



AGENDA FOR THE
ENGLEWOOD CITY COUNCIL
STUDY SESSION
MONDAY, NOVEMBER 5, 2012
COMMUNITY ROOM
6:00 P.M.

- I. **Security Camera Project Update**
Information Technology Director Jeff Konishi and Parks and Recreation Director Jerrell Black will provide an update for Security Camera Project.
- II. **Public Works Right-of-Way Permit Fees**
Public Works Director Rick Kahm and Field Operations Administrator Larry Nimmo will discuss a proposed increase to the Public Works Right-Of-Way Permit Fee.
- III. **Concrete Utility Fee**
Public Works Director Rick Kahm and Field Operations Administrator Larry Nimmo will discuss a proposed increase to the Concrete Utility Fee.
- IV. **Englewood Depot RFP**
Deputy City Manager Mike Flaherty will discuss the RFP for the Englewood Depot.
- V. **City Manager's Choice**
- VI. **City Attorney's Choice**



C I T Y O F E N G L E W O O D

To: Mayor Penn and City Council

Through: Gary Sears, City Manager

From: John Collins, Police Chief
Jerrell Black, Director – Parks & Recreation
Rick Kahm, Director – Public Works
Jeff Konishi, Director – Information Technology

Date: November 5, 2012

RE: Security Camera Project update

After a delay in the Security Camera Project to insure that the necessary infrastructure would be in place before any security cameras were implemented, the project is now ready to move forward. We are currently insuring that each department has approved the final drawings for camera placement and view.

The next steps for this project will be to issue a RFP for the specific camera requirements that the City is requesting and insure that the vendor will also be qualified to install the cameras. After the selection of the vendor has been made, the contract will be brought back to the City Council in January to ask for a final approval.

All funding for this project has been properly accounted for, and will be drawn from the Englewood Environmental Foundation, Conservation Trust Fund, Golf Fund, Public Improvement Fund, and the existing lease/purchase agreement. Implementation will begin shortly after approval and should be complete during the first quarter of 2013.

MEMORANDUM



TO: City Council

THROUGH: Gary Sears, City Manager

THROUGH: Rick Kahm, Director of Public Works ✓

FROM: Dave Henderson, Engineering/Capital Projects Administrator ✓

DATE: November 1, 2012

SUBJECT: PUBLIC WORKS RIGHT OF WAY FEES - PROPOSED INCREASE

Staff has been evaluating fees charged for work within the public right-of-way. The last fee adjustment was in March, 2003 (Resolution No. 34, Series of 2003). Staff has been tracking the cost to provide this service and recommends adjustments as detailed below:

Work Done in the Public Way:

<u>Type of Permit/Service</u>	<u>Existing Fee</u>	<u>Cost to Provide</u>	<u>Proposed Fee</u>
Excavation Permit Fee	\$40*	\$95	\$120 (flat fee)
Asphalt Patch Fee	\$4.00/sq ft	\$6.90/sq ft	\$8.00/sq ft
Gravel Alley Cut Fee	\$1.00/sq ft	\$2/sq ft	\$3.00/sq ft
Concrete Permit	\$66*	\$100	\$120 (flat fee)
Working without Permit	\$600	N/A	Double Fee
Re-inspection Fee	\$50	N/A	\$50

Occupancy Permits

Dumpster (resident)	\$25	\$41	\$25 (flat fee)
Contractor Occupancy	\$83*	\$95	\$120 (flat fee)
Block Party	\$0	\$125	\$0***
Oversize/Overweight Vehicle Per state fee		N/A	Per state fee

*Average Cost after refund

**Cost to Provide does not include barricades

***City provides barricades (delivery and pick up)

The proposed fee schedule above will be for typical contractor projects. Development projects or projects requiring detailed plan review will be charged for the actual time spent for processing, review, and inspection. The amount will be estimated by staff and collected at the time the permit is issued. The contractor will receive a refund if actual costs are less than estimated. The contractor will be required to reimburse for actual costs exceeding the estimate. Costs will be based on the following labor rates:

Clerical	\$35.00 per hour
Engineers	\$58.00 per hour
Inspectors	\$48.00 per hour

NOTE: Labor = hourly rate + Benefits + Indirect Costs

Our existing fee structure, as established in 2003, requires contractors to pay \$200 for permits when issued, with refunds or reimbursements made after actual charges are calculated. In 99% of the cases, a refund is due. This process requires staff time for data entry, tracking inspection time, compiling charges from multiple divisions, forwarding the refund amount to the Finance Department, and processing and mailing refund checks for nearly all permits issued. This overhead has not been included in the cost we have charged for permits. As proposed, the new fee structure will be a flat fee that will eliminate most of this overhead associated with refunds.

The proposed fees will still be on the lower end of what most other local governments are charging (see the table below).

City	Excavation in Street Permit	Asphalt Patch	Excavation in Alley Permit	Gravel Alley Repair	Concrete Permit	Dumpster Permit
Sheridan	\$250	*	\$250	*	\$25	\$0
Littleton	\$110	*	\$110	*	\$110	\$0
Golden	\$120	\$110	\$120	N/A	\$215	\$50
Centennial	\$315	\$150 min.	\$315	*	\$340	\$25
Englewood Proposed	\$120	\$200	\$120	\$75	\$120	\$25

* "By Contractor"

NOTE: Estimated fees based on 5' x 5' (25 sq. ft.)

Additional revenue projections, based on the proposed fees, are in the neighborhood of \$50,000 annually as detailed below:

<u>Type of Permit/Service</u>	<u>Existing</u>	<u>Anticipated</u>	<u>Annual increase</u>
Excavation	\$8,000	\$25,000	\$17,000
Asphalt Patch	\$27,000	\$54,000	\$27,000
Gravel Alley Cut	\$2,000	\$6,000	\$ 4,000
Concrete Permit	\$2,000	\$3,000	\$ 1,000
Occupancy Permit	\$3,000	\$4,000	\$ 1,000
			<u>\$50,000</u>

The majority of the additional revenue would come from Excavation and Asphalt Patch. It should be noted that approximately 55% of the Excavation permits are issued to Xcel Energy. Xcel's annual costs would increase by approximately \$9,000. The City's Utilities Department pays for approximately 80% of the Asphalt Patch fees. Utilities annual increase is estimated at \$22,000.

Staff will attend the November 5th Study Session to discuss this proposed fee structure.

/lt

c: Leigh Ann Hoffhines
Larry Nimmo

MEMORANDUM



TO: City Council

THROUGH: Gary Sears, City Manager

THROUGH: Rick Kahm, Director of Public Works ✓

FROM: Dave Henderson, Engineering/Capital Projects Administrator ✓

DATE: November 1, 2012

SUBJECT: CONCRETE UTILITY PROPOSED FEE INCREASE

Early in the 2013 budget process, City Council requested that staff consider a 25% increase to the Concrete Utility Program fee. This proposed fee increase will generate additional funding in the amount of approximately \$173,000, allowing the Utility to better address sub-standard concrete infrastructure. The City's portion of the fee increase (\$56,000) is included in the proposed Public Improvement Fund for 2013.

Below is a history of Concrete Utility fees:

1997	Inception of the Concrete Utility	\$0.078 (7.8 cents) per square foot
2009	25% Fee Increase	\$0.098 (9.8 cents) per square foot

An additional 25% increase for 2010 was cancelled by City Council due to budget concerns and the economy. The cancellation saved the City Public Improvement Fund \$56,000 and property owners approximately \$117,000.

Increasing the fee by 25% would bring the new rate, proposed for January 1, 2013, to \$0.123 (12.3 cents) per square foot of concrete. A property with a 50-foot street frontage, consisting of curb/gutter and 4-foot wide sidewalk, would pay \$39.98 per year, or \$9.99 per quarter (typically billed with the water bill). This is an increase of \$8.13 per year or \$2.03 per quarter over the existing rate.

Staff will attend the November 5th Study Session to discuss this proposed increase.

/lt
c: Leigh Ann Hoffhines
Larry Nimmo



Memorandum

City Manager's Office

TO: Mayor Penn and Members of City Council
THROUGH: Gary Sears, City Manager
FROM: Michael Flaherty, Deputy City Manager
DATE: November 1, 2012
SUBJECT: Englewood Depot – Draft Request for Proposal

At the September 10, 2012, City Council directed staff to go forward, prior to the end of 2012, with a Request for Proposal (RFP) for sale of the Englewood Depot. I have completed and attached the draft of the RFP for your review and comments. Based on Council's direction from the September 10 Study Session the RFP proposes the following:

1. The RFP is written to facilitate a sale of the Englewood Depot and the adjacent property west of the vacated alley (see Exhibit 2). The community garden is not included in the proposed sale.
2. As a condition of sale, listed on page 6, a requirement that the buyer secure a permanent preservation easement is included.
3. There is no minimum sale price included in the RFP.
4. The proposed date for issuance of the RFP is November 15, 2012 with a submission deadline of January 31, 2013.
5. Notification of the RFP will be forwarded to potentially interested parties, posted on City website and Englewoodsites.com, posting a sign on property, a press release and through contacting state and national historic preservation organizations/publications.

If City Council agrees with the above terms, the RFP will be issued as stated in the draft document.



CITY OF ENGLEWOOD
Purchasing Office

Request No. RFP-12-024

Date: November 15, 2012

REQUEST FOR PROPOSAL

**Sale of Historic Real Property
Englewood Depot
(Atchison, Topeka and Santa Fe Depot)
3098 South Galapago Street
(West Dartmouth Avenue and South Galapago Street)**

The City of Englewood is offering the historic Englewood Depot, located at 3190 South Galapago Street, for sale through a Request for Proposal process. The City of Englewood is actively seeking creative redevelopment and adaptive re-use of the Englewood Depot. The Request for Proposal package defines the City's sale process, describes the historic structure and outlines the City's desires for the highest and best use of this property through the rehabilitation of the structure.

The City of Englewood will accept proposals for purchase of the Englewood Depot from qualified individuals, organizations or firms until 3:00 p.m. MST, January 31, 2013. Request for Proposals will be received at the City of Englewood, Purchasing Division, 1000 Englewood Parkway, Englewood, CO 80110-2373. If hand delivering proposals, please deliver to Central Cashiering located on the third floor of the Civic Center.

Interested firms are asked to mark envelope "**Sale of Historic Property-Englewood Depot Proposal**" in lower left hand corner with the **Request #RFP-12-024** shown on the front of the envelope. Proposals received later than the date and hour specified will not be accepted under any circumstance, and any so received shall be returned to the firm unopened. In addition, facsimiles and any other electronic method of sending proposals will not be acceptable and will be rejected upon receipt. Firms will be expected to allow adequate time for delivery of their proposals by air freight, postal service, or other means.

Any questions or clarifications concerning this Request for Proposal (RFP) shall be submitted in writing by e-mail to Michael Flaherty, Deputy City Manager to: mflaherty@englewoodgov.org The title and request number should be referenced on all correspondence. All questions must be received by November 30, 2012 at 3:00 P.M. MST. Any and all responses to questions/clarifications will be provided by email to all proposers. The City will not be bound or responsible for any explanations or interpretations other than those given in writing as set forth in this Request for Proposals. No oral interpretations shall be binding on the City.

All material submitted in connection with this document becomes the property of the City of Englewood. Any and all information received by the City shall become public record and shall

be open to public inspection should an award of contract result from this solicitation, except to the extent the bidding entity designates trade secrets or other proprietary data to be confidential.

The City of Englewood will accept Request for Proposals from qualified individuals, organizations or firms interested in purchasing the Englewood Depot from the City of Englewood. No reimbursement will be made by the City of Englewood for any costs incurred prior to a "Formal Contract Agreement."

Scanned or re-typed responses: If in its response, proposer either electronically scans, re-types, or in some way reproduces the City's published proposal package, then in the event of any conflict between the terms and provisions of the City's published proposal package, or any portion thereof, and the terms and provisions of the response made by the proposer the City's proposal package as published shall control. Furthermore, if an alteration of any kind to the City's published proposal package is discovered after the contract is executed and is or is not being performed; the contract is subject to immediate cancellation.

In selecting a proposal, the City is not bound to make the award on the basis of the highest monetary offer. It is the goal to preserve the Englewood Depot for future generations through an adaptive re-use of the structure. The City of Englewood shall have the right to reject any or all proposals, and to waive any informalities or irregularities therein and request new proposals when required. In addition, the City reserves the right to accept the proposal deemed most advantageous to the best interest of the City. Any award made in response to this Request for Proposals will be made to that responsible individual, organization or firm whose offer will technically be most advantageous to the City.

I. Introduction/Schedule

The City of Englewood is the owner of real property which is used for various municipal purposes. As a public service needs change, the necessity for retention of certain properties may be revisited and at times certain properties may be found to be in excess of the City's current and future needs.

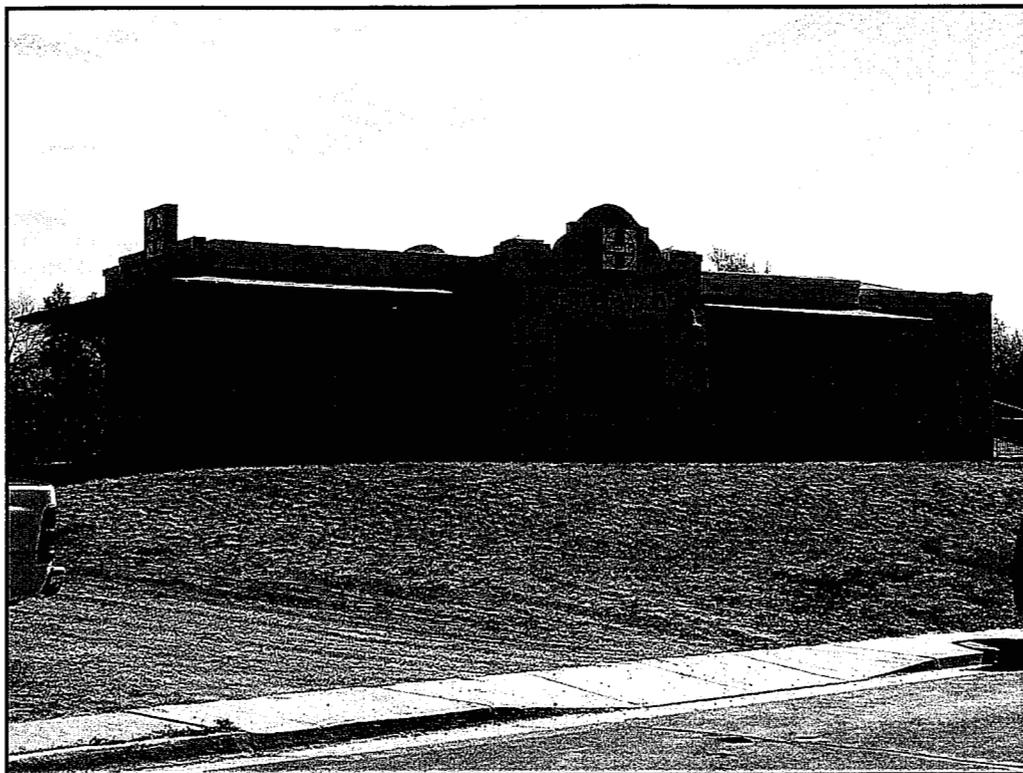
The Englewood Depot was acquired through a quit claim deed from the Englewood Historical Society in 2001 as payment for an obligation of the Historical Society to the City. Since that time, the structure has not been utilized and the City has no plans for its future utilization. As such, this property is considered to be a surplus property. After receiving two unsolicited offers to purchase, City Council has requested that staff facilitate the sale of the property through the Request for Proposal process. While the City seeks to optimize the sale price from City-owned real estate based on relevant factors including the appraised value of the property, in this case the sale price offered will be balanced with the community benefits of preserving the Historic Englewood Depot through an adaptive re-use of the structure.

A schedule of key dates for the RFP process has been established as follows:

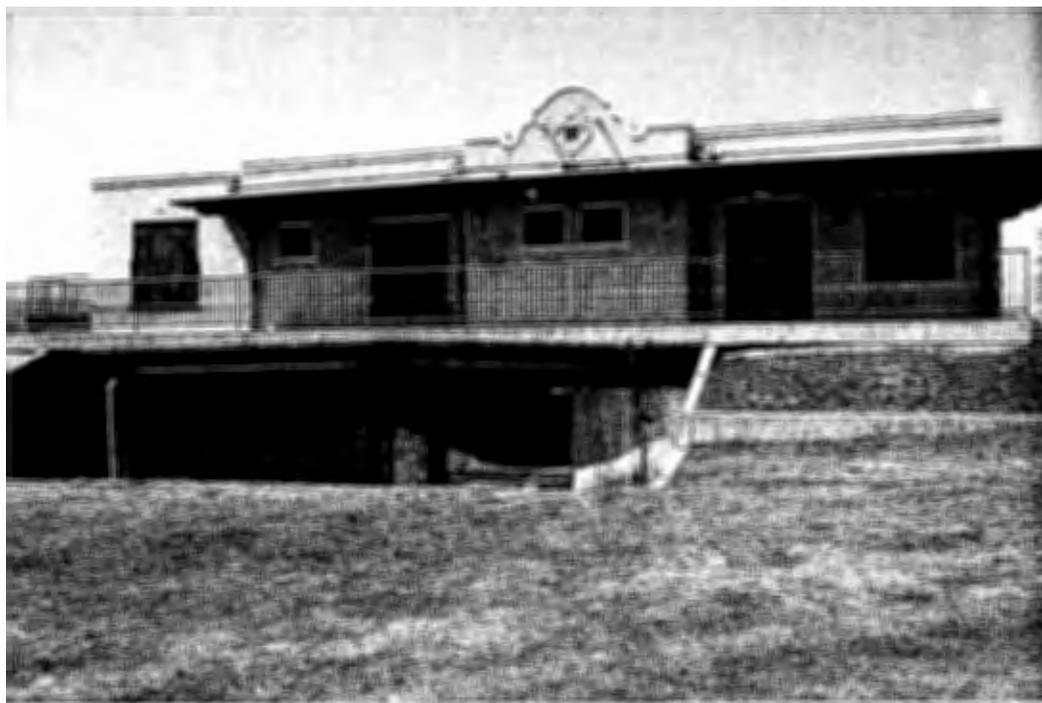
November 15, 2012		Issuance of RFP
November 27, 2012	10:00 a.m.	Pre-proposal meeting/site inspection
November 30, 2012	3:00 p.m.	Question submission deadline
January 31, 2013	3:00 p.m.	Proposal submission deadline
February 15, 2013		Short-list selection notification
February 28, 2013		Interviews
March 18, 2013		Consideration by City Council
To be determined		Real Estate Closing

(All dates are tentative at this time)

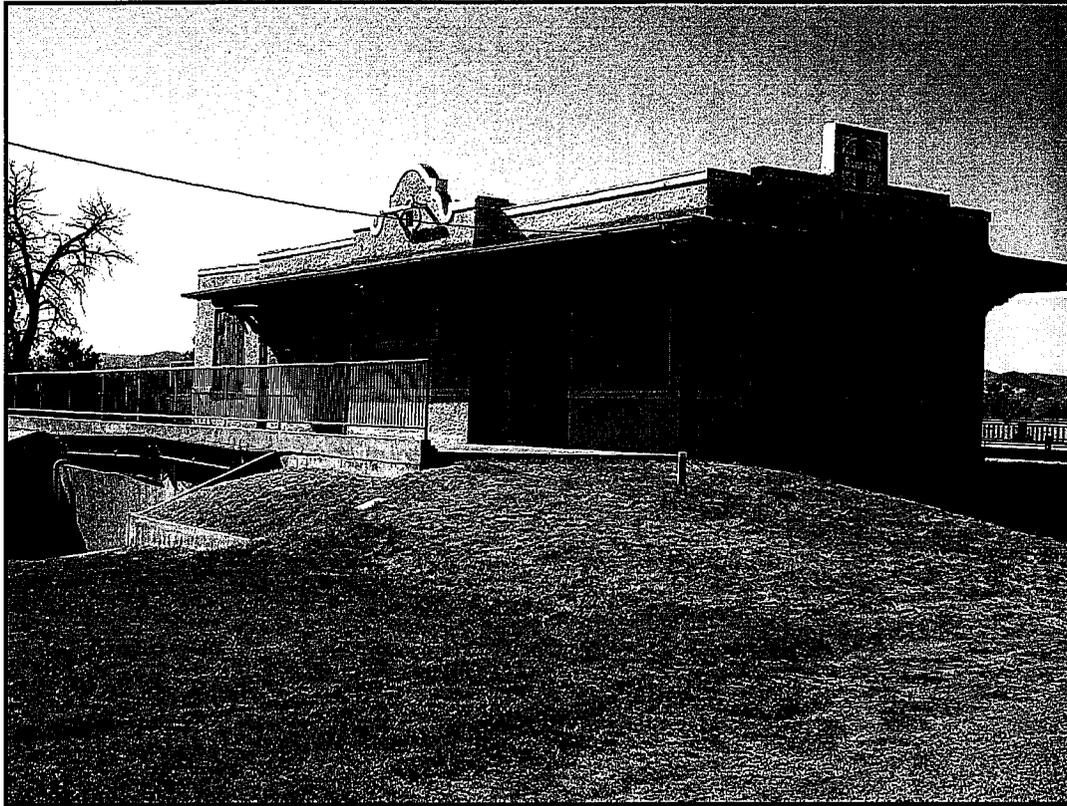
II. Building photographs



West side of building - looking southeast



East side of building - looking southwest



North side of building - looking southwest

III. History

The Englewood Depot was constructed in 1915 by the Atchison, Topeka and Santa Fe Railroad as a flag-stop near the end of the line of the railroad's Denver District. It was used as train station until 1955. The building sat vacant for almost 40 years until it was threatened by demolition in 1994 when it was purchased by the Englewood Historical Society and moved from its original location, just south of Hampden Avenue, to its present site, which was owned by the Englewood Housing Authority. The building was placed on the State Register of Historic Places and underwent a partial restoration project in 1994, funded in part by the Colorado Historical Fund. The City of Englewood purchased the land and building in 1998 and deeded the building to the Englewood Historical Society. However, in 2002, after unsuccessful efforts to find a suitable use for the building, the building was deeded back to the City. The building is currently unoccupied and is in need of significant improvement.

IV. Building Description and General Condition

The depot is a stucco-on-frame building and the only remaining depot known to have been built in a similar manner for the Santa Fe Railroad is the Glorieta, New Mexico Depot. There may have been similar depots constructed in Colorado, but the Englewood Depot is the last standing example. According to the records of the Colorado Railroad Museum, the depot was not constructed using a standard plan of the AT & SF Railroad.

The exterior of the building was partially restored in 1994, following the move to the current site. Preservation Background for details was done at that time.

The total area of the depot is approximately 1700 square feet, with a full lower "walk-out" level below. The lower level was constructed in 1994 to as the foundation for the relocated depot structure. It is a single room with concrete walls open to the east. The building has significant deficiencies, which are stated in the construction details listed below:

- Foundation: Poured concrete foundation with "walk out" feature to east. Interior structural support provided by metal "web" trusses with steel columns and steel beams running east/west.
- Exterior: Stucco on frame "mission" style with wood overhangs on the east, north and south sides. Brick and concrete patio on east side; wooden platform on south side both with wrought iron guardrails
- Flooring: The original flooring was likely dimensional wood over a crawl space. The building was placed on a reinforced concrete slab in a metal deck supported by steel web trusses welded to steel beams and supported by steel columns.
- Interior Finish: Plaster and panel partition walls with drop acoustic ceiling panels (south) and overhead 2-tube open florescent light fixtures (north). Solid core entry doors with mail drops. The south office contains approximately 420 SF of finish with mezzanine storage above. The north office is situated in the mezzanine area within an approximate 280 SF finished area. Ceiling height in this area is less than 8 feet.
- Windows Doors and Trim: Wood frame single glazed double hung windows typically 2'5" X 5'4". The upper sashes are fixed in position by exterior brackets. Most pulls, handles and locks are missing. Interior trim is 1" X 5" and 1" X 8" varnished wood. There are currently three exterior passage doors and three loading dock doors. The doors are all wood and vary from fair to average condition. A doorway on the west side has been enclosed.
- Heating/Cooling: All heating elements have been removed.
- Electrical/Lighting: The original electrical system remains in part. Some electrical wiring in conduit and a 20-amp breaker have been added more recently. The main electrical panel is empty.
- Plumbing: 2 restroom areas were part of the original structure. There is no remaining plumbing piping or fixtures.
- Roof: Pitched roof with asphalt shingle covering and hipped ends. Drain scuppers with painted metal downspouts. Roof decking is 1" X 6" tongue and groove sheathing. NOTE: The roof was not inspected, see comments below.
- Exterior/Other: Open parking/yard area to south of building, Dock high and drive-in service doors to south unit; drive-in door to north unit.

The "Englewood Depot Historical Structure Assessment and Preservation Plan, conducted on behalf of the City of Englewood in 2002 by SlaterPaul Architects" is found in **Exhibit 1** of this Request for Proposal. Please note that this assessment, and some cost estimates included in the assessment, assumed the relocation of the depot to a site of a proposed development that intended to incorporate the depot in its plan.

V. Zoning

The property is zoned MU-R-3A, Mixed Use Low Density Residential/Limited Office District. Any intended use not allowed in this zone district would require a rezoning. The Depot property will also require subdivision to separate it from the adjoining City of Englewood Community Garden. It is possible for the subdivision to be done in a manner that the Depot property is of sufficient square footage to qualify for a Planned Unit Development. A layout of the current undivided City owned property is attached in **Exhibit 2**.

VI. Conditions of Sale

- A. The property will be sold "**AS IS, WHERE IS.**" All warranties, expressed or implied including fitness for purpose of use are hereby waived by buyer. Proposers are encouraged to examine the property offered for sale to ascertain for themselves the condition of the property, and the existence, if any, of encumbrances, encroachments, etc.
- B. The buyer will be required to secure, within 180 days of purchase, a preservation easement through the Colorado Historical Foundation - see **Exhibit 3** attached.
- C. The City will not furnish title insurance.
- D. The City shall arrange for the quitclaim deed to be executed by the City Manager and recorded upon confirming that the City has received the full purchase price and other payments required of the Purchaser.
- E. Closing shall occur at the City offices, or location as may be determined by the City.
- F. Buyer must execute any other documents necessary to consummate sale as provided herein.

VII. Proposal Form

A. Name of Proposed Buyer(s)

List the names, addresses and telephone numbers and email addresses of the party or parties that will hold title to the property after purchase:

B. Buyer's Representative(s)

List the names, addresses and telephone numbers and email addresses of all parties authorized to represent the proposed buyer, such as Real Estate Broker and Agent, Attorney, Mortgage Loan Officer and Lending Company, Title Company, etc.:

C. Business Type

Describe your business, type of business (For-Profit or Non-Profit), number of employees and/or number of persons who will be served by your project.

D. Intent and Use

Describe in detail your reasons for wanting to purchase this property and your intended use of the property including any innovative plans that will enhance the use of this property, if you obtain it. Include your future maintenance and restoration plans for both the interior and exterior, and how they relate to recognized historic preservation practices such as the Secretary of Interior Standards for Historic Rehabilitation (attach additional pages as needed):

E. Proposed Purchase Price

Indicate purchase price that you are willing to pay for this property.

\$

F. Financial Qualifications

Document financial ability to complete the purchase and your ability to cover expenses for the care and maintenance of this property. If you have qualified with a lender for financing, please include documentation. Also please provide copies of past two years corporate or individual income tax returns. If an individual, please supply information regarding current employment, name and address of employer, and number of years at this employer. If less than three years, please provide prior employers for the last 10 years. By submitting this proposal you understand and agree that the City of Englewood may verify all financial information and use this information in order to evaluate your proposal. Failure to agree shall result in this proposal being denied.

G. Earnest Money Deposit

If an offer to purchase is accepted, the buyer will be required to tender an earnest money deposit of 5% of the purchase price within 5 business days of acceptance.

H. Commitment to Historic Preservation

The historic structure may be eligible for the historic preservation loan and grant program and the state and federal tax credits. By submitting the proposal you are indicating that you acknowledge that the property listed on the State Register of Historic places and will abide by the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The City of Englewood may participate with the buyer in seeking such assistance; however, the City will not contribute financially.

I. Proposal Requirements

A. The Proposal must be typed or legibly printed in ink. The use of erasable ink is not permitted. All corrections made by the Proposer must be initialed in ink by the authorized agent of the Proposer.

B. Proposals must contain a manual signature of an authorized agent of the Proposer. If the Proposer's authorized agent fails to sign the Proposal, its Proposal shall be considered non responsive and ineligible for award.

D. The accuracy of the Proposal is the sole responsibility of the Proposer. No changes in the Proposal shall be allowed after the submission deadline, except when the Proposer can show clear and convincing evidence that an unintentional factual mistake was made, including the nature of the mistake and the actual intention.

VIII. Oral Presentations

During the evaluation process, the City may, in its sole discretion, request that one or more of the proposers make oral presentations. Such presentations will provide firms with an opportunity to answer any questions the City appointed Selection Committee may have on a proposal. The Selection Committee may or may not ask any of the Proposers to make such a presentation.

IX. Final Selection

It is anticipated that a firm will be selected by early March 2013. Following notification to the selected proposer, it is expected that a contract will be executed between both parties by early April 2013, with a real estate closing to follow.

Please direct questions or comments to:

Michael Flaherty
Deputy City Manager
City of Englewood, Colorado
Phone: (303) 762-2314
Fax: (303) 762-2408
Email: mflaherty@englewoodgov.org

Exhibit 1

Englewood Depot Historical Assessment and Preservation Plan

ENGLEWOOD DEPOT

Englewood, Colorado

**HISTORIC STRUCTURE ASSESSMENT
AND
PRESERVATION PLAN**

REVISIONS per STATE HISTORIC FUND COMMENTS dated 1 July 2002

2.0 PART II. HISTORY AND USE

2.1 ARCHITECTURAL SIGNIFICANCE AND CONSTRUCTION HISTORY

2.1.1 History

In October of 1909 the City of Englewood requested the Atchison, Topeka & Sante Fe Railroad build a depot within the city limits. The Englewood Depot was subsequently constructed as a flag-stop in 1915. The Depot was built close to the end of Sante Fe railroad's Denver District, adjacent to the Sante Fe tracks. It was used as a train station until 1955. The building sat vacant for almost 40 more years until it was threatened with demolition in 1994. It was purchased by the Englewood Historical Society and moved to its present site which was owned by the Englewood Housing Authority. The building was placed on the State Register of Historic Places in 1994. The building underwent a partial restoration project in 1994. The City of Englewood purchased the land the building is located on in 1998. The City of Englewood then deeded the Depot to the Englewood Historic Society. The building is currently unoccupied.

The depot is a stucco-on-frame building. The only other remaining depot known to have been built in a similar manner for the Sante Fe railroad is the Glorieta, New Mexico Depot. There may have been similar depots constructed in Colorado, but the Englewood Depot is the last standing example. According to records at the Colorado Railroad Museum, this Depot was not constructed using a standard plan for the A,T & SE railroad.

Englewood's first settlers were miners along Little Dry Creek in 1858, with a camp at Dartmouth and Sante Fe, just blocks from where the depot stands today. The first homesteaders were Mr. and Mrs. Tom Skerritt. They built their house in 1864 and it still stands in Englewood. Englewood was not incorporated as a city until 1903. Englewood now has approximately 32,000 residents.

Public transportation has a long history in Englewood. Englewood initially had the Cherrelyn Horsecar for public transportation. The horse-car ran from 1892-1910 when it was replaced by an electric street car system that ran from Denver to Littleton, Colorado. The current Englewood Depot served the Sante Fe railroad line which traveled from La Junta, Colorado to Denver, Colorado. The City of Englewood is once again connected to the downtown Denver area with the construction of the Southwest Light Rail corridor in 1999.

The exterior of the building was partially restored when the building was moved to its current site (see 2.1.3 Preservation Background for details on work done at this time.) Photographic evidence shows that the Depot once had a tall masonry chimney roughly between the storage area and the loading dock. There is no longer any evidence of this chimney in the building, the remnants of the chimney can be seen on the roof. There have been few changes to the interior of the building. A ghost of a partition is visible that most likely once separated a waiting area from

The east facade has the single entry door and a window into the waiting area on the north end, a new entry door into the storage area, and several small windows into the toilet rooms. There is a loading dock door at the south end of the building. The overhang doesn't extend the full length of the building. There is no overhang over the loading dock portion of the building on any side. The overhang is supported by six large wood brackets. The parapet wall in the center of the elevation rises up in a mission style decoration. There is an attic vent centered in the higher parapet wall. There are two exterior pendant light fixtures that once helped illuminate the entry to the depot. (Re: Figure 5.)

The north facade has two windows into the waiting area. The north facade also features "Sante Fe" and "Englewood" signage. The Sante Fe sign is a white circle with blue cross with the lettering in yellow. Englewood is lettered in an art deco style. The overhang is continuous along the north side and is supported by three wood brackets. (Re: Figure 6.)

The south facade is shorter than the north facade as the building steps back on the east and west sides at the location of the loading dock portion of the building. The south facade has 2 small windows and a loading dock door. There is evidence in the plaster that a platform, similar in angle to that which has been recreated, once lead up to the loading dock door. The south facade has only "Englewood" signage. The loading dock portion of the building doesn't have a decorative Portland cement concrete band. The band has been added to the east side of the loading dock. This band appears to be composed of modern materials. There is one exterior light fixture, one is missing. (Re: Figure 7.)

The lower level of the building was constructed when the Depot was moved to its current site. It is a single room with concrete walls, open to the east. The opening is partially boarded with plywood to prevent entry. The ceiling is open to the open-web bar joists supporting a concrete slab. (Re: Figure 8.)

The building is sited on a small hill. The hill is terraced down to the road with railroad ties and vegetation. The site slopes away from the building on all sides. A brick terrace has been created on the east above an extension of the lower level. A wood platform is to the south. The building has been divorced from its original context. The new site does not have a good relationship to the original context of the Depot.

2.1.3 Preservation Background

The depot was designated a landmark of the City of Englewood in August 2000. The Englewood Historic Society received funds in 1994 to purchase and relocate the abandoned Englewood Sante Fe Depot. The building was placed on the State Register of Historic Places in 1994. In 1995 the Englewood Historic Society received funds from the Colorado Historical Society towards the restoration and preservation of the Depot. The depot received its first funding from the Colorado State Historical Fund for exterior renovation of the depot which included a new

Recommendations:

- Relocate the building to a suitable site as discussed in 2.2 Proposed Program. The site work and landscaping should complement the structure, protect the immediate surrounding area from excessive watering and be accessible.
- The landscaping of the new location should relate to the original setting of the depot. Historical photos (*Re: Figure 62 & 63*) have no precedence for ornamental trees or other plantings immediately adjacent to the depot structure. Appropriate site and landscaping would include continuing the historic orientation and relationship to tracks, platform and ramp and native landscaping.

If the building remains at the current location:

- If the installation of an irrigation system is ever considered, it should be designed and installed to avoid saturation of the ground immediately adjacent to the existing foundation walls and to prevent spraying water directly on the exterior walls of the structure. Hand watering should also avoid spraying water directly on the exterior walls of the structure.
- Sidewalks should be designed to allow for appropriate access to the building. Sidewalks should be of Portland cement concrete and of a slope that accommodates those with disabilities.
- Sod the area surrounding the building to eliminate weeds. Provide mow strip immediately adjacent to the building.
- Replace missing bricks on brick patio.
- Spray brick patio to prevent weed growth.

3.1.2 Parking

The Englewood Depot has a small parking lot across the dirt alley from the new location. This parking lot is not dedicated to the Depot use, but appears to be utilized for residential parking needs as well. The parking lot would be for the use of any future visitors to the functions housed within the Depot. The lot is unpaved and has no curbs, parking stops or striping.

Recommendations:

- If the building is relocated, parking suitable for the new use should be provided. Handicapped designated spaces should be included

- Missing wood base and trim should be replaced with new material matching the original in height and proportion.
- The original floor was most likely wood strip flooring. Depending on the reuse scheme for the building, a similar finish should be considered
- Although wood floors were most likely the original material in the toilet rooms, they are no longer allowed by code. Ceramic tile and base should be installed to allow toilet rooms to meet current code requirements.

3.6.4 Interior Doors and Hardware

There are several interior doors salvaged and stored in the Depot. These doors appear to be original to the building. There are two doors that are thirty-two inches wide by eight feet four and one half inches high. These doors were originally for the toilet rooms. One is labeled "Gents", the other "Ladies". The respective rooms can be determined from the door swings. The hinges are still on the doors and the door frames. The ladies toilet room door is a five paneled door with metal vents in the topmost and lowermost panels. The ladies room has a cast iron door pull and plate with a skeleton key type lock. (*Re: Figure 55.*) The ladies toilet room door once had a closer, but it is no longer on the door. The gents toilet room door has similar configuration and hardware, but also has the original closer.

The third stored door is the door to the storage room from the office/ work area. This door is thirty four inches wide by eight feet four and one half inches high. The door is a five paneled door, the lower most panel is damaged. The cast iron door pull and plate are broken, there is only one door knob. This door once had a dead bolt type lock. It does not appear this door ever had a closer.

There are several doors that have not been salvaged. There is missing door trim between the passenger area and the loading dock.

Condition: The interior doors and hardware are in fair to good condition, and can be rehabilitated for reuse.

Recommendations:

- Re-install original doors where possible and appropriate to the reuse of the building. New doors should match existing evidence of appropriate configurations and finishes.
- Perform routine maintenance on operable components of hardware. Lubricate internal lockset components and hinges on a semi-annual basis. Always remove excess lubricants

4.2.1 Critical Deficiencies (Immediate Action Required.)

The relocation of the building is included under Critical Deficiencies because it is the first required step before any further rehabilitation work can be performed.

- Demolish existing lower level and secure site so no dangerous conditions remain.
- Relocate building to a site as described in 2.2 Proposed Program. Construct foundations and structural systems as recommended in this report.
- Grade backfill and install drainage system to ensure water movement away from the building's walls and foundation.
- The landscaping of the new location should relate to the original setting of the depot. Historical photos show no precedence for ornamental trees or other plantings immediately adjacent to the depot structure. Appropriate site and landscaping would include continuing the historic orientation and relationship to tracks, platform and ramp and native landscaping.

If the building remains in its current location, the following critical deficiencies should be corrected as soon as possible. These are life safety issues related to the site and conditions that are leading to continued deterioration of the building.

- Replace missing bricks on brick patio.
- The drainage for the down spout on the east facade should be reconfigured so water no longer falls down the face of the wall.
- The new bottom collector should be installed similar to the existing downspouts. This will prevent water from washing the wall below the down spout.
- Replace decayed and heavily damaged roof framing members to continue to ensure the stability of the overall roof structure.

4.2.2 Serious Deficiencies (Action Required 2 - 4 Years)

Serious deficiencies should be corrected after all critical deficiencies have been corrected and within the next 2 to 4 years. In this case, the serious deficiencies need to be remedied before the building could be reused and occupied. The majority of the recommendations in this section are applicable to the building in either location.

These serious deficiency items relate only to the structure in its current location:

- Sidewalks should be designed to allow for appropriate access to the building. Sidewalks should be of Portland cement concrete and of a slope that accommodates those with disabilities.
- Pave, curb and gutter and stripe parking lot.

4.2.3 Minor Deficiencies (Action Required in 4 - 10 Years.)

Minor deficiencies should be corrected and completed after the fourth year and before the tenth year of the project. Conditions of the building components included in this category should be re-evaluated every two years to determine if the rate of deterioration is escalating. If deterioration is escalating, the priority of that repair work should be moved up.

- Repair and repaint sheet metal trim.
- The wood overhang should be scraped, primed and painted to match existing in areas where the paint has begun to peel.
- Replace missing door trim. Repair, strip and re-stain or repaint door trim to match existing adjacent materials.
- Replace missing wood electric panel door and trim.
- Install fire protection system.

These minor deficiency items relate only to the structure in its current location:

- Sod the area surrounding the building to eliminate weeds. Provide mow strip immediately adjacent to the building.
- Install irrigation system for landscaping and sod.
- Spray brick patio for weeds growing through the joints.

4.2.4 Routine Repair Work

Routine normal maintenance work such as lamp replacements, cleaning procedures, etc. is not included in this category. This category includes repair work that occurs on a periodic basis or deferred repair work that can be completed in increments, such as painting, caulking and sealing, etc.

work and the phasing shown here include relocation of the building as proposed by the City of Englewood.

The primary goal for the phasing plan is to complete the physical repair and rehabilitation needs of the structure to ensure its long term preservation as a historic resource. A grant can be an integral part to implementation of the preservation plan. The Englewood Historical Society can supplement its own funding of the project by applying for a grant from the State Historical Fund. The following describes one possible phasing approach and the projected costs for the project with that approach. The second phase of work may be eligible for State Historical Fund grant money, however, the current State Register designation would have to be revised to reflect the new location prior to applying for a grant. The first and third phases may include some items that would also be eligible for SHF grant funds.

Phase One: The first phase addresses relocation of the building as proposed by the City of Englewood. It also includes some demolition at the building's existing site to return the site to a usable condition. Abatement of the lead based paint hazard should occur in this phase. The cost of the abatement varies depending on the approach taken. These options are outlined in Appendix G : Hazardous Materials Survey, and would cost between \$7,500 to \$26,000. These costs are not included in the below cost estimates due to the uncertainty of the final approach.

Subtotal:	\$ 266,800.00
Consulting Fees:	\$ 40,000.00
	\$ 306,800.00
10% Contingency:	\$ 30,000.00
PHASE TOTAL:	\$ 336,800.00

Phase Two: The second phase includes exterior and interior restoration work that would generally be eligible for State Historical Fund money. The State Register designation would need to be modified to reflect the new location prior to applying for a SHF grant. This work will allow for the future reuse of the building by restoring the interior and improving the exterior envelope.

Subtotal:	\$ 99,000.00
Consulting Fees:	\$ 14,800.00
	\$ 113,800.00
10% Contingency:	\$ 11,000.00
PHASE TOTAL:	\$ 124,800.00

ACCESSIBILITY FOR THE DISABLED - SUMMARY

The site is generally not accessible. There are no sidewalks leading up to the building. The patio would be considered generally accessible. Entry from the patio into the building could easily be made accessible.

There are three floor level changes within the building. One of these, between the passenger area and the loading dock, would require stairs, no stairs are currently in place. The stairs should be configured to conform to accessibility standards. The floor level also changes between the passenger area and the office. This change is approximately nine inches could potentially be ramped to connect the office and waiting areas with the passage. The doors have no hardware, any new hardware should be both accommodating to the disabled and historically appropriate. The restrooms are not accessible. There are no fixtures in the restrooms. The existing restrooms sizes are large enough to be modified to accept an accessible toilet room. The existing toilet room doors should be reused and the new layout should be designed to incorporate required clearances and swings to accommodate reuse of the existing historic doors.

SLATERPAULL ARCHITECTS, INC.
 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEPOT Date: MAY 2002
 OVERALL COST ESTIMATE Estimated: MS Sheet:
 Checked: GP of:

Description	Unit Cost	Unit Measure	Quantity	Total
DIVISION ONE - GENERAL CONDITIONS				
01000 - GENERAL CONDITIONS (added after total)				\$53,800.00
Includes field services, temporary facilities, bonds and insurance, overhead and profit				
				\$0.00
DIVISION TWO - SITE WORK				
DEMOLITION OF EXISTING BASEMENT ETC.	\$25.00	SF	2,000	\$50,000.00
RELOCATION OF BLDG, Inc. shoring	\$50.00	SF	1,800	\$90,000.00
EXCAVATION FOR MOVE, Inc. Bedding Mat'l for slab	\$6.50	SF	2,000	\$13,000.00
REMOVAL, HAULING ETC.	\$750.00	LS	1	\$750.00
SITE WORK	\$2.50	SF	9,200	\$23,000.00
DIVISION 02000 TOTAL				\$176,750.00
DIVISION THREE - CONCRETE WORK				
FOUNDATION WALLS AND FOOTINGS	\$70.00	LF	200	\$14,000.00
DAMP PROOFING FOUNDATION	\$4.00	LF	200	\$800.00
FOUNDATION DRAINAGE SYSTEM	\$8.00	LF	200	\$1,600.00
SLAB ON GRADE	\$4.50	SF	1,700	\$7,650.00
DIVISION 03000 TOTAL				\$24,050.00
DIVISION FOUR - MASONRY WORK				
DIVISION 04000 TOTAL				\$0.00
DIVISION FIVE - METALS				
RECONFIGURE DOWNSPOUT DRAINAGE	\$500.00	LS	1	\$500.00
NEW BOTTOM COLLECTOR AND INSTALLATION	\$350.00	LS	1	\$350.00
DIVISION 05000 TOTAL				\$850.00
DIVISION SIX - CARPENTRY				
REPLACE DAMAGED ROOF SHEATHING	\$35.00	SF	50	\$1,750.00
REPLACE/ SISTER ROOF FRAMING MEMBERS	\$800.00	LS	1	\$800.00
REPLACE/ SISTER WALL FRAMING MEMBERS	\$1,500.00	LS	1	\$1,500.00
REPLACE EXTERIOR WALL SHEATHING	\$800.00	LS	1	\$800.00
REPLACE WINDOW TRIM	\$300.00	EA	2	\$600.00
REPLACE WOOD FINISH IN PASSAGE AREA	\$11.00	SF	40	\$440.00
REPLACE MISSING WALL TRIM	\$15.00	LF	60	\$900.00
REHABILITATE WALL TRIM	\$2.50	LF	240	\$600.00
REPLACE MISC. TRIM	\$250.00	LS	1	\$250.00
REPLACE MISSING ELECTRICAL PANEL DOOR	\$300.00	LS	1	\$300.00

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 One Park Central, Suite 400
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 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEPOT		Date: MAY 2002		
OVERALL COST ESTIMATE		Estimated:	MS Sheet:	
Description		Checked:	GP of:	
	Unit Cost	Unit Measure	Quantity	Total
DIVISION 06000 TOTAL				
DIVISION SEVEN - THERMAL & MOISTURE PROTECTION				
REPLACE MOD ASPHALT ROLL ROOFING	\$750.00	SQ	4	\$3,000.00
EXTERIOR STUCCO PATCHING	\$12.50	SF	135	\$1,687.50
REPAIR AND REPAINT SHEET METAL FLASHING	\$3.00	SF	35	\$105.00
DIVISION 07000 TOTAL				
DIVISION EIGHT - DOORS & WINDOWS				
REHABILITATE EXISTING WINDOWS - LARGE	\$500.00	EA	14	\$7,000.00
REHABILITATE EXISTING WINDOWS - SMALL	\$300.00	EA	4	\$1,200.00
WEATHER-STRIP WINDOWS	\$150.00	EA	18	\$2,700.00
REHABILITATE EXISTING WINDOW HARDWARE	\$75.00	EA	14	\$1,050.00
NEW WINDOW HARDWARE	\$25.00	EA	14	\$350.00
REHABILITATE EXISTING DOORS INC. HDWR	\$600.00	EA	6	\$3,600.00
REHABILITATE EXISTING LARGE DOORS INC. HDWR	\$1,200.00	EA	3	\$3,600.00
NEW WOOD DOORS	\$1,050.00	EA	3	\$3,150.00
DIVISION 08000 TOTAL				
DIVISION NINE - FINISHES				
NEW FIRE RESISTIVE CEILING	\$3.50	SF	700	\$2,450.00
REPAIR INTERIOR PLASTER FINISHES - WALL	\$8.50	SF	400	\$3,400.00
REHABILITATE BOARD AND BEAD SIDING -L.D.	\$18.00	SF	90	\$1,620.00
REHABILITATE BOARD AND BEAD SIDING -T.R.	\$10.00	SF	270	\$2,700.00
REPLACE BOARD AND BEAD SIDING-L.D.	\$5.00	SF	75	\$375.00
REPLACE BOARD AND BEAD SIDING - T.R.	\$5.00	SF	25	\$125.00
REPLACE WOOD BASE BOARD	\$6.50	LF	150	\$975.00
NEW WOOD FLOOR ON SLEEPERS	\$12.00	SF	1,000	\$12,000.00
NEW TILE FLOOR IN TOILET ROOMS	\$15.00	SF	100	\$1,500.00
NEW TILE BASE IN TOILET ROOMS	\$20.00	LF	50	\$1,000.00
REFINISH WOOD FINISH IN PASSAGE AREA	\$400.00	LS	1	\$400.00
PAIN T ALL WALLS	\$0.85	SF	3,000	\$2,550.00
STAIN ALL TRIM (NIC WINDOW/DOOR)	\$1.25	LF	400	\$500.00
PAIN T CEILINGS	\$1.50	SF	1,400	\$2,100.00
REPAIR CEILING PLASTER	\$15.00	SF	400	\$6,000.00
SCRAPE PRIME AND PAINT OVERHANG	\$9.75	SF	785	\$7,653.75
DIVISION 09000 TOTAL				
DIVISION TEN - SPECIALTIES				

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 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEPOT		Date: MAY 2002	
OVERALL COST ESTIMATE		Estimated:	MS
		Checked:	GP
Description	Unit Cost	Unit Measure	Quantity
			Total
DIVISION 10000 TOTAL			\$0.00
DIVISION ELEVEN - EQUIPMENT			
DIVISION 11000 TOTAL			\$0.00
DIVISION TWELVE - FURNISHINGS			
DIVISION 12000 TOTAL			\$0.00
DIVISION THIRTEEN - SPECIAL CONSTRUCTION			
INSTALL FIRE PROTECTION SYSTEM	\$8,000.00	LS	1
DIVISION 13000 TOTAL			\$8,000.00
DIVISION FOURTEEN - CONVEYING SYSTEMS			
DIVISION 14000 TOTAL			\$0.00
DIVISION FIFTEEN - MECHANICAL SYSTEMS			
NEW FORCED AIR MECHANICAL SYSTEM	\$25.00	SF	1,650
NEW PLUMBING AND WASTE WATER SYSTEM	\$90.00	LF	80
NEW TOILET ROOM FIXTURES	\$2,500.00	LS	2
DRINKING FOUNTAIN	\$1,200.00	LS	1
DIVISION 15000 TOTAL			\$54,650.00
DIVISION SIXTEEN - ELECTRICAL SYSTEMS			
NEW ELECTRICAL SERVICE ; 200 AMP	\$2,100.00	LS	1
MAIN PANEL	\$2,000.00	LS	1
DISTRIBUTION	\$2.50	SF	1,650
NEW INTERIOR LIGHT FIXTURES	\$250.00	EA	10
RESTORE EXISTING INTERIOR FIXTURES	\$200.00	EA	2
RESTORE EXISTING EXTERIOR FIXTURES	\$250.00	EA	9
NEW EXTERIOR LIGHT FIXTURES	\$400.00	EA	1
DIVISION 16000 TOTAL			\$13,775.00
SUBTOTAL			\$358,800.00
GENERAL CONDITIONS, BONDS & INSURANCE, FEE =		15.0%	\$53,800.00
			\$412,600.00

SLATERPAULL ARCHITECTS, INC.
 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEPOT			Date:	MAY 2002
OVERALL COST ESTIMATE		Estimated:	MS	Sheet:
		Checked:	GP	of:
Description	Unit Cost	Unit Measure	Quantity	Total
ESTIMATING CONTINGENCY =	15.0%			\$61,900.00
TOTAL PROBABLE CONSTRUCTION COST				\$474,500.00

SLATERPAULL ARCHITECTS, INC.
 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEP OT		Date: MAY 2002		
RELOCATION WORK ITEMS		Estimated: MS Sheet:		
Description		Checked: GP of:		
	Unit Cost	Unit Measure	Quantity	Total
DIVISION ONE - GENERAL CONDITIONS				
01000 - GENERAL CONDITIONS (added after total)				\$30,300.00
Includes field services, temporary facilities, bonds and insurance, overhead and profit				
				\$0.00
DIVISION TWO - SITE WORK				
DEMOLITION OF EXISTING BASEMENT ETC.	\$25.00	SF	2,000	\$50,000.00
RELOCATION OF BLDG, Inc. shoring	\$50.00	SF	1,800	\$90,000.00
EXCAVATION FOR MOVE, Inc. Bedding Mat'l for slab	\$6.50	SF	2,000	\$13,000.00
REMOVAL, HAULING ETC.	\$750.00	LS	1	\$750.00
SITE WORK	\$2.50	SF	9,200	\$23,000.00
DIVISION 02000 TOTAL				\$176,750.00
DIVISION THREE - CONCRETE WORK				
FOUNDATION WALLS AND FOOTINGS	\$70.00	LF	200	\$14,000.00
DAMP PROOFING FOUNDATION	\$4.00	LF	200	\$800.00
FOUNDATION DRAINAGE SYSTEM	\$8.00	LF	200	\$1,600.00
SLAB ON GRADE	\$4.50	SF	1,700	\$7,650.00
DIVISION 03000 TOTAL				\$24,050.00
DIVISION FOUR - MASONRY WORK				
DIVISION 04000 TOTAL				\$0.00
DIVISION FIVE - METALS				
RECONFIGURE DOWNSPOUT DRAINAGE	\$500.00	LS	1	\$500.00
NEW BOTTOM COLLECTOR AND INSTALLATION	\$350.00	LS	1	\$350.00
DIVISION 05000 TOTAL				\$850.00
DIVISION SIX - CARPENTRY				
DIVISION 06000 TOTAL				\$0.00
DIVISION SEVEN - THERMAL & MOISTURE PROTECTION				
DIVISION 07000 TOTAL				\$0.00

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 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEP OT		Date: MAY 2002		
RELOCATION WORK ITEMS		Estimated: MS Sheet:		
		Checked: GP of:		
Description	Unit Cost	Unit Measure	Quantity	Total
DIVISION EIGHT - DOORS & WINDOWS				
DIVISION 08000 T OTAL				\$0.00
DIVISION NINE - FINISHES				
DIVISION 09000 T OTAL				\$0.00
DIVISION TEN - SPECIALTIES				
DIVISION 10000 T OTAL				\$0.00
DIVISION ELEVEN - EQUIPMENT				
DIVISION 11000 T OTAL				\$0.00
DIVISION TWELVE - FURNISHINGS				
DIVISION 12000 T OTAL				\$0.00
DIVISION THIRTEEN - SPECIAL CONSTRUCTION				
DIVISION 13000 T OTAL				\$0.00
DIVISION FOURTEEN - CONVEYING SYSTEMS				
DIVISION 14000 T OTAL				\$0.00
DIVISION FIFTEEN - MECHANICAL SYSTEMS				
DIVISION 15000 TOTAL				\$0.00
DIVISION SIXTEEN - ELECTRICAL SYSTEMS				
DIVISION 16000 TOTAL				\$0.00
SUBTOTAL				\$201,700.00

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 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEP OT Date: MAY 2002
 RELOCATION WORK ITEMS Estimated: MS, Sheet:
 Checked: GP. of:

Description	Unit Cost	Unit Measure	Quantity	Total
GENERAL CONDITIONS, BONDS & INSURANCE, FEE =	15.0%			\$30,300.00
				\$232,000.00
ESTIMATING CONTINGENCY =	15.0%			\$34,800.00
TOTAL PROBABLE CONSTRUCTION COST				\$266,800.00

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 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEP OT GRANT WORK ITEMS		Estimated: Checked:	MS GP	Sheet: of:	Date: MAY 2002
Description	Unit Cost	Unit Measure	Quantity	Total	
DIVISION ONE - GENERAL CONDITIONS					
01000 - GENERAL CONDITIONS (added af ter total)					\$11,200.00
Includes field services, temporary facilities, bonds and insurance, overhead and profit					
					\$0.00
DIVISION TWO - SITE WORK					
DIVISION 02000 T OTAL					\$0.00
DIVISION THREE - CONCRETE WORK					
DIVISION 03000 T OTAL					\$0.00
DIVISION FOUR - MASONRY WORK					
DIVISION 04000 T OTAL					\$0.00
DIVISION FIVE - METALS					
DIVISION 05000 T OTAL					\$0.00
DIVISION SIX - CARPENTRY					
REPLACE DAMAGED ROOF SHEA THING	\$35.00	SF	50		\$1,750.00
REPLACE/ SISTER ROOF FRAMING MEMBER S	\$800.00	LS	1		\$800.00
REPLACE/ SISTER WALL FRAMING MEMBER S	\$1,500.00	LS	1		\$1,500.00
REPLACE EXTERIOR WALL SHEATHING	\$800.00	LS	1		\$800.00
REPLACE WINDOW T RIM	\$300.00	EA	2		\$600.00
REPLACE WOOD FINISH IN P ASSAGE AREA	\$11.00	SF	40		\$440.00
REPLACE MISSING WA LL TRIM	\$15.00	LF	60		\$900.00
REHABILITATE WALL TRIM	\$2.50	LF	240		\$600.00
REPLACE MISC. TRIM	\$250.00	LS	1		\$250.00
REPLACE MISSING EL ECTRICAL PANEL DOOR	\$300.00	LS	1		\$300.00
DIVISION 06000 T OTAL					\$7,940.00
DIVISION SEVEN - THERMAL & MOISTURE PROTECTION					
REPLACE MOD ASPHALT ROLL ROOFING	\$750.00	SQ	4		\$3,000.00
EXTERIOR STUCCO PATCHING	\$12.50	SF	135		\$1,687.50

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 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEP OT		Date: MAY 2002		
GRANT WORK ITEMS		Estimated:	MS	Sheet:
Description		Checked:	GP of:	
	Unit Cost	Unit Measure	Quantity	Total
REPAIR AND REPAINT SHEET METAL FLASHING	\$3.00	SF	35	\$105.00
DIVISION 07000 TOTAL				\$4,792.50
DIVISION EIGHT - DOORS & WINDOWS				
REHABILITATE EXISTING WINDOWS - LARGE	\$500.00	EA	14	\$7,000.00
REHABILITATE EXISTING WINDOWS - SMALL	\$300.00	EA	4	\$1,200.00
WEATHER-STRIP WINDOWS	\$150.00	EA	18	\$2,700.00
REHABILITATE EXISTING WINDOW HARDWARE	\$75.00	EA	14	\$1,050.00
REHABILITATE EXISTING DOORS INC. HDWR	\$600.00	EA	6	\$3,600.00
REHABILITATE EXISTING LARGE DOORS INC. HDWR	\$1,200.00	EA	3	\$3,600.00
DIVISION 08000 TOTAL				\$19,150.00
DIVISION NINE - FINISHES				
REPAIR INTERIOR PLASTER FINISHES - WALL	\$8.50	SF	400	\$3,400.00
REHABILITATE BOARD AND BEAD SIDING - L.D.	\$18.00	SF	90	\$1,620.00
REHABILITATE BOARD AND BEAD SIDING - T.R.	\$10.00	SF	270	\$2,700.00
REPLACE BOARD AND BEAD SIDING - L.D.	\$5.00	SF	75	\$375.00
REPLACE BOARD AND BEAD SIDING - T.R.	\$5.00	SF	25	\$125.00
REPLACE WOOD BASE BOARD	\$6.50	LF	150	\$975.00
NEW WOOD FLOOR ON SLEEPERS	\$12.00	SF	1,000	\$12,000.00
REFINISH WOOD FINISH IN PASSAGE AREA	\$400.00	LS	1	\$400.00
PAINT ALL WALLS	\$0.85	SF	3,000	\$2,550.00
STAIN ALL TRIM (NIC WINDOW/DOOR)	\$1.25	LF	400	\$500.00
PAINT CEILINGS	\$1.50	SF	1,400	\$2,100.00
REPAIR CEILING PLASTER	\$15.00	SF	400	\$6,000.00
SCRAPE PRIME AND PAINT OVERHANG	\$9.75	SF	785	\$7,653.75
DIVISION 09000 TOTAL				\$40,398.75
DIVISION TEN - SPECIALTIES				
DIVISION 10000 TOTAL				\$0.00
DIVISION ELEVEN - EQUIPMENT				
DIVISION 11000 TOTAL				\$0.00
DIVISION TWELVE - FURNISHINGS				

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ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEP OT
 GRANT WORK ITEMS
 Estimated: MS
 Checked: GP
 Date: MAY 2002
 Sheet: of:

Description	Unit Cost	Unit Measure	Quantity	Total
DIVISION 12000 TOTAL				\$0.00
DIVISION THIRTEEN - SPECIAL CONSTRUCTION				
DIVISION 13000 TOTAL				\$0.00
DIVISION FOURTEEN - CONVEYING SYSTEMS				
DIVISION 14000 TOTAL				\$0.00
DIVISION FIFTEEN - MECHANICAL SYSTEMS				
DIVISION 15000 TOTAL				\$0.00
DIVISION SIXTEEN - ELECTRICAL SYSTEMS				
RESTORE EXISTING INTERIOR FIXTURES	\$200.00	EA	2	\$400.00
RESTORE EXISTING EXTERIOR FIXTURES	\$250.00	EA	9	\$2,250.00
DIVISION 16000 TOTAL				\$2,650.00
SUBTOTAL				\$74,900.00
GENERAL CONDITIONS, BONDS & INSURANCE, FEE =	15.0%			\$11,200.00
				\$86,100.00
ESTIMATING CONTINGENCY =	15.0%			\$12,900.00
TOTAL PROBABLE CONSTRUCTION COST				\$99,000.00

SLATERPAULL ARCHITECTS, INC.
 One Park Central, Suite 400
 1515 Arapahoe Street
 Denver, Colorado 80202
 303-607-0977 FAX 303-607-0767

ESTIMATE OF PROBABLE
 CONSTRUCTION COST
 (PER UNIT)

Project: ENGLEWOOD DEPOT				Date: MAY 2002	
MINOR AND DISCRETIONARY WORK ITEMS		Estimated: MS	Sheet: 1 of 1		
Description		Checked: GP	of:		
	Unit Cost	Unit Measure	Quantity	Total	
DIVISION ONE - GENERAL CONDITIONS					
01000 - GENERAL CONDITIONS (added after total)				\$12,300.00	
Includes field services, temporary facilities, bonds and insurance, overhead and profit					
				\$0.00	
DIVISION TWO - SITE WORK					
DIVISION 02000 TOTAL				\$0.00	
DIVISION THREE - CONCRETE WORK					
DIVISION 03000 TOTAL				\$0.00	
DIVISION FOUR - MASONRY WORK					
DIVISION 04000 TOTAL				\$0.00	
DIVISION FIVE - METALS					
DIVISION 05000 TOTAL				\$0.00	
DIVISION SIX - CARPENTRY					
DIVISION 06000 TOTAL				\$0.00	
DIVISION SEVEN - THERMAL & MOISTURE PROTECTION					
DIVISION 07000 TOTAL				\$0.00	
DIVISION EIGHT - DOORS & WINDOWS					
NEW WOOD DOORS		\$1,050.00	EA	3	\$3,150.00
NEW WINDOW HARDWARE		\$25.00	EA	14	\$350.00
DIVISION 08000 TOTAL				\$3,500.00	
DIVISION NINE - FINISHES					
NEW FIRE RESISTIVE CEILING		\$3.50	SF	700	\$2,450.00
NEW TILE FLOOR IN TOILET ROOMS		\$15.00	SF	100	\$1,500.00
NEW TILE BASE IN TOILET ROOMS		\$20.00	LF	50	\$1,000.00

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Description		Checked:	GP of:	
	Unit Cost	Unit Measure	Quantity	Total
DIVISION 09000 TOTAL				\$4,950.00
DIVISION TEN - SPECIALTIES				
DIVISION 10000 TOTAL				\$0.00
DIVISION ELEVEN - EQUIPMENT				
DIVISION 11000 TOTAL				\$0.00
DIVISION TWELVE - FURNISHINGS				
DIVISION 12000 TOTAL				\$0.00
DIVISION THIRTEEN - SPECIAL CONSTRUCTION				
INSTALL FIRE PROTECTION SYSTEM	\$8,000.00	LS	1	\$8,000.00
DIVISION 13000 TOTAL				\$8,000.00
DIVISION FOURTEEN - CONVEYING SYSTEMS				
DIVISION 14000 TOTAL				\$0.00
DIVISION FIFTEEN - MECHANICAL SYSTEMS				
NEW FORCED AIR MECHANICAL SYSTEM	\$25.00	SF	1,650	\$41,250.00
NEW PLUMBING AND WASTE WATER SYSTEM	\$90.00	LF	80	\$7,200.00
NEW TOILET ROOM FIXTURES	\$2,500.00	LS	2	\$5,000.00
DRINKING FOUNTAIN	\$1,200.00	LS	1	\$1,200.00
DIVISION 15000 TOTAL				\$54,650.00
DIVISION SIXTEEN - ELECTRICAL SYSTEMS				
NEW ELECTRICAL SERVICE ; 200 AMP	\$2,100.00	LS	1	\$2,100.00
MAIN PANEL	\$2,000.00	LS	1	\$2,000.00
DISTRIBUTION	\$2.50	SF	1,650	\$4,125.00
NEW INTERIOR LIGHT FIXTURES	\$250.00	EA	10	\$2,500.00
NEW EXTERIOR LIGHT FIXTURES	\$400.00	EA	1	\$400.00
DIVISION 16000 TOTAL				\$11,125.00
SUBTOTAL				\$82,200.00

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MINOR AND DISCRETIONARY WORK ITEMS		Estimated: MS	Sheet:
		Checked: GP	of:
Description	Unit Cost	Unit Measure	Total
GENERAL CONDITIONS, BONDS & INSURANCE, FEE =	15.0%		\$12,300.00
			\$94,500.00
ESTIMATING CONTINGENCY =	15.0%		\$14,200.00
TOTAL PROBABLE CONSTRUCTION COST			\$108,700.00

Exhibit 2

Englewood Depot Parcel Map



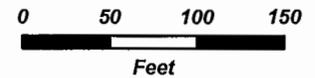
City of Englewood, Colorado

Depot Property Parcel Map

0.490 Acres



Revised: 29 Feb 2012



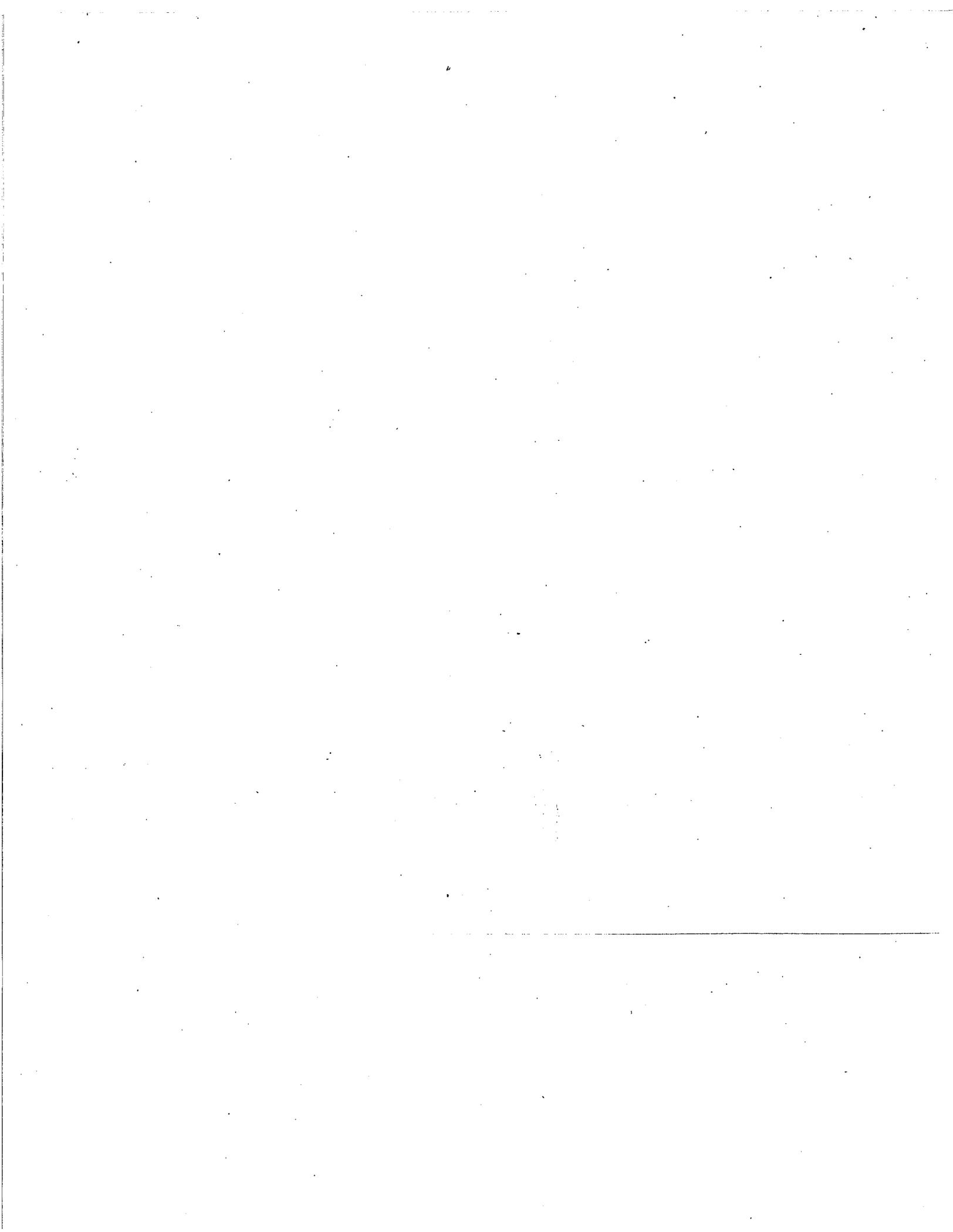


Exhibit 3

Preservation Easement Information

Colorado Historical Foundation Preservation Easements Program

Saving Buildings While Saving Taxes

A preservation or conservation easement is a way to ensure the continued preservation of historic buildings, sites, structures and even archeological ruins. The donation of such easements is a purely voluntary means for property owners to preserve these important landmarks while being able to realize what may amount to substantial tax savings as a result of the donation.

An easement is a partial interest or limited right in the use of a property, which is legally granted by the owner to another party. A familiar example of an easement is a right-of-way. When a property owner grants a preservation or conservation easement (the terms are often interchangeable) the owner is not, however, giving a neighbor the right to cross his or her land, as with a right-of-way. Instead, the owner grants to an organization like the Colorado Historical Foundation the right and, in fact, the obligation to assure that the property's historic character is forever preserved.

The donation of a preservation easement does not mean that the property owner surrenders ownership of the property, nor does it prevent the future sale of the property. A preservation easement on a historic building does mean that it cannot be demolished, that any changes to the exterior appearance of the property must be approved by the Foundation, and that it must be maintained in good condition.

A preservation easement may be given on any property that is either listed on the National or State Registers of Historic Places or designated as a local landmark. An owner of an historic property may grant an easement on just the exterior of a building, in which case it is often called a facade easement, or the owner may elect to have the easement cover the interior as well. Conservation easements may also be given on open land surrounding a historic site or structure to ensure that this land is not inappropriately developed.

All preservation easements are granted in such a way that they "run with the land" and are passed on to all future owners of the property. An easement does not prevent an owner from selling the property nor does it require that it be open to the public.

An owner may well ask "What's in it for me?" In addition to the satisfaction derived from knowing that your historic property will always be preserved, the owner may also receive a tax deduction. According to section 170 of the Internal Revenue Code, the donation of a preservation easement on property listed on the National Register of Historic Places can qualify as a charitable deduction for Federal income, estate and gift tax purposes. The amount of that deduction is equal to the reduction in the property's fair market value as a result of the easement. Although valuation and the resulting tax savings can become very complex to determine, property owners may save substantially on their taxes. It is always best to consult a tax attorney or accountant whenever considering the donation of a preservation easement.

In order for a preservation easement donation to qualify as a charitable deduction, the easement must be granted to what the IRS calls a "qualified organization". The Colorado Historical Foundation is one such organization and is unique in its ability to accept easements anywhere in Colorado. The Foundation is a private, non-profit organization that has had a close association for many years with History Colorado; the Foundation has been accepting preservation easements since 1981. It now maintains a portfolio that includes easements on properties ranging from small farmhouses to large hotels in areas from Durango to Denver to Estes Park.

Preservation easements are an effective means to protect and preserve historic properties. In areas without local landmark commissions, easements may be the only way to assure the continued preservation of a valuable historic property. And easements are a purely voluntary means of preservation. The Colorado Historical Foundation's Preservation Easement Program presents a unique opportunity for an owner of a historic property to help his or her community to save its heritage while possibly realizing tax savings.

NOTE: Property owners who are considering the donation of a preservation easement should seek the counsel of their own tax advisors, accountants and lawyers to determine the manner in which the donation will affect them and their tax liability.

Questions and Answers

What Properties Qualify?

A preservation easement can be granted for any property that has received official historic designation, including listing on the National or State Registers of Historic Places or as a local Landmark by a municipal or county government. However, in order to qualify as a tax deductible easement donation under section 170 of the Internal Revenue Code, the property must be listed either individually on the National Register of Historic Places, or located within National Register Historic Districts and certified as contributing to the historic character of that district. Many local landmarks and many older buildings not presently listed on the National Register may qualify as National Register eligible buildings.

What Restrictions Are Placed on the Property?

The Colorado Historical Foundation has developed a standard deed of easement that specifies the mutual obligations of both the owner and the Foundation. The basic restrictions of the deed relate to alterations and modifications of the building and to the development of any land covered by the easement. Alterations and in some cases even additions may actually be permitted under the terms of an easement. However, in all cases such alterations require the prior approval of the Colorado Historical Foundation. The easement deed also requires the owner to maintain the property in good and sound condition. Copies of the Foundation's standard deed of easement are available upon request.

Are There Any Direct Costs to the Easement Donor?

Yes. In order to cover its costs, the Colorado Historical Foundation charges a flat fee of \$250 for processing applications as well as a \$1500 fee for negotiating each easement. In addition, a contribution to the Foundation's Preservation Easement Endowment Fund is required for every easement accepted. The purpose of the contribution is to cover the continuing costs of enforcing the terms of each easement. The amount of the required contribution is based on a sliding scale that is tied to property value. (See the Foundation's Policies and Procedures for fee schedule.)

How Long Does an Easement Last?

In order to qualify for the tax deduction, federal law requires that preservation easements be granted in perpetuity. As with any deed, the easement is recorded in the county land records and "runs with the land". The easement binds the owner who grants the easement as well as all future owners.

Must an Easement Property be Open to the Public?

No. Unless an interior easement is granted, no public access to the property's interior is required. Section 170 of the Internal Revenue Code does require, however, that in order to qualify for the tax deduction the exterior of the property must be visible from a public right-of-way.

How is the Value of an Easement Donation Determined?

The value of the easement is determined by the decrease in the property's fair market value attributable to the easement. This is calculated by subtracting the property's fair market value after the granting of the easement from the fair market value before the easement was donated. These calculations require the services of a professional appraiser, who is hired by the donor to determine the easement value.

For copies of the Colorado Historical Foundation's application form, standard deed of easement, policies and procedures governing the donation of easements, or for other general information on the Foundation's preservation easement program, please see the Foundation's web page at www.cohf.org or contact:

**Mr. Lane Ittelson, Executive Director
Colorado Historical Foundation
1200 Broadway
Denver, Colorado 80203
303-866-2976**