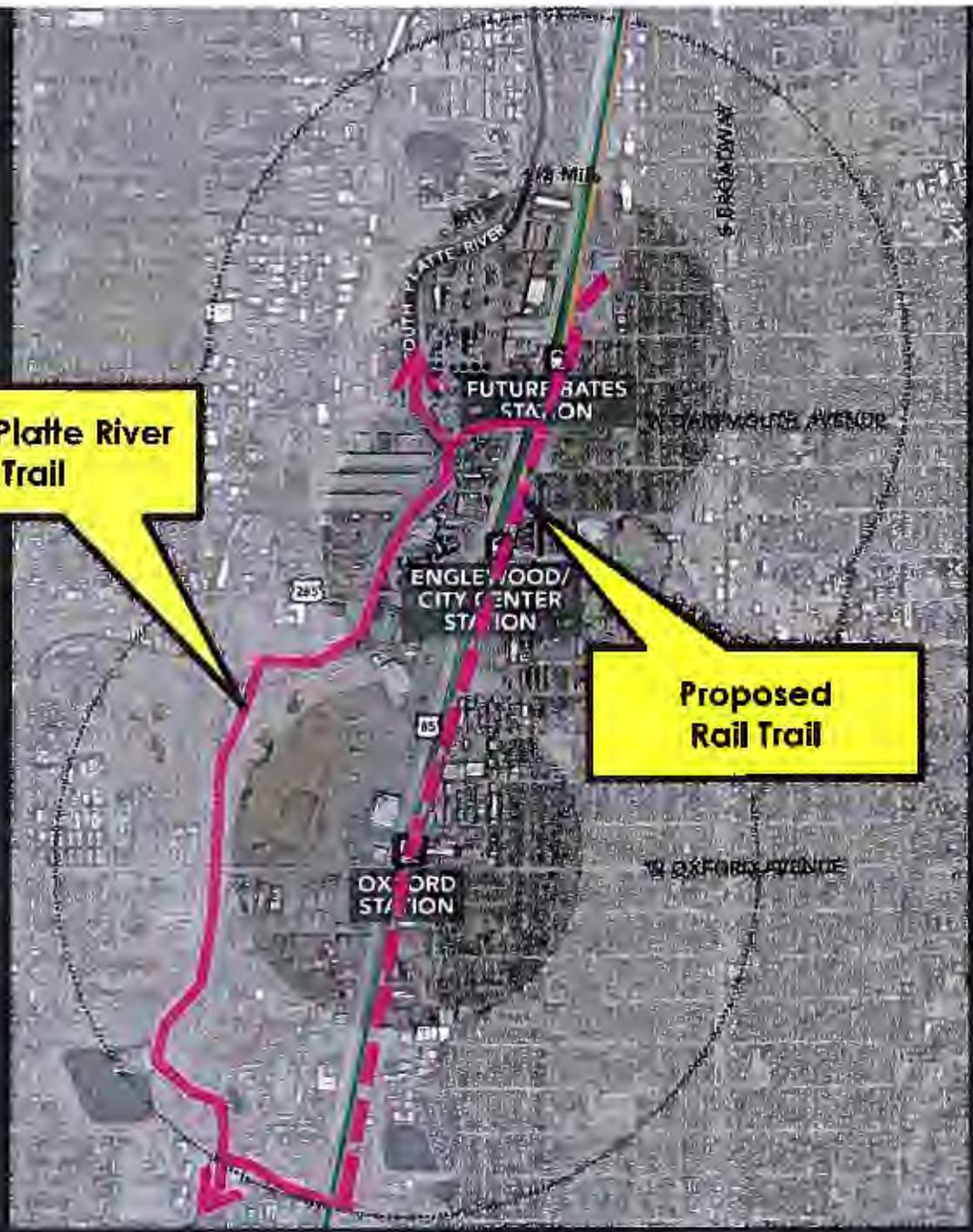
**Protected  
Bikeway**

**Protected  
Bikeway**

**Dartmouth Avenue (with Protected Bikeway)**

**South Platte River Trail**

**Proposed Rail Trail**



**Englewood Light Rail Corridor**



# 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

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TO: Mayor Penn and City Council

THROUGH: Gary Sears, City Manager

FROM: Alan White, Community Development Director ✓

DATE: October 29, 2012

SUBJECT: UDC Amendments – Priorities

Community Development has initiated discussions with Planning and Zoning Commission about possible amendments to the UDC.

One group of amendments deals with nano-breweries and distilleries because of recent inquiries about those uses in the City. The nano-brewery situation was dealt with by processing a conditional use as authorized under the “Unlisted Use” provisions of the UDC. Distilleries are different. They are a form of manufacturing and manufacturing is only allowed in I-1 and I-2 zone districts. However, the definition of manufacturing specifically prohibits alcoholic distillation as a manufacturing activity. Nano-breweries and distilleries and even wineries are uses that could generate significant activity and therefore help revitalize the downtown and other areas of the City. The Commission’s discussions thus far have focused on exploring ways to set limits on these uses so that they don’t overwhelm the neighborhood. As alcoholic beverage manufacturing uses, they are licensed solely by the State.

The recent increase in PUD submittals has raised concern about the PUD approval process and the submittal requirements set out in the UDC. Currently the regulations require a PUD District Plan. This plan sets out the zoning for the site, including allowed uses, development standards, design guidelines and other zoning-type information, in addition to a preliminary drainage report and a traffic impact analysis. A site plan showing the placement and character of buildings, landscaping, parking, site amenities, utilities, drainage and other details is not required to be submitted. We have been requiring this level of detail under provisions that authorize any other information required by the City Manager or designee (Department Director). Creating this information to submit with the PUD District Plan is expensive for an applicant, is premature if development isn’t imminent, and likely will change when development occurs. The approval process and submittal requirements need to be modified. The Planning and Zoning Commission agrees with this cursory assessment.

The Commission requested that staff approach Council and request a determination about which of the above UDC amendments should be the top priority. Staff is seeking that direction from Council.



# Memorandum

To: Gary Sears, City Manager ✓  
From: John Collins, Chief of Police  
Date: October 10, 2012  
Subject: South Metro Drug Task Force

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During the early part of September 2012, the Executive Board for the South Metro Drug Task Force met to discuss the future of this entity. There were concerns over the lack of personnel and the attendant safety issues as a result. The personnel issue has been an ongoing debate over the years and one that quite frankly was never going to change. Over the course of the following weeks, the Executive Board voted to disband the Drug Task Force effective November 30, 2012.

Sheriff Grayson Robinson is in the process of developing an equitable distribution plan of all Task Force assets to its members.

The Law Enforcement Executives in Arapahoe County anticipated the dissolution of the Task Force and are already well along in the planning stages for the next Task Force to be implemented. We all agreed that a single focus task force is no longer sustainable. We are in the process of creating a South Metro Impact Team that will address drug problems such as the Drug Task Force but also a task force that is committed to investigating pattern crimes with support from crime analysts.

Sheriff Robinson has already dedicated 14 deputies, a Lieutenant, two sergeants and two crime analysts to this Impact Team. The Arapahoe County Impact Team has been in place for some time now so the infrastructure is already there. It is anticipated that the south area Chief's will commit the resources that they had at the Drug Task Force to this new Impact Team. The Englewood Police Department had two officers assigned to the Drug Task Force and will now move them to the Impact Team which is essentially a seamless move for us.

As you can see, this group will be much larger than the Drug Task Force and that is because of the Sheriff's commitment to this new team. The south area Chief's recognize the community's expectation that we investigate drug activity. We feel that we are developing a better task force or impact team that will most certainly

*October 10, 2012*

address crime in our communities in a much more effective manner and with more resources. I will keep you up to date on the progress that we will be making.

I do not see a negative financial impact on the City of Englewood. I am confident that we will pay the yearly fee that we had been paying to the Drug Task Force over the years. The Sheriff will provide work space and vehicles for our two officers at no cost which will relieve us of any future vehicle leases that we have recently had to come up with. We are in the process of developing a Memorandum of Understanding that will be presented to City Council when appropriate.

# MEMORANDUM



TO: City Council

THROUGH: Gary Sears, City Manager ✓

THROUGH: Rick Kahm, Director of Public Works ✓

FROM: Ladd Vostry, Traffic Engineer ✓

DATE: October 17, 2012

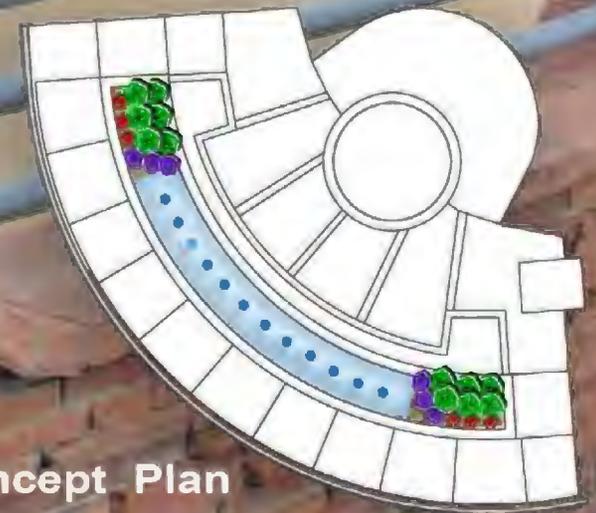
SUBJECT: ETAC REVIEW OF TRAFFIC STUDIES  
(DEVELOPMENT PROJECTS)  
COUNCIL REQUEST NO. 12-192

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City Council requested that the Englewood Transportation Advisory Committee (ETAC) consider/review development projects for which traffic impact studies are required.

These types of projects are typically discussed at the Development Review Team (DRT) meetings, where City staff have the opportunity to review and provide comments on the proposed developments. As requested, we will make every effort to inform ETAC of schedules for neighborhood and public meetings/hearings, and will make traffic impact studies linked to these developments available for review at the Public Works office. Additional information is always accessible on the City of Englewood web site under City Council and/or Boards and Commissions tabs, and the submitted development plans are also available for review at the Library and the Community Development Department during normal business hours.

# City of Englewood Little Dry Creek Fountain Option I



Concept Plan

# DRAFT

## SOUTH PLATTE WORKING GROUP STATEMENT OF PURPOSE

Date

The purpose of the South Platte Working Group is to preserve and protect the river corridor as a community asset and to enhance the quality of life in western Arapahoe County through an ongoing collaborative process to improve the natural environment, economic benefit, and recreational features of the South Platte River.

### Members of the South Platte Working Group

Arapahoe County  
Town of Columbine Valley  
City of Englewood  
City of Littleton  
City of Sheridan  
South Suburban Parks and Recreation District  
Arapahoe County Open Space & Trails Advisory Board  
South Metro Land Conservancy  
South Suburban Park Foundation  
Urban Drainage and Flood Control District

### Our vision is

- A vibrant river environment that is integrated with the surrounding communities to bring new economic, cultural, recreational and natural opportunities.

### Our goals are

- To enhance the South Platte corridor as a recreational resource for the entire region;
- To restore and revitalize the river and its habitat, while maintaining its role as a flood conveyance;
- To encourage and improve opportunities for education and understanding of South Platte River health and its tributaries;
- To connect the communities to the river – through more consistent land use, economic development and coordinated policies.

### Our process is

- To evaluate each proposed project on its individual merits and as it contributes to a regional vision for a vibrant river corridor, acknowledging that this working group advises the elected councils and boards;
- To coordinate with regional, state and federal entities to maximize the benefit of their planned action through leveraging local resources and cooperation;
- To ensure that the visions and plans are inclusive in their process and results;
- To act as a forum for coordinating plans and identifying new opportunities.

### Our commitment is

- To the vision and to the river corridor as a whole;
- To agree to collaborate as we are more effective together than individually; and
- To a long-term effort that ensures a healthier river and a legacy for future generations.

*This is a draft. This document is for discussion purposes only and does not reflect the agreement of any members of the working group.*

October 25, 2012