



**AGENDA FOR THE
ENGLEWOOD CITY COUNCIL
EXECUTIVE SESSIONS/STUDY SESSION
MONDAY, JUNE 3, 2013**

I. Executive Sessions

At 6:00 p.m. in the City Council Conference, City Council will discuss a real estate negotiation matter (Larry Miller site) pursuant to C.R.S. 24-6-402-4(a) and (e).

II. Englewood Light Rail Corridor Plan Review

At 6:45 p.m. in the Community Room, Community Development Director Alan White will discuss the Englewood Light Rail Corridor Plan Review.

III. RTD Options

Deputy City Manager Mike Flaherty will discuss RTD Parking and Station Options.

IV. City Manager's Choice

A. Residential Fire Sprinklers

V. City Attorney's Choice



M E M O R A N D U M

TO: Mayor Penn and City Council Members

THRU: Gary Sears, City Manager
Alan White, Community Development Director

FROM: John Voboril, Planner II

DATE: June 3, 2013

SUBJECT: Englewood Light Rail Corridor Plan Review

The Englewood Light Rail Corridor Plan project was funded through a station area planning grant from the Denver Regional Council of Governments (DRCOG). The light rail system represents a major capital investment for both the federal government and DRCOG. DRCOG has established a policy to encourage station area intensification including increased employment and housing in order to increase light rail system ridership, decrease highway congestion, and improve air quality.

Project consultant Crandall Arambula conducted an analysis of existing land use and transportation patterns and developed a forecast for regional housing and employment demand over a twenty year time period, for the purpose of creating a number of development scenarios for the Englewood, Oxford, and Bates station influence areas. The initial scenarios were presented to stakeholders and the general public for their comments and preferences. The project consultant made a series of refinements to a preferred scenario for each station area, and then began to combine the individual station scenarios into a single, system-wide development scenario, presenting the changes to stakeholders and the general public through the course of two additional meetings.

Englewood Station

The corridor plan recognizes the Englewood Station area as the station with the most overall growth potential due to its excellent visibility and access from US Highways 85 and 285. The final plan scenario calls for the development of a Floyd Avenue extension to the west underneath the light rail tracks and Santa Fe Drive and over the South Platte River in order to open up a significantly sized, under-utilized area for transit-oriented housing redevelopment. The plan also calls for significant intensification of the area immediately surrounding the station in the form of housing developments above existing park-n-Ride facilities, as well as the development of a hotel next to the station platform. Finally, the plan calls for the eventual transformation of the areas east of the immediate station area (Inca Street to Broadway), centered around a park block corridor that would create a highly

attractive amenity drawing office, retail, and housing demand, structured in a more urban format.

Oxford Station

The corridor plan projects the Oxford Station area as primarily residential in nature due to its relative lack of visibility and lower level of access. Relatively larger properties that are closest to the existing station are identified as being the most attractive candidates for housing redevelopment over the long term. Relatively smaller properties that are beyond a quarter mile radius from the station have less redevelopment potential, and are identified as areas where a mix of existing employment and small housing projects may occur. Retail use is projected to be minimal at this location, but may possibly develop directly across from the station at the northeast corner of Oxford and Windermere. The corridor plan calls for the development of park amenities on both sides of Oxford Avenue that will help attract a mix of housing types that include up-scale rental and condo units. Without such park amenities, the project consultant believes that the area will not attract condo or up-scale rental units. Due to comments made by area stakeholders that favored the development of off-street station parking for light rail riders, the project consultant identified potential sites for park-n-Ride facilities on portions of the Meadow Gold and Sam's Automotive properties.

Bates Station

The plan for Bates Station concedes that a future station may not be developed. Nevertheless, the consultant took care to develop a plan that does not preclude development of a station in the future, and advises that an easement be established for future station access. The project consultant reviewed past plans for the site and concluded that the planned employment and retail uses were not viable. The project consultant plan calls for a strictly multi-unit residential development of the General Iron Works and Winslow Crane properties, with townhome developments creating a buffer between the General Iron Works/Winslow properties and the existing residential neighborhood to the east. The proposed plan for this area is viable with or without a light rail station.

Pedestrian and Bicycle Connection Improvements

In order to facilitate pedestrian and bicycle access to the stations, the plan calls for a rail trail featuring bridges over Dartmouth, Hampden, and Oxford Avenues parallel to the light rail line, creating a continuous connection from Bates Station down to the Big Dry Creek Trail. The plan also calls for the development of protected bikeways along Dartmouth, Oxford, and Englewood Parkway to the east, and the new Floyd extension to the west. Protected bikeways have been recognized to significantly increase bicycle commuting as they provide a significant measure of physical separation from automobile traffic that makes people feel much safer and more confident.

Understanding the Nature of the Englewood Light Rail Corridor Plan

The Englewood Light Rail Corridor Plan is a visionary plan of what the station areas could look like in the future, and what the City should strive for over the next twenty years. In order to make progress in bringing the plan vision to realization, the City will need to work on zoning reforms and design standards, seek out transportation infrastructure funding,

conduct more detailed analysis of proposed project developments, and aggressively market development projects to private sector partners.

Final Plan Adoption

The Englewood Light Rail Corridor Plan will be submitted to the Englewood Planning and Zoning Commission, which will conduct a public hearing on the plan. All stakeholder and general public meetings attendees will be notified of the date. The Planning and Zoning Commission will make a recommendation to Council based on the public hearing testimony. City Council also will hold a public hearing, with a final vote on adoption by resolution to follow.

C: Gary Sears
Mike Flaherty
Dan Brotzman
Alan White
File

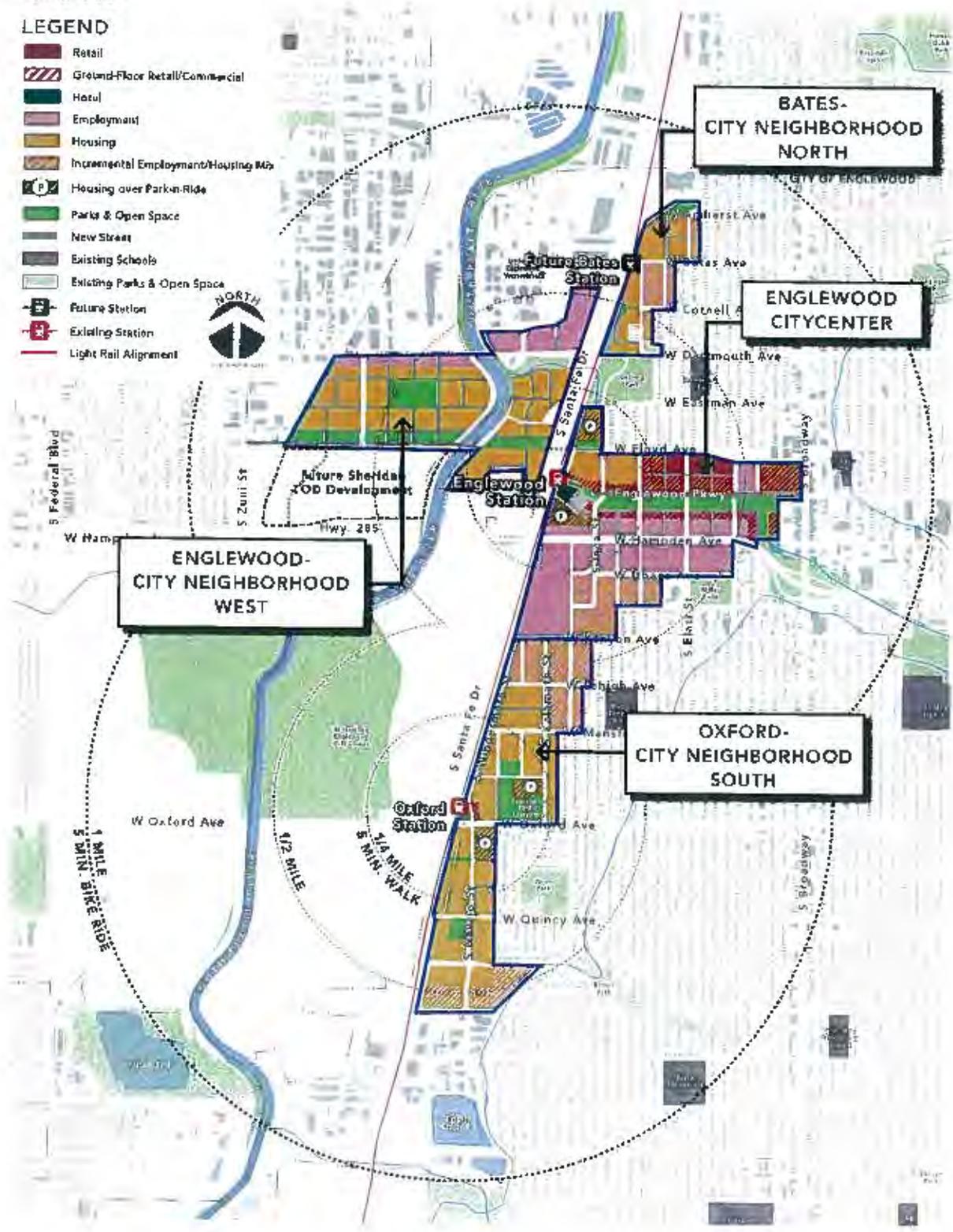
Att: Englewood Light Rail Corridor Plan Highlights

- Land Use Framework
- Pedestrian and Bicycle Framework
- Implementation Projects
 - Station Activation
 - Floyd Avenue Extension
 - Englewood Parkway
 - Oxford Parks
 - Neighborhood Connections
 - Schedule

Land Use

LEGEND

- Retail
- Ground-Floor Retail/Commercial
- Hotel
- Employment
- Housing
- Incremental Employment/Housing Mix
- P Housing over Park-in-Ride
- Parks & Open Space
- New Street
- Existing Schools
- Existing Parks & Open Space
- S Future Station
- R Existing Station
- Light Rail Alignment

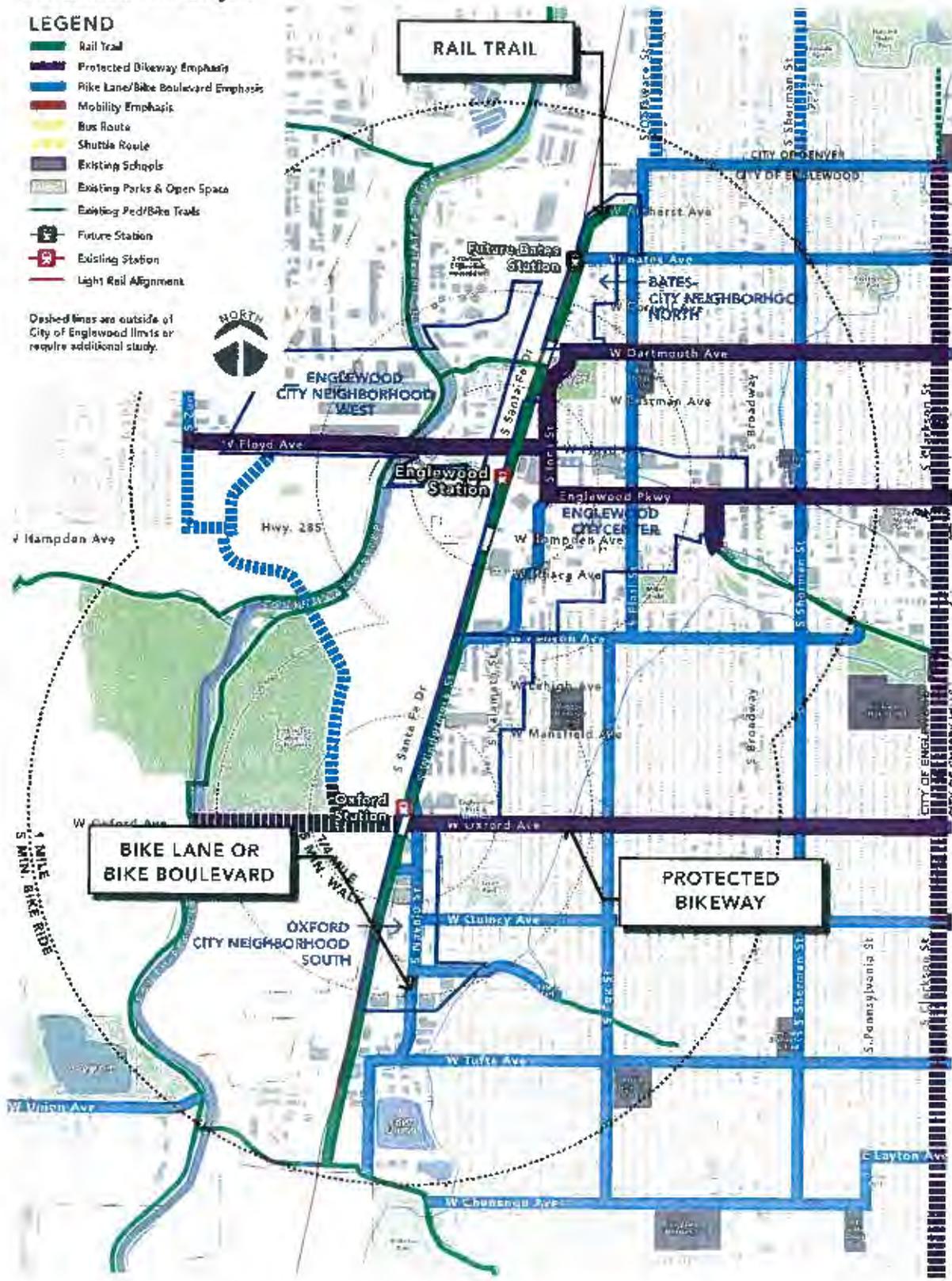


Pedestrian and Bicycle

LEGEND

-  Rail Trail
-  Protected Bikeway Emphasis
-  Bike Lane/Bike Boulevard Emphasis
-  Mobility Emphasis
-  Bus Route
-  Shuttle Route
-  Existing Schools
-  Existing Parks & Open Space
-  Existing Ped/Bike Trails
-  Future Station
-  Existing Station
-  Light Rail Alignment

Dashed lines are outside of City of Englewood limits or require additional study.



RAIL TRAIL

BIKE LANE OR BIKE BOULEVARD

PROTECTED BIKEWAY



IMPLEMENTATION PROJECTS



STATION ACTIVATION PROJECTS



FLOYD AVENUE EXTENSION PROJECTS



* Does Not Include Miscellaneous Underpass/Bridges Costs or Pump Station



ENGLEWOOD PARKWAY PROJECTS



OXFORD PARKS PROJECTS



**HOUSING &
STATION RETAIL
\$788 MILLION**

**PARK 1
\$3.5 MILLION**

**PARK 2
\$1.5 MILLION**

NEIGHBORHOOD CONNECTIONS PROJECTS



SCHEDULE

The schedule calls for action on all projects within the first six years to ensure that plan momentum is established

PROJECTS	TIMELINE					
	YEAR 1-2	YEAR 3-5	YEAR 6-8	YEAR 9-12	YEAR 13-16	YEAR 17-20
ALL STATIONS						
REGULATORY UPDATES	Codes & Guidelines					
NEIGHBORHOOD CONNECTIONS (Rail Trail & Protected Bikeways)	Program	Design & Construct				
OXFORD STATION						
OXFORD PARK-N-RIDE	Program	Design & Construct				
OXFORD PARKS		Program	Design & Construct			
ENGLEWOOD STATION						
FLOYD AVENUE EXTENSION (West Neighborhood Development)		Program	Design	Construct		
ENGLEWOOD PARKWAY (East of Elati Street)			Program	Design	Construct	
ENGLEWOOD PARKWAY (West of Elati Street)			Program	Design	Construct	
STATION ACTIVATION (Housing Over Park-N-Ride)		Program	Design & Construct			
STATION ACTIVATION (Englewood Pkwy Extension)		Program	Design	Construct		



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: May 30, 2013

SUBJECT: RTD Parking and Station Options

The Englewood Station Area Master Plan (STAMP), which will be presented during the City Council Study Session on June 3, addresses RTD parking in Englewood and the proposed Bates Station, both of which were included in the RTD FasTracks plan. These options have been discussed internally by City Council and with representatives of RTD since the passage of FasTracks in 2004. The following provides the status of each of these elements, including recommendations of the STAMP and future options that City staff has discussed on a preliminary basis with RTD staff.

Parking: Englewood RTD Parking Expansion.

The FasTracks plan includes 440 new RTD parking spaces in Englewood. A prior plan for the extension of the north surface parking lot over the open channel of Little Dry Creek was initially designed and engineered and was placed in the 2012 RTD budget. The budget for this project was approximately \$5 million, for which RTD expended over \$300,000 for planning, permitting and engineering services. However, the plan was rejected by Englewood City Council due to citizen concerns. There are no current plans in place nor are funds budgeted for RTD parking in Englewood.

The STAMP identifies two sites adjacent to the Oxford Station area for potential future RTD parking. While the STAMP provides for a long-term view of 20-30 years, the sites identified are both existing industrial uses (Meadow Gold and Sam's Automotive) with no immediate plans for relocation by either. However, other properties to the south of Oxford on the east side of Navajo Street are currently on the market and could be available for purchase by RTD. RTD has not budgeted FasTracks funds now or in the near future for parking in Englewood. Furthermore, RTD acquiring property adjacent to the Oxford Station for parking would remove these properties from the City tax rolls and preclude future transit-oriented development on these sites. Last October, City Council approved rezoning of the Martin Plastics site for residential redevelopment. A second rezoning is in process for the Elsey property immediately south of the Martin Plastics, also for residential development. The available parcels near Oxford Station

could provide opportunity for additional private development. Our experience with RTD parking at CityCenter Englewood has shown that parking provides, at best, marginal economic benefit.

Bates Light Rail Station

The FasTracks plan provides for a light rail station in Englewood adjacent to West Bates Avenue and Galapago Street. However, FasTracks funding of the station was limited to one-third of the cost with the remaining two-thirds conditioned on funding by the City of Englewood and/or the developer of the General Iron Works (GIW) site. The estimated cost of Bates Station, most recently provided by RTD in 2010, is in excess of \$15 million. The schedule for station construction is uncertain at this time, but is not anticipated until near the end of the overall FasTracks project, possibly 20-30 years from now, and is subject to City/developer funding.

The Winslow family, owners of the GIW site, has secured a P.U.D. both for GIW and their family business property to the south. Bryant Winslow stated that development of the GIW site is not dependent on a light rail station being built and has further stated that the cost of any portion of the light rail station cannot be supported with the development of the site. Winslow plans to move forward with development of GIW without the prospect of a light rail station, and is currently reviewing an offer from a residential developer. The ability of the City to fund two-thirds of the cost of the light rail station is doubtful.

Alternative Options

Parking

While the addition of 440 Englewood parking spaces is included in the FasTracks plan, RTD may consider options other than development of new parking facilities. Those options include the following:

- Leasing of parking spaces – Parking for RTD patrons (approximately 50 spaces) has been made available at the Cushing Park parking lot. A formal agreement with RTD could be pursued. In addition, lease of spaces under the control of Weingarten Realty or Wal-Mart could possibly be arranged.
- Development of parking facilities elsewhere on the southwest corridor – While possible, no other locations have been identified, nor are there any obvious locations to accommodate RTD parking.
- Reduction of some or even all of the 440 spaces from the FasTracks plan – With future light rail expansions and changes in housing and transportation patterns, particularly among millennials, the need for parking may decrease over time.

If leasing or reduction of RTD parking is possible and agreeable to Englewood and RTD, FasTracks funding for this purpose might be available for alternative uses to provide transit-related improvements that better benefit Englewood – see below.

Bates Station

Given the potentially prohibitive cost of Bates Station and the fact that the GIW development is likely to proceed without a station, RTD, with the agreement of City Council, may consider elimination of Bates Station from the FasTracks plan and use of funding for alternative uses. Combined with the savings that might be realized from leasing or elimination of RTD parking, alternative public improvements could be pursued – examples as follows:

- Pedestrian/bike connections – Bike/pedestrian bridges at Oxford, Hampden, and/or Dartmouth to serve the two current stations and facilitate a trail connection through the City, i.e., the “Rail Trail” proposed in the STAMP.
- Transit connections – New or expanded shuttle or the re-routing of existing RTD lines to better serve development at GIW/Winslow and other future developments in the City as they occur.
- Improvements to the Englewood Station – Expanded platform sheltering or enclosure.

With the concurrence of City Council, staff is prepared to explore possible changes to the original FasTracks plan and look for alternative public improvements that will better benefit Englewood.



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

MEMORANDUM

TO: Gary Sears, City Manager
THROUGH: Richard Petau, Interim Fire Chief
FROM: Lance Smith, Chief Building Official
DATE: May 30, 2013
SUBJECT: 2012 International Residential Code (IRC) – Automatic Fire Sprinkler Systems

The 2012 IRC was adopted in July 2011, included in this code were requirements for Fire Sprinkler Systems in one and two-family residential occupancies. Early surveys indicated support for these requirements in Denver and other surrounding jurisdictions causing the Building Division to recommend adopting the 2012 IRC.

When Denver and other jurisdictions adopted codes, most of them deleted the fire sprinkler requirements; this caused a decline in plumbing contractors willing to install multi-purpose fire sprinklers due to increased insurance requirements. Currently these systems are being designed by Fire Protection Engineers (FPE) and are mostly being designed as a stand-alone system. This design has increased the cost of installation from an originally estimated 1.5%, to 3% of the total cost of building a home.

Recognizing that fire sprinkler systems have proven to protect occupants and personal property from catastrophic losses, costs should not be considered in determining the need for fire sprinklers regardless of the type of system provided. However, because of other factors; such as lack of plumbing contractors available to design or install systems and with the majority of surrounding jurisdictions deleting sprinkler requirements, it may be necessary to reconsider requiring fire sprinklers.