

ROADMAP ENGLEWOOD:

2003 Englewood Comprehensive Plan



City of Englewood



COMPREHENSIVE
PLAN

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ACKNOWLEDGEMENTS

As Englewood celebrates its 100th birthday we can't help but wonder what the next 100 years will bring. Clearly, Englewood has changed significantly over the last one hundred years. From a small settlement Englewood has matured into a commercial, industrial and transportation hub. More recently, there has been a reemergence of the residential neighborhoods and the commercial core.

But what about tomorrow?

While no one can predict exactly what Englewood's future will be like, the community has taken the first steps to express a collective vision of that future. That future is embodied in the new Comprehensive Plan. This new Comprehensive Plan looks out twenty years and establishes the goals and objectives that will move the community ever closer to that vision.

How will the new Plan accomplish that?

The new Plan does not paint a precise picture of Englewood's future. Rather, the Plan is a decision-making guide for officials that describes the future in terms of quality of life, sustainable development, community infrastructure, networks, and resources and regional cooperation. Simply put, it allows decision-makers to judge how closely their decisions move the community towards the desired future.

Who created the Plan?

The Englewood 2003 Comprehensive Plan is the result of the hard work and dedication of many individuals and groups within the community. For their contributions, we thank the following groups and individuals:

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Planning and Zoning Commission

Kells Waggoner, Chair
Kent Diekmeier
Cyndi Kreiger
Deborah Lathram
Patricia Mueller
Ken Parks
Donald Roth
Dennis Schum
Casey Stockwell
Carl Welker
Chris Willis

Alliance for Commerce in Englewood

Nick Panetta, Chair
Kathy Ashenfelter
Marilyn Brenengen
Deborah Guinther
Jim Rees
Steven Schalk
Randall Taylor
Doug Van Der Zwaag
Jon Young
Mike Yurchick

Cultural Arts Commission

Eric Bertoluzzi, Chair
Mary Lynn Baird
Kate Dulaney
Darrel Freeland
Janet Moore
Donna Schnitzer
Maggie Stewart
Ray Tomasso
Olga Wolosyn

Englewood Transportation Advisory Committee

David Anderson, Chair
Joe Christie
Gary Dounay

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Betty Goosman
Barbara Hodge
Cinda Losee

Keep Englewood Beautiful Commission

Samara Ferber, Chair
Janet E. Berens
Jennifer Bippus
David Brereton
Jackie Edwards
Abby Goldsmith
Dean Huffaker
Bill McCahill
Kent Nicholas
Linda Olson
Don Roth

Business and Employment Committee

Colleen Burke
Emmett Duemke
Jerry Gartner
Florence Hurley
Deborah Lathram
Connie Sanchez
Ray Tomasso
C. J. Winckler

Housing Committee

Alan Bird
Brent Henry
Robert Herberg
Cyndi Krieger
Pete Langdorf
John LeReshe
Don May
Holly May
Shannon McGinty
Chris Willis

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Parks and Open Space Committee

Carolyn Armstrong
C. Dale Flowers
Tara Holmes
Gary Hultberg
Dave Lee
Steve Neyer
Casey Stockwell
Don Tomasini
Mitch Waldman
Carl Welker

Greater Englewood Chamber of Commerce

Governmental Affairs Committee

Graphic Design and Artwork

Errol Beauchamp, Beauchamp Group
Pat Dawe, RNL
Jim Leggitt, RNL
Jana Nelson, RNL

Community Development Department Staff

Robert Simpson, Director
Laurie Dannemiller
Nancy Fenton
Anthony Fruchtl
Janet Grimmatt
Mark Graham
Darren Hollingsworth
Jan Johnson
Tricia Langon
Steve Ozburn
Harold Stitt
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FOREWORD

ROADMAP ENGLEWOOD: 2003 ENGLEWOOD COMPREHENSIVE PLAN

The 2003 Englewood Comprehensive Plan can be likened to a roadmap that travelers would refer to in the process of making plans for a trip. A roadmap might help travelers to ponder a number of possible destinations, as well as possible routes that lead to each destination. Once a destination and a route have been chosen, the specifics of timing and important milestones may be determined. Roadmap Englewood citizens, stakeholders, and decision makers, in the process of determining the future destination for the City, assessing options for getting there, and the sequential steps that will lead to the achievement of Englewood's objectives.

THE THREE R'S: REVITALIZATION, REDEVELOPMENT, REINVENTION

The 2003 Englewood Comprehensive Plan lays out a three-part strategy for the growth and development of the city. Collectively, the strategies are formally entitled as *The Three R's: Revitalization, Redevelopment, Reinvention*.

REVITALIZATION

Englewood's assets include established neighborhoods, a strong downtown, existing community infrastructure, and excellent transportation options. These assets need to be preserved, protected, reinvested in, added to, and improved upon in order to ensure the vitality of the city. A revitalization focus embodies all of these strategies. The objective of revitalization efforts is to strengthen predominantly stable residential and commercial areas.



FOREWORD



REDEVELOPMENT

Englewood is beset with a number of challenges that need to be addressed. These challenges include marginally productive, deteriorating, or contaminated commercial properties; pockets of blighted and obsolete housing; a relative lack of socio-economic diversity; physical limitations to expansion; and limited ability to independently solve regional scale problems. In order to successfully meet these challenges, Englewood must adopt strategies focused on redevelopment. The City of Englewood seeks to replace deteriorated, single use developments with high quality, mixed-use, economically diversified developments that will hold economic value for the city over time.



REINVENTION

In the struggle to improve Englewood's quality of life, Englewood must reinvent itself to stay current with the times, and maintain interest from both current and prospective residents and businesses. Englewood must overcome perceptions of stagnation, opening itself to and embracing positive change. In the process of reinventing itself, Englewood will strive to become one of the premier suburbs in the Denver Metropolitan Area. In the future, Englewood will be known as a place people go for entertainment, nightlife, restaurants, and the cultural arts. The city will be known as a place to live, work, and play due to high-quality transit service and mixed-use developments. The city will be recognized as an environmentally aware, clean, and visually attractive community. Finally, the city will become an active participant in the development of the Denver Metropolitan Area's regional trail, open space, and recreational system.



COMPREHENSIVE
PLAN

PART 1

FRAMEWORK

SECTION 1

INTRODUCTION

SECTION 1: INTRODUCTION

Happy Birthday, Englewood! The year 2003 marks the 100th anniversary of the incorporation of Englewood as an independent city. The City of Englewood's birthday celebration has been christened Englewood Jubilee II (50 years X 2). The official Englewood Jubilee II slogan, "Old Century Charm, New Century Vision", is a reflection of the city's philosophy of blending the city's historical character with progressive and visionary redevelopment projects.

As Englewood begins its second century, excitement concerning the city's future is apparent. The City of Englewood has recently completed a community-defining redevelopment project known as CityCenter Englewood. CityCenter replaced Cinderella City's traditional, single use, retail center with a diversified, mixed-use project. The project incorporates multi-family housing, offices and employment, a mix of small and large retailers, and civic and cultural uses. CityCenter was designed with a strong pedestrian and transit orientation in order to take advantage of the recently completed Southwest Light Rail Transit Line and to reflect the existing community character.

A NEW COMPREHENSIVE PLAN FOR ENGLEWOOD

The success of the CityCenter Englewood project has generated enthusiasm and interest in the city, and a strong desire to continue the positive momentum towards redeveloping, revitalizing, and reinventing Englewood. The Englewood community is intensely interested in how other parts of the city may benefit from the positive energy generated by the CityCenter Englewood project.

In order to harness the excitement over the community's future, the City of Englewood embarked on a mission to develop the 2003 Englewood Comprehensive Plan. The 2003 Comprehensive Plan document is intended to serve as a visioning and decision-making guide for the City of Englewood's future planning efforts. The City of Englewood is pleased that the new Comprehensive Plan will serve the citizens of Englewood as well as the surrounding Denver Metropolitan Region.

SECTION 1: INTRODUCTION

ENGLEWOOD PAST AND PRESENT

In 1858, gold was discovered near the mouth of Little Dry Creek where it flows into the South Platte River at Dartmouth Avenue, in present day Englewood. Permanent settlers soon followed the prospectors. The area's first permanent settler, Thomas Skerritt, arrived in 1864. In 1903, a large number of scattered settlements in the area banded together to form the City of Englewood. Industrial manufacturing and health care, represented by Swedish Hospital, anchored the city's economy, just as they do today.



Today, Englewood is a full-service community located within the first ring of suburban growth surrounding the Denver core central city. The majority of Englewood's land area was developed during the post World War II era, between 1945 and 1960. The city's residential areas include a mix of housing styles as well as established schools, parks, recreational facilities, and trail systems. The Broadway, U.S. 285, and Federal Boulevard corridors serve the city's commercial needs, and the Santa Fe Drive/South Platte River corridor provides a strong industrial employment base. The heart of the city includes a traditional downtown shopping district, located north of the Broadway and U.S. 285 interchange, flanked on the west by CityCenter Englewood, and on the east by Swedish and Craig Medical Centers.



SECTION 1: INTRODUCTION

COMMUNITY ASSETS AND CHALLENGES

A paper on aging suburban communities entitled *Valuing America's First Suburbs: A Policy Agenda for Older Suburbs in the Midwest*, was recently published by the Brookings Institution Center on Urban and Metropolitan Policy. Although the focus of the paper was limited to first-ring suburbs located in midwestern metropolitan areas, many of the paper's findings are applicable to first-ring suburbs located in other regions of the United States. This section structures the review of community assets and challenges outlined by the paper. As a first-ring suburb of the Denver Metropolitan Area, the assets and challenges facing first-ring suburbs outlined in the paper can be directly related to the current situation in which Englewood finds itself today.

COMMUNITY ASSETS

The following areas are viewed as typical assets that are characteristic of first-ring suburbs:

- Design and Quality
- Centrality and Convenience
- Infrastructure and Networks

Design and Quality

First-ring suburbs tend to have mixed-use neighborhoods, with sidewalks, stately trees, and established parks; a balance of jobs, services, and housing; good transit service; and houses and buildings constructed with high quality materials and designs. Englewood possesses many of these same characteristics:

- Walk-able street layout
- Established neighborhoods
- Attractive downtown
- Mixed-use developments
- Strong balance between jobs and housing
- Exceptional transit service



Conclusion: The City of Englewood can build upon and enhance the attractive attributes and characteristics of the city's established, quality neighborhoods and commercial districts.

SECTION 1: INTRODUCTION



Centrality and Convenience

First-ring suburbs have a strategic geographical edge. The development of second- and third-ring suburbs on the metropolitan fringe has put the first-ring suburb in an advantageous central position, located between new employment centers on one side, and the traditional metropolitan central business district on the other. The first-ring suburb's locational advantage is becoming ever more important to commuters, as well as people desiring convenient access to culture, health care, sporting events, shopping, and entertainment. Englewood enjoys the benefits of a strategic location within the Denver Metropolitan Area:

- Located between Denver Central Business District, and the Denver Tech Center
- Good highway access (Santa Fe Drive, U.S. 285)
- Good access to South Platte River Regional Trail System
- Excellent light rail transit and bus service

Conclusion: A central location between the two largest metropolitan employment centers, together with excellent mass transit, trail, and highway access, make Englewood attractive to commuters and businesses as a place to live, work, and play.



Infrastructure and Networks

Transportation networks, water and sewer systems, and community facilities such as hospitals, schools, and parks are well established in first-ring suburbs. The existence of critical infrastructure and facilities is an attractive factor for new developments. Englewood has much to offer in terms of existing infrastructure and community facilities:

- Ample water supply and additional water system capacity
- Additional sewage system capacity
- Established schools, hospitals, parks, and recreational facilities
- Excellent range of city services

Conclusion: Englewood possesses considerable capacity for additional residents and business. Most of the critical infrastructure the city needs for additional growth is already in place.

SECTION 1: INTRODUCTION

COMMUNITY CHALLENGES

The following challenges face first-ring suburbs:

- Fiscal Stress
- Aging Infrastructure
- Aging Homes
- Working Families
- Fragmented Governance

Fiscal Stress

First-ring suburbs often face the challenge of providing high levels of service and maintaining community infrastructure and facilities. The needs of first-ring suburbs are often great, yet the tax base for these communities is often quite low. Local fiscal stress is compounded by the community's relatively lower capacity to secure grants, capital, and flexible financing. Englewood's dependence on sales tax generated by the Cinderella City Regional Mall proved to be detrimental to the City of Englewood's financial condition as sales at the mall began to decline. In order to prevent a similar occurrence of large-scale economic deterioration, the City of Englewood must not only increase, but also diversify the local tax base through a sustainable development model of economic growth.

Conclusion: The City of Englewood needs to increase and diversify its tax base in order to continue to provide exceptional municipal services that contribute to the city's overall quality of life.

Aging Infrastructure

Private commercial, office, and industrial buildings require maintenance or replacement over time. Unfortunately, there is a tendency for private property owners to defer maintenance, leading to the deterioration of the property's ability to generate income. Englewood faces the following infrastructure and facility challenges:

- Deteriorating office, commercial, and industrial properties
- Brownfield properties

Conclusion: The City of Englewood must work with private property owners in order to keep up with maintenance and replacement of aging private infrastructure to avoid citywide deterioration and decline creating disincentives for reinvestment.



SECTION 1: INTRODUCTION



Aging Homes

As people gain wealth, they tend to buy larger, more expensive homes. Unfortunately, the majority of the housing stock found in first-ring suburbs is over fifty years old, undersized, or functionally obsolete by today's standards. As a result, first-ring suburbs face challenges to keeping upwardly mobile households in the community. Englewood faces a number of similar challenges stemming from the nature of the city's housing stock:

- Majority of homes under 1000 square feet
- Lack of homes with 2 or more baths or garage stalls
- Majority of homes built before 1960
- Deteriorated and blighted properties
- Relative absence of certain housing types, such as for-sale multi-family housing, and senior housing

Conclusion: The City of Englewood must commit to promoting housing expansions, rehabilitation, and replacement of substandard housing, increasing home ownership, and promoting a greater diversity of housing types, in order to retain existing citizens, as well as attract new citizens.

Working Families

Despite the economic prosperity of the last few years, the income gap between social classes has widened. Professionals possessing degrees in higher education, as well as successful business owners have realized greater income growth than lower skilled workers. At the same time, the cost of many items has increased substantially more than the overall rate of inflation or income growth. First-ring suburbs tend to have large populations of working families who struggle to keep up. A majority of Englewood households fall into this category. As a result, the city faces the following challenges:

- Concentration of working and lower income households
- Escalating housing prices leading to reductions in disposable income

Conclusion: The City of Englewood must support programs to assist low income and working families with housing quality and affordability issues.

SECTION 1: INTRODUCTION

Fragmented Governance

Although first-ring suburbs enjoy many advantages of localized control and responsiveness, there are a number of disadvantages that work against first-ring suburbs. The small size of most first-ring suburbs severely limits the ability of these communities to grapple with problems that are regional in nature such as traffic. Secondly, first-ring suburbs must compete against each other for favored commercial, industrial, and residential developments that are needed to support high-quality city services. Finally, the land area of first-ring suburbs is constrained, which hinders the community's potential for growth. Englewood shares many of these challenges:

- Competition for quality office, industrial, commercial, and residential investments
- Need for cooperation with neighboring jurisdictions in solving regional problems
- Limited fiscal and land resources

Conclusion: In order to provide amenities that contribute to a higher quality of life, as well as pursue solutions to regional problems, the City of Englewood will need to work closely with neighboring communities to create win-win strategies for the city and the entire region.

CAPITALIZING ON ASSETS AND MEETING CHALLENGES

The Englewood community has many strong, positive characteristics that make the city an attractive option as a place to live, work, and play. However, issues that do not work in the city's favor also affect the community. The challenges facing the community, (including fiscal stress, an aging housing and building stock, concentrations of struggling families, limited opportunities for expansion, and limited ability to deal with regional problems independently of other jurisdictions), act as barriers that significantly affect the assets the city has to offer (established neighborhoods and infrastructure, central location, etc.)

Over the last thirty years, Englewood has accomplished great things for its citizens, yet it has been a struggle for the city to maintain the

SECTION 1: INTRODUCTION

levels of population, employment, shopping, and recreation that defines the overall quality of life desired by Englewood citizens. This struggle is born out of an economic life cycle that results in a constant depreciation of value for public and private infrastructure over time.

The City of Englewood's mission is to attract new residents, employers and employees, merchants, and service providers to the city. If the City of Englewood fails to attract these groups, the city will be unable to maintain the current level of quality services and amenities that current residents now enjoy, nor afford any improvements or enhancements to the city's overall quality of life.

THE THREE R'S: REVITALIZATION, REDEVELOPMENT, REINVENTION

Although the economic life cycle cannot be repealed or avoided entirely, it is possible to lessen the boom and bust effects caused by the economic life cycle. The strategies that will allow Englewood to maintain and even increase the city's relative wealth, prosperity, and quality of life include the concepts of revitalization, redevelopment, and reinvention.



REVITALIZATION

Englewood's assets include established neighborhoods, a strong downtown, existing community infrastructure, and excellent transportation options. These assets need to be preserved, protected, reinvested in, added to, and improved upon in order to ensure the vitality of the city. A revitalization focus embodies all of these strategies.

The objective of revitalization efforts is to strengthen predominantly stable residential and commercial areas. Revitalization strategies for residential areas include regulatory tools and incentive programs that encourage home expansion, home improvements and rehabilitation, home ownership, property maintenance, and civic responsibility. Revitalization strategies for commercial areas include facade improvement programs, enterprise zone tax credits, and brownfield loan programs. Revitalization strategies aimed at preservation and improvement can also be applied to public

SECTION 1: INTRODUCTION

infrastructure and community resources, including recreation facilities, parks, trails and open space; streetscape improvements such as lighting, sidewalks, benches, trees, medians; road, sewer, and water improvements; and new transportation improvements including new streets, transit routes, and bicycle/pedestrian connections.

REDEVELOPMENT

Englewood is beset with a number of challenges that need to be addressed. These challenges include marginally productive, deteriorating, or contaminated commercial properties; pockets of blighted and obsolete housing; a relative lack of socio-economic diversity; physical limitations to expansion; and limited ability to independently solve regional scale problems. In order to successfully meet these challenges, the City of Englewood must adopt strategies focused on redevelopment.

The CityCenter Englewood project serves as an example of redevelopment of a deteriorated, single-use development into a quality, mixed-use, economically diversified development that will hold its economic value for the long term. Areas with similar prospects for redevelopment are located in close proximity to the CityCenter Englewood project site, as well as at light rail transit station locations, adjacent to downtown Broadway, and in the vicinity of Swedish and Craig Medical Centers.

Englewood residents will benefit from the new opportunities for housing, employment, shopping, and entertainment these new developments will bring to the city. The additional residents and businesses that will occupy these new developments will generate income that can be applied to programs and services designed to maintain and enhance the city's established neighborhoods, benefiting all Englewood citizens.



SECTION 1: INTRODUCTION



REINVENTION

Reinvention of a community is a concept that focuses on the image, perception, and substance of a city. Reinvention strategies focus on the qualitative nature of the city represented as a collection of value added products, services, and amenities that entice individuals and organizations to make decisions to invest in the community as a place to live, work, and play.

First-ring suburbs such as Englewood tend to suffer from negative perceptions held by citizens and people outside the community alike. First ring suburbs are often seen as old and tired, just one of a group of many similar communities. They may be perceived as unchanging, stagnant, and outdated. Finally, the media often overlooks first-ring suburbs, focusing more on the central city or new developments taking shape on the suburban fringe. Just as an older company attempts to stay relevant and fresh in the minds of the consuming public, so also must first-ring suburbs.

In the struggle to improve Englewood's quality of life, Englewood must reinvent itself to stay current with the times, and maintain interest from both current and prospective residents and businesses. This does not mean that Englewood must throw away its identity or purge all traces of what it has developed into over the years. Englewood is known as a full-service city, with a large base of employment, attributes and characteristics that can not and should not be changed. However, Englewood must not be satisfied with itself, thinking there is no need for change, no need for new types of commercial development which could help the city broaden its horizons and improve the community's quantitative and qualitative future.

The CityCenter Englewood project represents a first step towards reinventing Englewood. The award-winning project brought a new style of development without precedent in the Denver Metropolitan Area. The project is a fine example of transit-oriented, pedestrian-friendly, mixed-use redevelopment. The project provides a glimpse of what Englewood's future could look like. The CityCenter Englewood project has allowed Englewood to begin the process of reinventing the city's identity.

SECTION 1: INTRODUCTION

In order for Englewood to successfully continue reinventing itself, the City of Englewood must strive to attract high quality development. These developments will have a strong pedestrian orientation, public outdoor spaces, attractive signage, artistic design elements, and in most cases, multiple stories with active uses below and residential and office uses above. Furthermore, these developments will be transit-oriented, and pedestrian-friendly.

In the process of reinventing itself, Englewood strives to become one of the premier suburbs in the Denver Metropolitan Area. In the future, Englewood will be known as a place people go for entertainment, nightlife, restaurants, and the cultural arts. The city will be known as a place to live, work, and play due to high-quality transit service and mixed-use developments. The city will be recognized as an environmentally aware, clean, and visually attractive community. Finally, the city will become an essential part of the Denver Metropolitan Area's regional trail, open space, and recreational system.

THE 2003 ENGLEWOOD COMPREHENSIVE PLAN: A POLICY AND DECISION MAKING GUIDE

The 2003 Englewood Comprehensive Plan is not a concrete picture of what Englewood will look like twenty years from now, nor is it a rigid, step-by-step instructional guide to a specific future. The 2003 Englewood Comprehensive Plan is a policy driven document containing the community's vision and values.

CONTEXT

This first section of the 2003 Englewood Comprehensive Plan laid out the situational context in which Englewood finds itself in today. As a first-ring suburb of a large metropolitan area, Englewood possesses a number of community assets that are highly attractive to prospective residents, businesses, and employers. However, Englewood also faces a number of challenges that must be addressed in order for the city to fully capitalize on its competitive advantages. The Three R's strategy - revitalization, redevelopment, and reinvention - is the key to increasing Englewood's future quality of life.

SECTION 1: INTRODUCTION



INDICATORS

The second section of the 2003 Englewood Comprehensive Plan provides a comprehensive analysis of the state of Englewood in relationship to the Denver Metropolitan Area for each of the key components of the 2003 Englewood Comprehensive Plan. The key components include Housing, Parks and Open Space, Business and Employment, Transportation, Environmental Quality, and Cultural Arts. Key socio-economic indicators give a much more detailed look at aspects of the more general concepts of community assets and challenges presented in the first section.

VISION AND POLICY THEMES

The third section of the 2003 Englewood Comprehensive Plan presents a comprehensive vision of Englewood's future. Various commercial and residential areas of the city are discussed under the context of the types of change or general stability each may experience in the coming years. Areas of change are expected to experience economic and market incentives encouraging redevelopment, while areas of stability will be preserved and strengthened through public and private revitalization efforts.

Besides laying out a vision for Englewood, the third section presents four themes and their corresponding policy statements: Quality of Life; Sustainable Development; Community Infrastructure, Resources, and Networks; and Regional Cooperation. The various Housing, Parks and Open Space, Business and Employment, Transportation, Environmental Quality, Cultural Arts, and Regional Cooperation goals of the 2003 Englewood Comprehensive Plan support one of the four policy statements and are grouped under each theme, accordingly.

SECTION 1: INTRODUCTION

PLAN COMPONENT SECTIONS: GOALS AND OBJECTIVES

Individual sections for Regional Cooperation, Housing, Parks and Open Space, Business and Employment, Transportation, Environmental Quality, and Cultural Arts follow the vision and policy themes section. Each of these sections begin with a narrative explanation of the goals and objectives that were crafted for each section, followed by a complete listing of each goal together with corresponding objectives. The goals and objectives for each component of the 2003 Englewood Comprehensive Plan are intended to serve as evaluation criteria which new implementation plans, revitalization programs, and redevelopment projects will be measured against.

AREAS OF CHANGE VERSUS AREAS OF STABILITY

Finally, space in the 2003 Englewood Comprehensive Plan has been reserved for various maps depicting areas of change and areas of stability as well as small area implementation plans. Determining the locations of areas of change and areas of stability represents the next phase in the comprehensive planning process. Englewood citizens will participate in community charrettes that will ask the participants where they would like to see change or stability within the community given the vision and goals.

IMPLEMENTATION

Small area plans will be developed for the designated areas of change over the next few years and will be added to the 2003 Englewood Comprehensive Plan as implementation pieces. Community Development staff will conduct detailed analysis of each area. Staff will work with stakeholders to craft redevelopment plans that strive to achieve the goals and objectives laid out in the 2003 Englewood Comprehensive Plan to the fullest extent possible.

SECTION 1: INTRODUCTION

SUMMARY

The next twenty years will prove to be an exciting and critical time in Englewood's history. As a first-ring suburb, Englewood possesses a number of assets that people and business find attractive, yet the community is also faced with a number of challenges that must be addressed in order to assure the long-term success of the City. Englewood will capitalize on its assets and overcome its challenges by following the three R's strategy incorporating revitalization, redevelopment, and reinvention. The 2003 Englewood Comprehensive Plan contains a vision of the community's next twenty years, establishes a set of themes with corresponding policy statements, and goals and objectives. Community Development staff and community decision makers will use both the policy themes and the goals and objectives, as tools to measure the effectiveness of various implementation plans, revitalization programs, and redevelopment projects in overcoming Englewood's challenges and realizing the vision laid out for the community.

SECTION 2

CURRENT CONDITIONS AND INDICATORS

SECTION 2: CURRENT CONDITIONS AND INDICATORS

The Current Conditions and Indicators section provides an analysis of the current state of Englewood in terms of Housing, Parks and Open Space, Business and Employment, Transportation, Environmental Quality, and Cultural Arts. Analysis of current community indicators and conditions provides the opportunity to understand the community's strengths and weaknesses. Current community indicators and conditions can also be used to establish a statistical baseline, which may serve as a reference for measurements of future progress. Both quantitative and qualitative measurements are used to depict the current condition of the community.

HOUSING

Residents who work in a diverse job market need a diverse range of housing opportunities. Balanced development of housing opportunities is necessary to ensure an adequate labor supply, enabling continued economic growth and stability. Further, a diversity of housing is needed to provide current residents with housing options that best meet their needs, dependent upon the current stage in their life cycle.

HOUSING MARKET

Housing conditions in Englewood can be measured in terms of market activity. Housing market indicators include home prices, assessed valuations, the number of homes sold in each price range, the number of home sales by unit size, and apartment rental rates.

Home Prices

The median home price in Englewood has increased from \$99,000 in 1995 to \$159,700 in 2000, a 61% increase over the five-year period. During the same period, the Denver Metropolitan Area median home price increased from \$127,300 to \$196,800, a 55% increase.

Overall, increases in household income have not kept pace with the rate of housing price increases. Median household income for the Denver Metropolitan Area increased from \$43,729 in 1995 to \$60,691 in 2000, a 38% increase.



SECTION 2: CURRENT CONDITIONS AND INDICATORS

Conclusion: Housing affordability has become an issue in Englewood and the Denver Metropolitan Area in general.

Home Sales

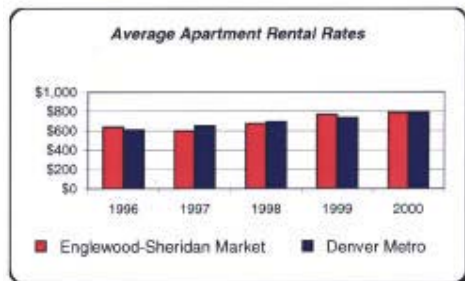
As the median home price has gradually increased, home sales priced less than \$100,000 decreased from a 52% share of total sales in 1995 to only a 4% share of total sales in 2000. Evidence of increasing home prices is most striking in the \$160,000 to \$299,000 price range. Sales in this price range increased from a 5% share in 1995 to a 47% share in 2000 of total Englewood home sales.

Conclusion: Englewood's existing housing stock is currently concentrated within the lower-middle housing price ranges. However, there is a relative shortage of housing priced at both the low and high ends of the housing market.

Home Sizes

The size of homes sold in Englewood has shifted down slightly since 1995. While the majority of homes sold in 1995 were between 1,000 and 2,500 square feet, the majority (51%) is now slightly in favor of the "less than 1,000 square foot" homes.

Conclusion: Smaller houses under 1,000 square feet in area have become more attractive due to their relative affordability.



Apartment Rental Rates

According to the Denver Metro Apartment Vacancy and Rent Survey, apartment rental rates for the Englewood-Sheridan market have increased from an average of \$635 in 1996 to \$788 in 2000, a 24% increase. The Denver Metropolitan Area has experienced similar increases, from an average apartment rental rate of \$607 in 1996 to \$793 in 2000, a 30% increase.

From 1996 through 1999 the Englewood-Sheridan vacancy rate gradually decreased from 4.1% to 2.8% while the Denver Metropolitan Area apartment vacancy rate decreased from 5.0% to about 4.5%. In 2000, the apartment vacancy rate in Englewood jumped to 4.5% while the Denver Metropolitan Area vacancy rate increased slightly to 4.6%.

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Conclusion: Demand for "for-rent" apartments in Englewood remains strong, with low vacancy rates, and rents that have slightly lagged behind median household income growth.

Assessed Valuations

Englewood's residential assessed valuation was \$104 million in 1995 and \$137 million in 2000, a 31% increase. Englewood consistently accounts for five percent of the residential assessed valuation in Arapahoe County and one percent of the total Denver Metropolitan Area. As more housing units are built in the CityCenter and General Iron Works areas, the city's residential assessed valuation will continue to increase.

Conclusion: Englewood property values have remained stable in comparison with county and metro property values.

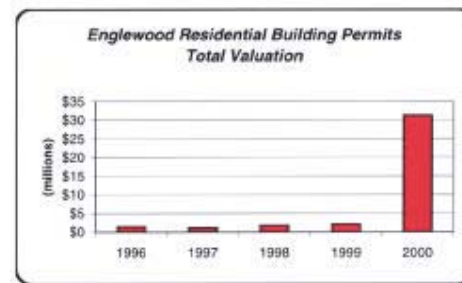
HOUSING STOCK

Housing stock refers to the number and types of housing units available to Englewood residents. Few new homes have been constructed in the City of Englewood until recent residential construction at the CityCenter Englewood project. Redevelopment plans include 438 "for-rent" residential units.

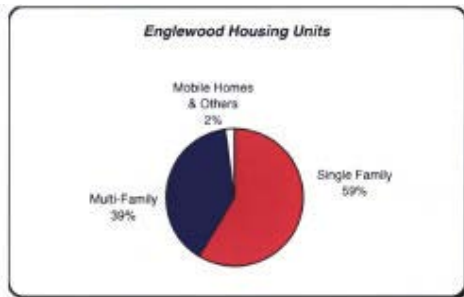
Residential Building Permits

From 1996 through 2000, an average of 21 residential building permits for new construction has been issued each year by the City of Englewood. Total valuation for building permits remained relatively constant from 1996 through 1999, ranging from \$1.4 million to \$2.1 million. In 2000, the total valuation of residential building permits jumped to \$31.3 million. The increase in residential building permit valuation in 2000 is primarily due to the 438 new multi-family units within the CityCenter Englewood project.

Conclusion: Existing, low-density residential areas will continue to experience occasional infill housing, but the bulk of new residential construction will be dependent on larger scale, high-density projects, located in redeveloping mixed-use areas.



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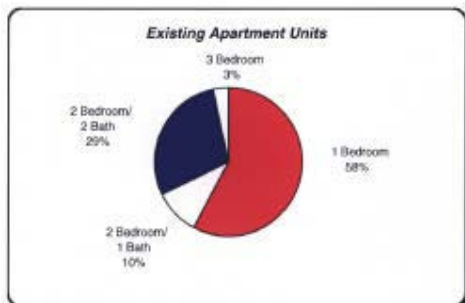


Single-Family and Multi-Family Units

In 1990, there were 15,358 housing units in Englewood. This figure includes 9,011 single-family attached and detached homes, 6,026 multi-family homes, and 321 mobile homes and other housing units. Based on the number of new homes constructed during the past decade, the number of single-family units has increased to 9,184 units in 2000 and 9,218 in 2001. No new multi-family units were constructed in the ten years prior to 2000.

In 2000, construction on 438 new multi-family apartment units in the CityCenter redevelopment area began. As a result of this project and others, the number of multi-family units will increase to 6,489 in 2001. In 2001, it is estimated that there will be 16,028 housing units in Englewood.

Conclusion: The relatively slight pace of new single-family residential construction will continue the aging trend of the City's overall single-family housing stock. Although the City has a slightly higher percentage of multi-family housing than the metro average, the relatively slight pace of new multi-family construction over the last ten years means the City's multi-family housing stock is also aging as a whole.



Apartment Units

According to year 2000 Arapahoe County Assessor data, there are a total of 4,239 apartment units within the boundaries of the City of Englewood. This number will increase by 438 units as the CityCenter Englewood project is completed and occupied. A majority of the existing apartment units (58%) are one-bedroom units, with about 10% two-bedroom/one-bathroom, and 29% two-bedroom/two-bathroom units.

An examination of 1990 U.S. Census data indicates that of the 5,576 multi-family units in Englewood, 4,168 (75%) were occupied by renters. Allowing for some vacant units in 1990, it appears that Arapahoe County Assessor data is a good approximation of the current number of apartment units in Englewood.

Conclusion: The majority of multi-family units within the City of Englewood are rental properties as opposed to owner-occupied properties. Similar to the City's single-family housing stock, the majority of multi-family housing consists of relatively smaller-sized dwellings, in this case one-bedroom units.

SECTION 2: CURRENT CONDITIONS AND INDICATORS

Average Household Size

The average household size has decreased slightly in Englewood from 2.19 persons per household in 1990 to 2.15 in 2000. This overall decline may be explained by changing demographic trends that show an aging population and more non-traditional and one-parent households. This trend may also explain why there is an active market for smaller housing units in Englewood.

As a general point of reference, standard household size for a single-family home in the western region of the United States is 3.25 people. The standard household size for a town home is 2.18 people.

Conclusion: Relatively smaller-sized Englewood homes are more likely to attract smaller household sizes than the average household size for the western United States.

PARKS AND OPEN SPACE

Intuitively, parks and open space provide many social and economic benefits to a community. Accumulating evidence indicates economic growth occurs where there is a high quality of life and that green space is an investment that produces long-term economic benefits. Parks and open space serve as important community assets for Englewood.

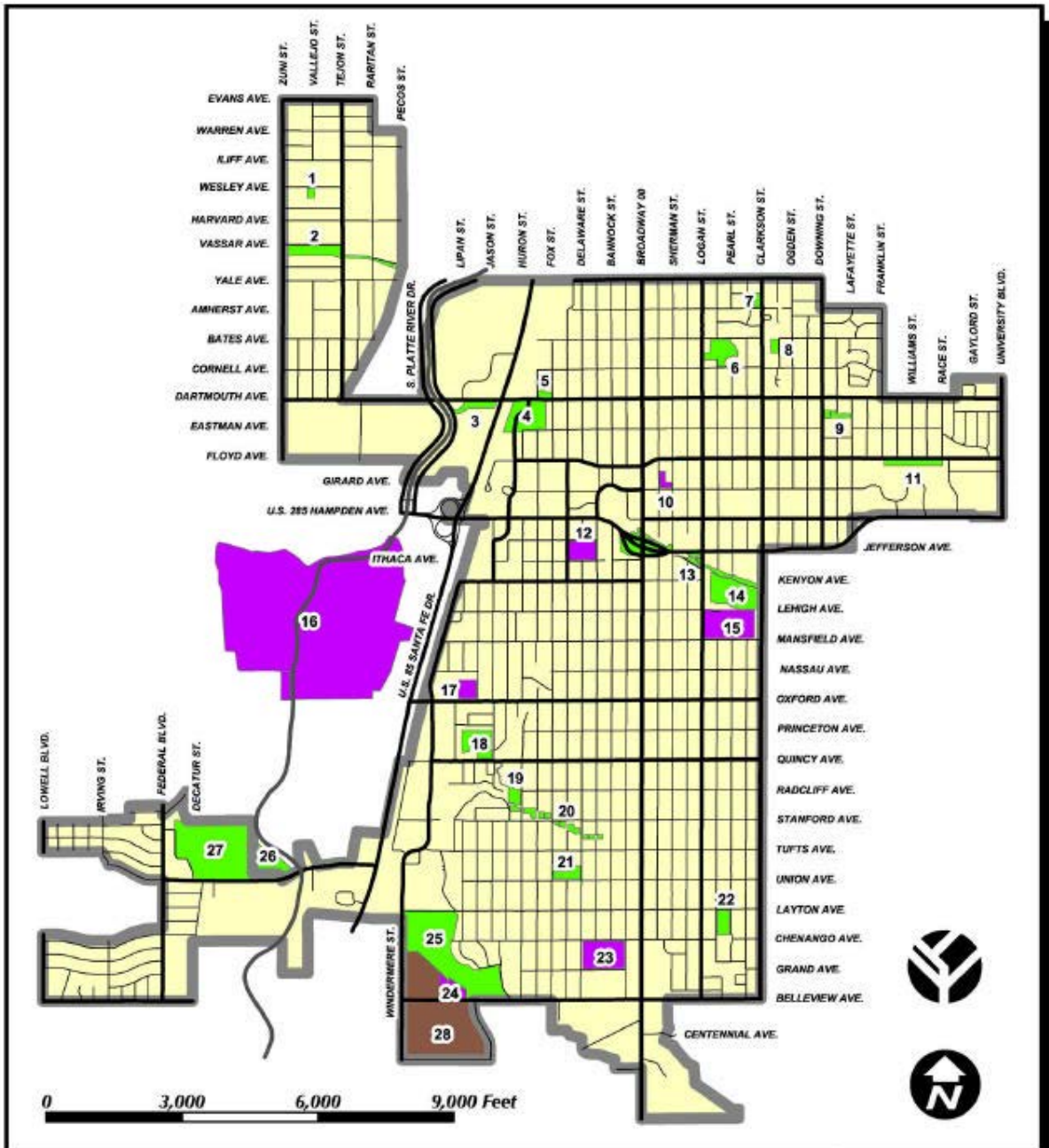


PARK LAND

Englewood possesses over 606 acres of parks and open space. This area includes 123 acres of active parks (ball fields and playgrounds), 122 acres of open space or undeveloped areas, and over 296 acres for public facilities, including the 267-acre City of Englewood Municipal Golf Course. The remaining 65 acres include school parks and other recreational facilities. Englewood parks and open space land comprises 13.7% of the total city land area.

Active Park and Open Space Lands

The Denver Metropolitan Area Cities of Northglenn and Wheat Ridge, similar to Englewood in terms of population and size, were used to determine how Englewood's parks and open space lands compares to other cities.



Map 2-1: Parks, Recreation Facilities, and Open Space

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Multi-Purpose Park | Arterials and Collectors | City Limits |
| Recreational or Athletic Facility | Local Streets | South Platte River |
| South Suburban District Park | | |
-
- | | | | |
|-------------------------|---------------------------|---------------------------------|--------------------------------|
| 1 Baker Park | 8 Emerson Park | 15 Eng. H.S. Pool & Ath. Fields | 22 Duncan Park |
| 2 NW Greenbelt | 9 Baide Park | 16 Golf Course | 23 Sinclair Pool & Ath. Fields |
| 3 Little Dry Creek | 10 Malley Senior Center | 17 Recreation Center | 24 Future Aquatic Center |
| 4 Cushing Park | 11 Romans Park | 18 Jason Park | 25 Belleview Park |
| 5 Depot Park | 12 Miller Field | 19 Rotolo Park | 26 Brent Mayne Field |
| 6 Bales-Logan Park | 13 Little Dry Creek Trail | 20 SW Greenbelt | 27 Centennial Park |
| 7 Clarkson-Amherst Park | 14 Hosanna Athletic Field | 21 Clayton Field | 28 Cornerstone Park |

City of Englewood, Colorado



PARKS & OPEN SPACE
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Englewood's active park land as a percentage of total land area (2.8%) is slightly less than the same figure for Northglenn (3.3%) but greater than the figure for Wheat Ridge (2.6%). Open space land, as a percentage of total city land, equals 2.8% for Englewood, 4.2% for Northglenn and 4.9% for Wheat Ridge. Compared to Northglenn and Wheat Ridge, Englewood has a comparable amount of active parks but significantly less open space.

A comparison of park and open space acres per 100 residents shows Englewood with 1.91 acres per 100 residents, Northglenn with 1.14 acres per 100 residents, and Wheat Ridge with 1.39 acres per 100 residents.

When the golf course is omitted from the calculation, Englewood compares less favorably. Instead of 1.91 acres per 100 residents, the resulting figure drops to 1.07 acres per 100 residents, which falls below the figures for Northglenn and Wheat Ridge.

Englewood should have at least 317 acres of public recreation land available throughout the community for resident's use, according to population-based standards. Englewood has exceeded this standard with a total of 606 acres of land (339 acres not including the golf course).

Conclusion: Of the two categories of park lands (active parks and open space), Englewood's relative lack of open space is responsible for bringing the total park and open space ratio below similar figures for the other two cities.

DEMAND FOR RECREATION

All communities face the challenge of providing recreational amenities meeting the demand of local residents. The following recreational participation information is provided as a guide to determining today's recreational needs as well as future trends.

Englewood Population and Demographic Trends

Community demographic trends are an important element in determining what types of recreation facilities and amenities are necessary to adequately serve the public. The 2000 U.S. Census shows that a significantly larger senior population resides in Englewood as compared to the Denver Metropolitan Area as a whole. The census figures also show a slightly larger percentage of

SECTION 2: CURRENT CONDITIONS AND INDICATORS

teens and young adults living in the city compared with the metropolitan area.

Conclusion: Englewood citizens who moved into the community as young families are now aging in place. At the same time a younger population is attracted to the community's relatively lower-cost housing. The provision of adequate facilities for seniors, youth, and young adults is a high priority.

Englewood Recreation Participation

A recently completed 2001 City of Englewood Citizen Survey indicated that the park and trail system had the highest number of frequent users at 27% of respondents. Frequent recreation center users comprised 17% of survey respondents while frequent golf course users included only 4% of respondents.

Using revenue and class registration data, as well as input from City Parks and Recreation staff, a summary of recreational trends in demand for existing services was prepared for the Englewood Recreation Demand and Facilities Analysis report. The results of the survey are found in the following table.

Conclusion: Englewood citizens use parks, open space, and trails more frequently than specialized recreational facilities. Demand for fitness-oriented exercise programs, as well as youth and senior activities, is increasing. Participation in individual, competitive sports, such as tennis and racquetball, is declining.

National Recreational Participation

National recreational activity participation rates have been increasing in most recreation categories since 1995. In the western United States, recreational participation rates appear to be higher than the national rates with 68% of residents walking, 31% bicycling and 25% bird watching compared with rates of 45%, 20%, and 11% nationally.

The fastest growing participation sports include in-line skating (+57.2%), roller hockey (+25.3%), soccer (+21.8%), fitness (+25.5%), and outdoor activities

Recreational Service Trends

Existing Service	Trend
Aqua Exercise	Up
Before and After School Program	Up
Day Camp	Up
Senior Fitness	Up
Swimming - Indoor	Up
Weight Training	Up
Volleyball Leagues	Flat
Basketball Leagues	Flat
Dance	Flat
Drama	Flat
Softball Leagues	Flat
Swimming - Outdoor	Flat
Aerobics	Flat
Arts and Crafts	Down
Racquetball	Down
Tennis	Down

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such as canoeing (+31.0%), boating (+27.6%), snorkeling (+21.1%), and hiking (+30.0%).

Conclusion: Non-competitive recreational fitness activities are the most popular throughout the country, and even more so in the western United States. Hockey and soccer are the fastest growing competitive team sports.

Population-based Standards

A table from the Englewood Recreation Demand and Facilities Analysis report shows national, population-based standards for various recreational facilities. The table also includes the number of facilities currently provided by the city in each category, as well as the number of facilities the city would need to meet the national population-based standards.

Conclusion: According to the report, Englewood possesses adequate golf facilities, recreation centers, and indoor swimming pools for a city of 30,000. The city is currently lagging behind in the number of baseball/softball fields, as well as formal regulation fields dedicated to competitive play.

OPEN SPACE FUNDING

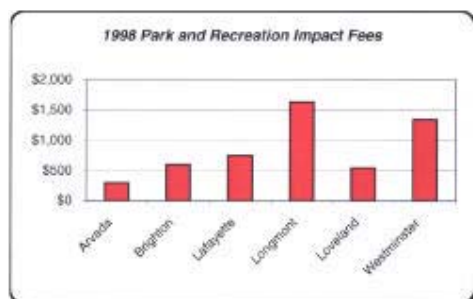
Communities are using a variety of mechanisms to obtain funding for the maintenance and acquisition of open space land. Sales taxes, user fees, and developer impact fees are a few of the many ways open space programs can be funded. The City of Englewood does not currently have any open space funding mechanisms in place but is exploring these options for future use.

Potential Englewood Sales Tax Funding

Arapahoe County is considering using the Adams County Open Space Sales Tax Program as a funding model for its own open space program. The City of Englewood may expect to receive approximately \$298,000 in open space funding per year from Arapahoe County.

Conclusion: A proposal for an open space sales tax levy distributed on the basis of local sales tax generation if approved by voters could result in \$298,000 per year for open space funding for the City of Englewood.

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Impact Fees

Park and recreation impact fees vary widely in the Denver Metropolitan Area from a low of \$300 per unit (City of Arvada) to a high of \$1,634 per unit (City of Longmont). The City of Englewood does not currently have park and recreation impact fees for new construction.

Fees in lieu of land dedication are also used by many Denver Metropolitan Area cities to offset the impact of new development. The City of Arvada (6%) and the City of Wheat Ridge (5%) utilize a percentage of the land value to determine the fee in lieu of land dedication. The Cities of Lakewood, Littleton, Thornton and Westminster utilize a flat fee ranging from \$505 to \$1,300 in lieu of land dedication.

Conclusion: Impact fees and fees in lieu of land dedication for parks and open space land are used by many Denver Metropolitan Area municipalities to fund park and open space acquisition.

LAND PRICES

To understand the acquisition costs for parks and opens space recent property sales in the Englewood 80110 zip code were analyzed using Arapahoe County Assessor data. The Arapahoe County Assessor's actual value of industrial, commercial and residential land sold each year was also reviewed.

Market Value of Vacant Land

Industrial vacant land prices vary widely depending on the market variables driving the property sale. Between 1995 and 2000, eleven vacant commercial and industrial properties were sold, ranging in price from \$85,000 per acre to over \$6.9 million per acre. In general, commercial vacant land prices are significantly higher along the Broadway and U.S. 285 corridors and lower along the Federal Boulevard corridor. The value of vacant residential land sales gradually increased over time starting with an average price per acre of \$107,000 in 1996 and increasing to \$196,000 per acre in 2000.

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Developed commercial property located along Broadway is typically twice as expensive as commercial property in other areas of Englewood. Prices for developed residential land have remained within a tight range of \$189,000 to \$210,000 per acre.

Conclusion: Broadway and U.S. 285 commercial property is twice as expensive as similar properties located in other parts of the city, while industrial land prices are affected more strongly by factors other than location. Residential land prices have consistently risen over the last five years throughout the city.

BUSINESS AND EMPLOYMENT

Business and economic indicators provide insight into the health of Englewood's business community, revealing trends responsible for shaping the city's current business environment, as well as providing guidance for establishing and achieving the vision of the city's economic future.

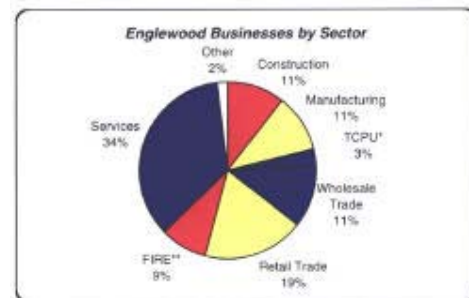


EMPLOYMENT AND LABOR

Employment indicators provide information about which sectors of the business community are growing and contracting over time. In addition to gaining an understanding of the companies that are located in Englewood, it is also important to identify characteristics of the labor force that lives in Englewood.

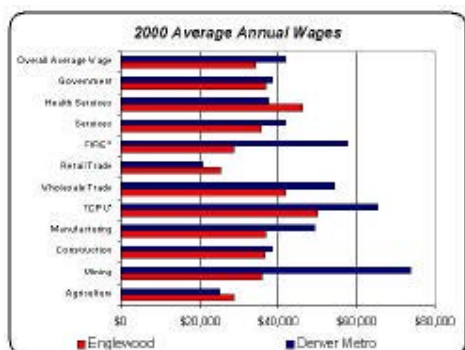
Employment by Sector

The service sector accounts for the largest concentration of jobs in the Englewood economy (33.5%), with health services representing nearly 17% of the city's employment base, significantly higher than the Denver Metropolitan Area average of 6%. Retail trade accounts for 19% of all jobs located within the city compared to 18% for the Denver Metropolitan Area. The city has one of the highest concentrations of manufacturing operations in the metropolitan area, representing 16.5% of the employment base compared to the metropolitan average of 9%.



Conclusion: Englewood's economic strength is found in the health services and manufacturing sectors of the economy.

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Longevity of Businesses

The percentage of companies in business for 21 years or more has grown from 13% of all Englewood companies in 1997 to 18% in 2000. In contrast, the percentage of Denver Metropolitan Area companies in business for more than 21 years stood at 11% in 1997, growing to 13% in 2000. The city has a large percentage of mature companies that are creating additional, local-area employment opportunities.

Conclusion: Long-standing businesses in the community are thriving, offering stability to the city's business environment.

Average Wage by Sector

Based on Colorado Department of Labor and Employment ES202 data, the overall average wage in Englewood was \$34,513 compared to the Denver Metropolitan Area average wage of \$41,741 in the third quarter of 2000. Englewood industries with average annual wages above the metro area average include agriculture, retail trade and health services. In contrast, manufacturing wages fall below the metro area average.

Conclusion: Englewood workers enjoy higher wages than the metro average in the retail and health services industry, but lower wages overall, including manufacturing.



Occupational Employment Mix

In 1990, 22% of all Englewood resident workers were employed in clerical occupations. Another 20% of the resident workers were employed in sales occupations. Compared to the State of Colorado occupational employment mix for 1998, the city exceeds state concentrations in the manager/administration, sales, and clerical occupations.

Conclusion: Englewood resident employment is concentrated in clerical, sales, and management/administration job categories.

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Median Household Income

Englewood's median household income in 2000 was estimated to be \$39,615, up 56% from the 1990 level of \$25,422. Median household income growth for the Denver Metropolitan Area posted a slightly higher gain of about 60% over the ten-year period, rising from \$33,490 to \$53,632.

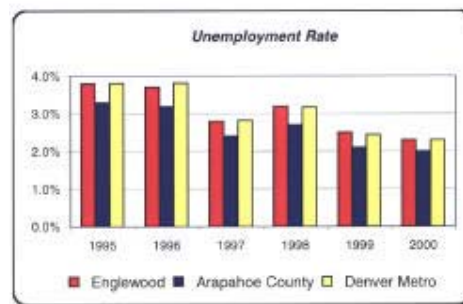
Conclusion: Growth in median household income in Englewood tracked closely with both the State of Colorado and the Denver Metropolitan Area rates. However, median household income falls significantly below the figure for the metropolitan area.



Unemployment Rate

Englewood's unemployment has tracked closely with the Denver Metropolitan Area unemployment rate since 1995. The city's unemployment rate reached a high of 3.8% in 1995 and a low of 2.3% in 2000. The city's unemployment rate was also slightly higher than the rate for Arapahoe County.

Conclusion: Englewood's unemployment rate has tracked closely with unemployment rates for Arapahoe County and the Denver Metropolitan Area.



Educational Attainment

In 1990, 80% of Englewood's population had graduated from high school, exceeding the rate for the United States (78%) but falling slightly below the rates for the Denver Metropolitan Area (86%) and the State of Colorado (83%). The percentage of Englewood college graduates was 18%, which was below the national average (21%) as well as percentages for the metro area (31%) and the state (27%).

Conclusion: Educational attainment levels for Englewood residents have historically lagged behind similar figures for the State of Colorado and the Denver Metropolitan Area.

SECTION 2: CURRENT CONDITIONS AND INDICATORS

REAL ESTATE

An examination of the real estate market provides information about the size and competitiveness of the Englewood market in comparison to the greater Denver Metropolitan Area market.

Office

Englewood currently has 1.1 million square feet of office space with an extremely low vacancy rate of 0.1%. The city's office market makes up 14% of the 7.7 million square feet of office space in the southwest sub-market and about 1% of the 123 million square feet in the Denver Metropolitan Area office market. Office lease rates in Englewood average \$14.50 per square foot. This rate is significantly lower than the prevailing average lease rates of \$16 to \$21 in the southwest sub-market, and \$18 to \$24 throughout the entire Denver Metropolitan area.

Conclusion: Low vacancy rates for office space in Englewood have resulted from lower lease rates commanded by an aging office building stock.

Industrial

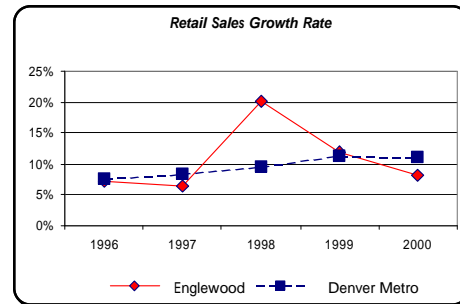
Englewood currently has 8.6 million square feet of industrial space with a vacancy rate of 3% and an average lease rate of \$7 per square foot. The city's industrial market makes up 34% of the 25 million square-foot southwest sub-market and 5% of the 180 million square-foot Denver Metropolitan Area industrial market. The city's industrial vacancy rate is slightly above the southwest sub-market rate of 2.4% but below the Denver Metropolitan Area rate of 5.6%. The average lease rate for industrial space in the city falls in the range of lease rates for the southwest sub-market (\$5.75-\$12.00) and the Denver Metropolitan Area market (\$3.00-\$13.50).

Conclusion: Englewood industrial vacancy rates and lease prices track closely with similar figures for the southwest sub-market, and the Denver Metropolitan Area.

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Retail

According to the Englewood South Broadway Corridor Market Study, a total of 842,098 square feet of retail space existed within the Englewood primary trade area in mid-2000. The Englewood primary trade area comprises 2% of the metropolitan area retail market. The vacancy rate throughout the metropolitan area is currently 6.5%. The lease rate for retail space throughout the metropolitan area currently averages \$16 per square foot. Vacancy and lease rate information is not available for the Englewood retail market.



Conclusion: The market for retail space cannot adequately be assessed due to the lack of information in terms of vacancy and lease rates for the Englewood retail market.

TAX REVENUE

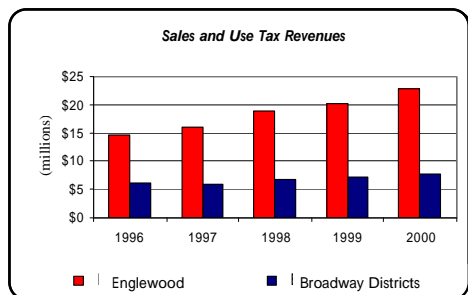
Total city property, sales, and use taxes are examined as well as tax totals for specific districts along the Broadway corridor. The four districts are defined as the Gateway District, Yale to Eastman; the Downtown District, Eastman to Kenyon; the Cherrelyn District, Kenyon to Chenango; and the Brookridge District, Chenango to the city limits.

Property Tax Revenues

Total Englewood property tax revenue supporting general fund operations has increased 41% between 1997 and 2000, from \$1.5 million to \$2.1 million. The four Broadway districts contribute 8% of the city's total property tax revenues, totaling \$172,000 for the year 2000. The Cherrelyn District contributes the largest amount of property tax revenue, generating \$63,700 in 2000 or 3% of the total city property tax revenues. The Brookridge District generates 2.2% of total property tax revenues while the Gateway District generates 1.6% and the Downtown District contributes 1.2%, respectively.

Conclusion: Property tax revenues, led by the Broadway corridor, have contributed increases to the City of Englewood's general fund.

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Sales and Use Tax Revenues

Total Englewood sales and use tax revenues grew 72% from 1995 through 2000. State sales tax revenues grew 50% during this same period, while sales tax generated in the six-county Denver Metropolitan Area grew 58%. Of the four Broadway districts, the Downtown District generated the largest increase in sales and use tax revenue (40%) between 1995 and 2000. The Gateway, Cherrelyn, and Brookridge Districts experienced sales and use tax revenue increases of 34%, 24%, and 18%, respectively. However, the Broadway districts percentage share of total city sales and use tax receipts fell from 44% in 1996 to 33% in 2000. The loss in total sales and use tax revenue percentage share may be explained by the growth of businesses in other parts of the city, such as the U.S. 285 and Santa Fe Drive corridors.

Conclusion: Sales and use tax collections have recently outpaced similar figures for the Denver Metropolitan Area. Although the Broadway corridor has posted percentage gains in sales and use tax collections, the corridor's overall city-wide receipts has decreased, primarily due to new development at CityCenter.

Fiscal Condition of the City Since 2000

The longest period of economic expansion on record in the United States history came to an end in 2001. The first, second, and third quarters saw economic retraction in the national gross domestic product, signaling an official economic recession. Although gross domestic product began growing again during the fourth quarter, a precipitous decline in the stock markets has translated into substantial loss of personal wealth, as well as mass layoffs in the high technology sector of the economy.

The effects of uncertain economic times have made their presence felt at the local level as well. Englewood has experienced a significant drop in sales tax revenue, which has forced the City to make across-the-board budget cuts. Englewood's budget problems are compounded by the defaulted Urban Renewal Authority Districts that were established in the 1980's for much of the central business district. The last of these districts is scheduled to expire in 2010.

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Conclusion: As the national economic picture slowly improves over the long-term, the City of Englewood's difficult fiscal situation will lessen. It is important that the City of Englewood continues to actively plan now so that the City will be ready to seize opportunities to solidify its long-term fiscal condition when the economy fully recovers.

TRANSPORTATION

Englewood's transportation infrastructure include roadways shared by motorized vehicles, public bus service, and bicycles; light rail transit; and off-street trails, paths, and sidewalks dedicated to the exclusive use of bicyclists and pedestrians. Ensuring mobility while mitigating the adverse effects arising from the transportation system is a difficult balancing act that presents many challenges to the community.

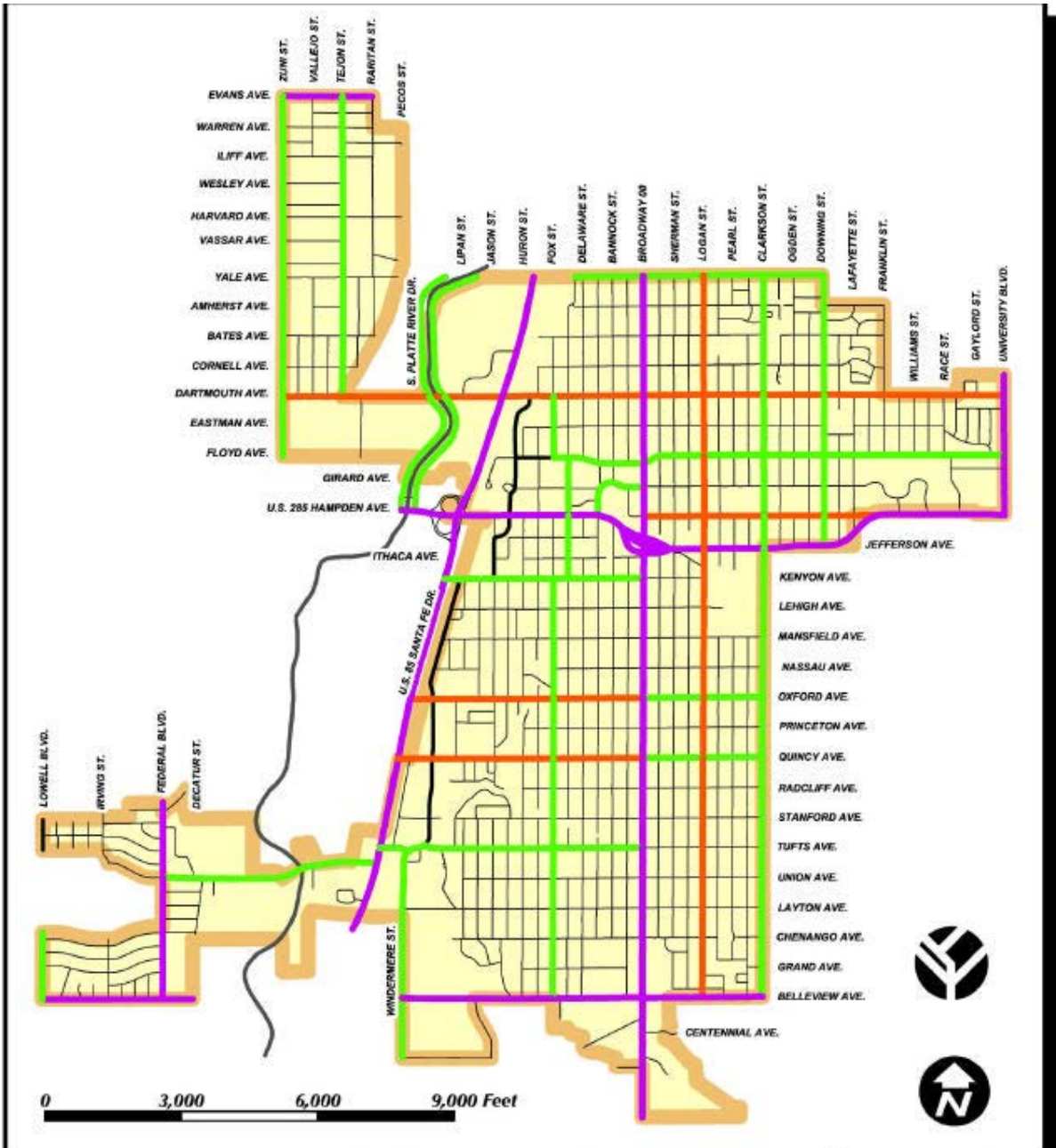


New Street Classification System

The City of Englewood adopted an official street classification system in 1985 that has been continuously used up to the present time. A number of changes have been made to the official street classification system as a result of the transportation study conducted as a part of the comprehensive planning process.

North-south arterials serving Englewood include from west to east, Federal Boulevard, Santa Fe Drive (U.S. Highway 85), Broadway, and University Boulevard. East-west arterials serving the city include from north to south Evans Avenue, Hampden/Jefferson Avenues (U.S. Highway 285), and Belleview Avenue. No changes have been made to the 1985 arterial street system designations.

Lowell, Logan, and Downing Streets, have been classified as north-south major collector streets. East-west major collectors include from north to south, Dartmouth, Old Hampden Avenue between Broadway and U.S. 285, Oxford and Quincy Avenues between Broadway and Santa Fe Drive, and Union Avenue from Santa Fe Drive to the entrance to Centennial Park, respectively. Union and Quincy Avenues, and Lowell and Downing Streets are new additions to the major collector street grouping.



Map 2-2: Historic Street Classification System (1985)

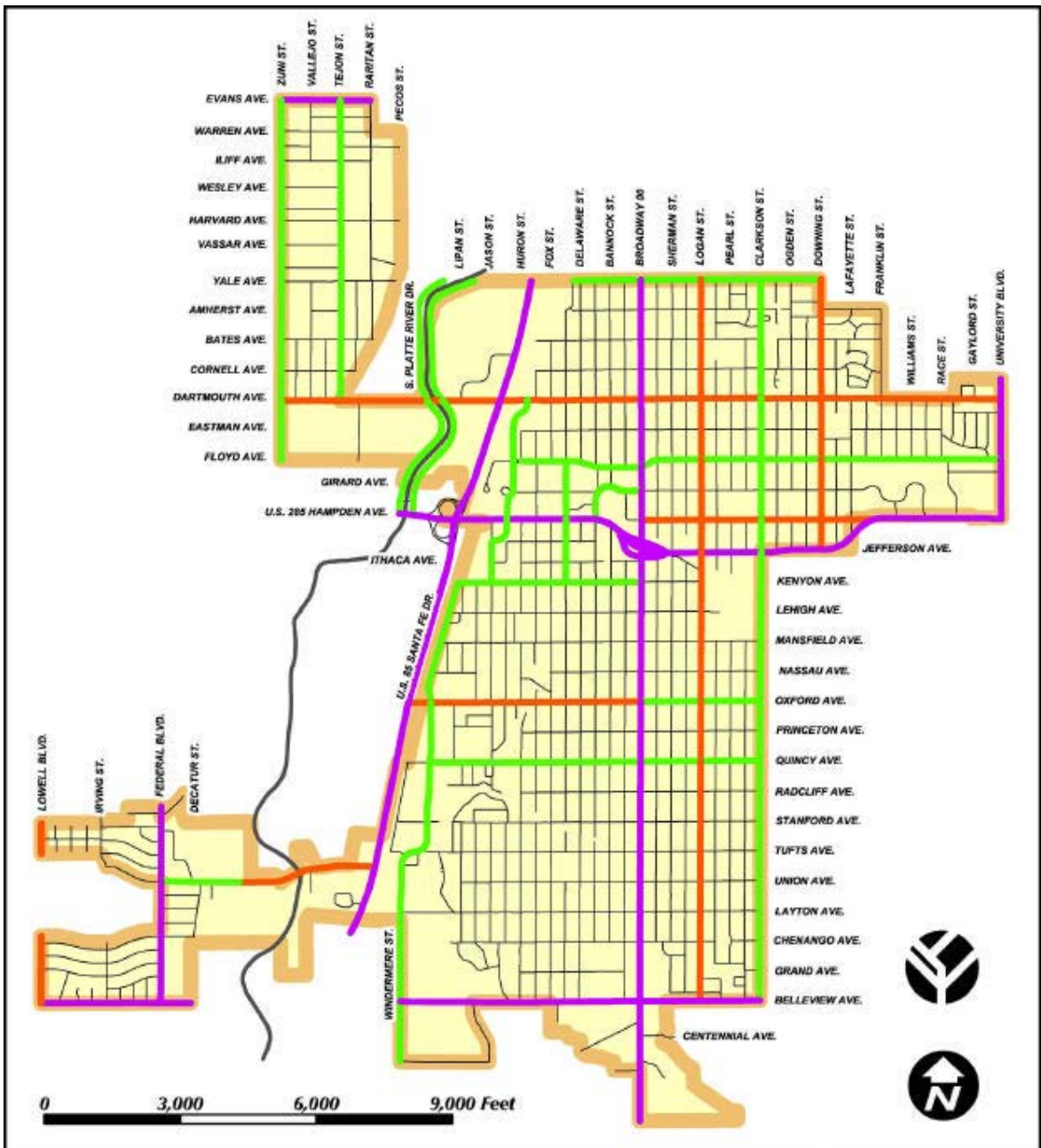
- Arterials
- Major Collectors
- Minor Collectors
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

City of Englewood, Colorado



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Map 2-3: New Street Classification System (2003)

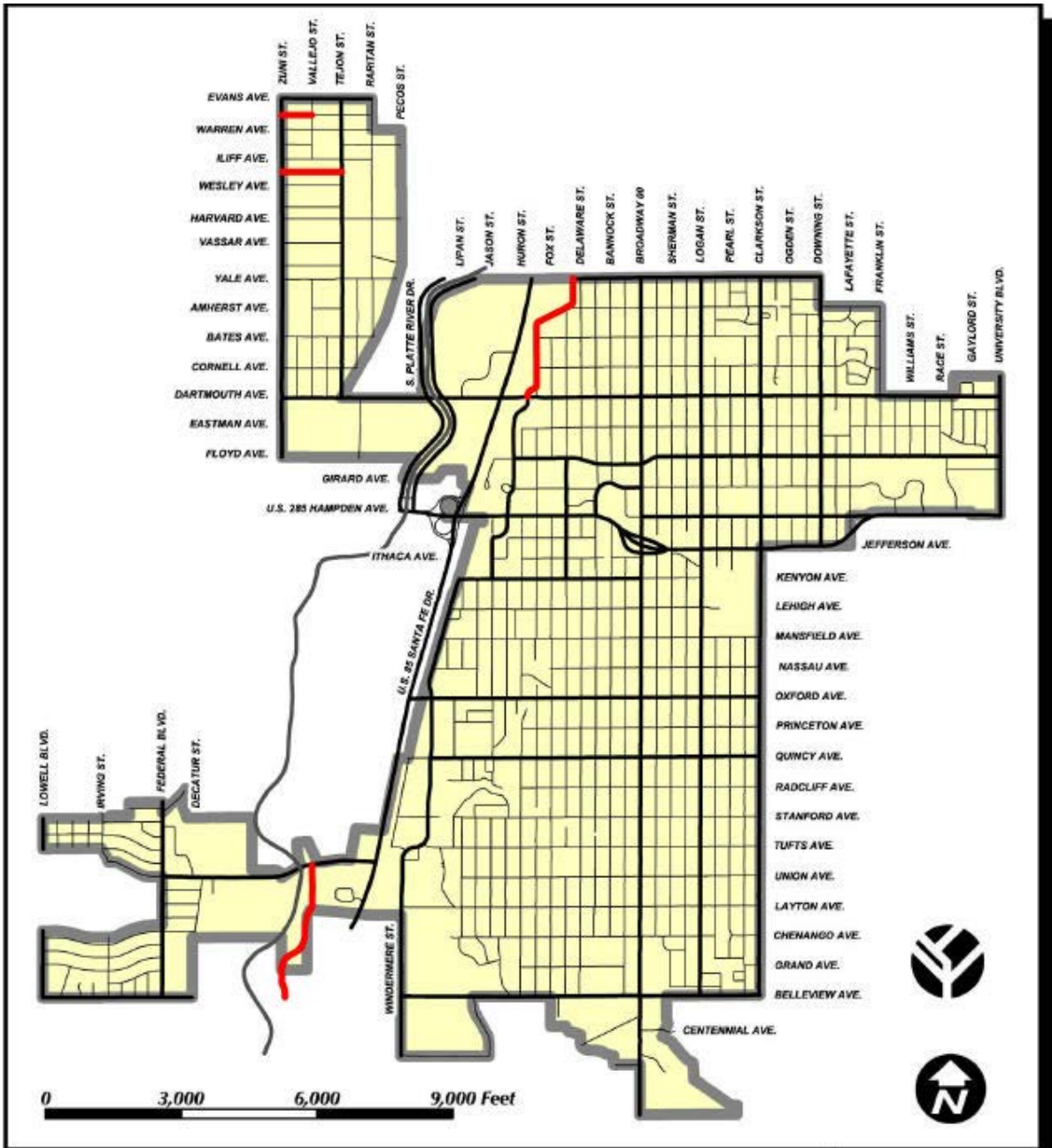
- Arterials
- Major Collectors
- Minor Collectors
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

City of Englewood, Colorado



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Map 2-4: Potential New Street Locations

- Potential New Street Locations
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

City of Englewood, Colorado



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A number of changes have been made to the 1985 minor collector street system. North-south running Fox Street between U.S. 285 and Belleview Avenues and east-west running Tufts Avenue between Broadway and Windermere Street have been reclassified as local streets due to low traffic volumes and frequently required stops. Windermere and Navajo Street have been reconfigured to act as a single minor collector street extending from Belleview to Kenyon Avenue. The new Inca Street, serving the new Englewood Civic Center on the former site of the Cinderella City Mall, connects U.S. 285 and Dartmouth Avenues and continues south to Jason Street and on to Kenyon Avenue. Floyd Avenue has also been extended from Elati Street to the new Inca Street.

Future changes to the City of Englewood Street Classification System include adding new minor collector streets to the system to serve areas that have changed since 1985, are currently redeveloping or are expected to do so. An extension of the new Inca Street collector is envisioned to continue north of Dartmouth Avenue and eventually merge into Elati Street and connect to Yale Avenue at the city's northern edge to serve the redeveloping General Iron Works Site. New streets may be developed along the South Platte River Corridor in order to offer better recreational access to the river, as well as improve access to industrial properties in the area.

Conclusion: Changes to the transportation system occurring between 1985 and the present and anticipated future changes have required the City of Englewood to re-evaluate street classification designations, and make appropriate changes based on current conditions and current and future traffic volumes.

Traffic Volumes

In 1990, annual average daily traffic volumes (AADT) for portions of certain arterials and collectors running through Englewood were already greater than the maximum capacity volume level for those particular roads. Arterials with AADT volumes greater than capacity volume included Broadway, U.S. 285, and Santa Fe Drive. AADT volume for Downing Street, a minor collector, was also greater than the maximum capacity volume for that street. Although no major collectors had AADT volumes that were greater than maximum

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capacity volumes, Logan Street and Dartmouth Avenues were nevertheless severely congested.

By the year 2000, yearly increases in AADT volumes had resulted in an expanded list of roadways at or over capacity. In addition to Downing Street, minor collectors above maximum capacity included Windermere and Lowell Streets. Although Logan and Dartmouth Streets had become more severely congested during the 1990's, future capacity increases were still possible. Additionally, Oxford Avenue had also become severely congested.

Conclusion: Santa Fe Drive, U.S. 285, and Broadway all had traffic volumes that were over the designed capacity levels for the roadways in 1990. Traffic volumes have continued to increase, resulting in an expansion of the rush hour time frame. Traffic volumes have also increased on collector streets, resulting in severe rush hour congestion.

Traffic Speed and Crash Data

A large amount of traffic speed data has been collected for collector and residential streets within the City of Englewood between 1995 and the present. Speed data is normally analyzed using the 85th percentile speed as a benchmark to determine the speed at which 85% of drivers feel comfortable driving on a particular roadway.

Collector and residential streets with more than one occurrence of 85th percentile speeds of 35 miles per hour include Franklin, Dartmouth, Oxford, Logan, Clarkson, Prentice, and Union. Streets with one occurrence include Zuni, Delaware, Huron, and Windermere.

Crash data indicates that arterial intersections primarily serving adjacent commercial land uses are the most dangerous in the city. Intersections with the highest number of crashes tend to be clustered along Broadway in the vicinity of downtown between Dartmouth and Kenyon Avenues, and US 285, between Clarkson Street and Santa Fe Drive, serving the CityCenter area. The worst of these intersections are Dartmouth/Broadway, US 285/Broadway, Kenyon/Broadway, US 285/Elati, US285/Logan, and US 285/Clarkson.

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There are three intersections outside of these areas that are also areas of concern in terms of traffic safety. The Santa Fe and Dartmouth intersection is the worst in the city for crashes, with 234 crashes occurring there over a three-year period. The Belleview/Broadway and Union/Santa Fe intersections are the other two locations with an inordinate number of crashes.

Conclusion: Traffic speed data indicates that a number of collector streets currently experience an 85th percentile speed of 35 miles per hour. Crash data indicates that the most dangerous intersections in the City are typically found along the Broadway and US 285 corridors.

Transit System

The public transit system has become a more vital piece of the regional transportation picture with the opening of the Southwest Light Rail Transit (LRT) Line. The Southwest LRT Line runs along the Santa Fe Drive corridor. The line originates at Mineral Avenue in the City of Littleton, travels through Englewood and Denver, and eventually reaches the Denver Central Business District. Two LRT stations currently serve Englewood: Oxford Station and Englewood Station at CityCenter Englewood. A third station is envisioned to serve the General Iron Works redevelopment area at Bates Avenue.

A number of feeder bus routes were readjusted in order to connect with LRT stations. Englewood Station is served by South Broadway (0), South Downing (12), Yale Crosstown (27), Hampden Crosstown (35), Sheridan Crosstown (51), and Pine Junction/Conifer/DTC Regional (U). Oxford Station is served by Sheridan Crosstown (51). Additional routes that serve peripheral areas of the city include Fort Logan (36) and (36L) (Lowell Street), Riverbend (29) (Federal Boulevard), Evans Crosstown (21), and University Crosstown (24).

RTD route schedules including information on days and times of service were used to make comparisons between route segments serving the Englewood and Oxford LRT Stations. Routes without weekend service include Hampden Crosstown (35), and Sheridan Crosstown (51) (service does not run to Englewood Station on Sunday). Routes with headways exceeding the thirty and sixty minute thresholds include Hampden Crosstown (35), Yale

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Crosstown (27), South Downing (12), and the segment of South Broadway between Highlands Ranch and Englewood Station.

In addition to looking at frequency of service, accessibility to transit service is also important. A bus route or transit station can be defined as accessible to homes located within as little as one quarter to as much as one half mile of the bus route or transit station. The only section of Englewood that does not meet the half-mile standard is a small portion of the city located west of Huron Street and south of Stanford Avenue. Using the quarter mile standard, additional areas of the city, such as the area east of Logan Street and south of Mansfield Avenue, are relatively inaccessible to walk-able transit access. Extending existing routes to these areas offers a potential solution.

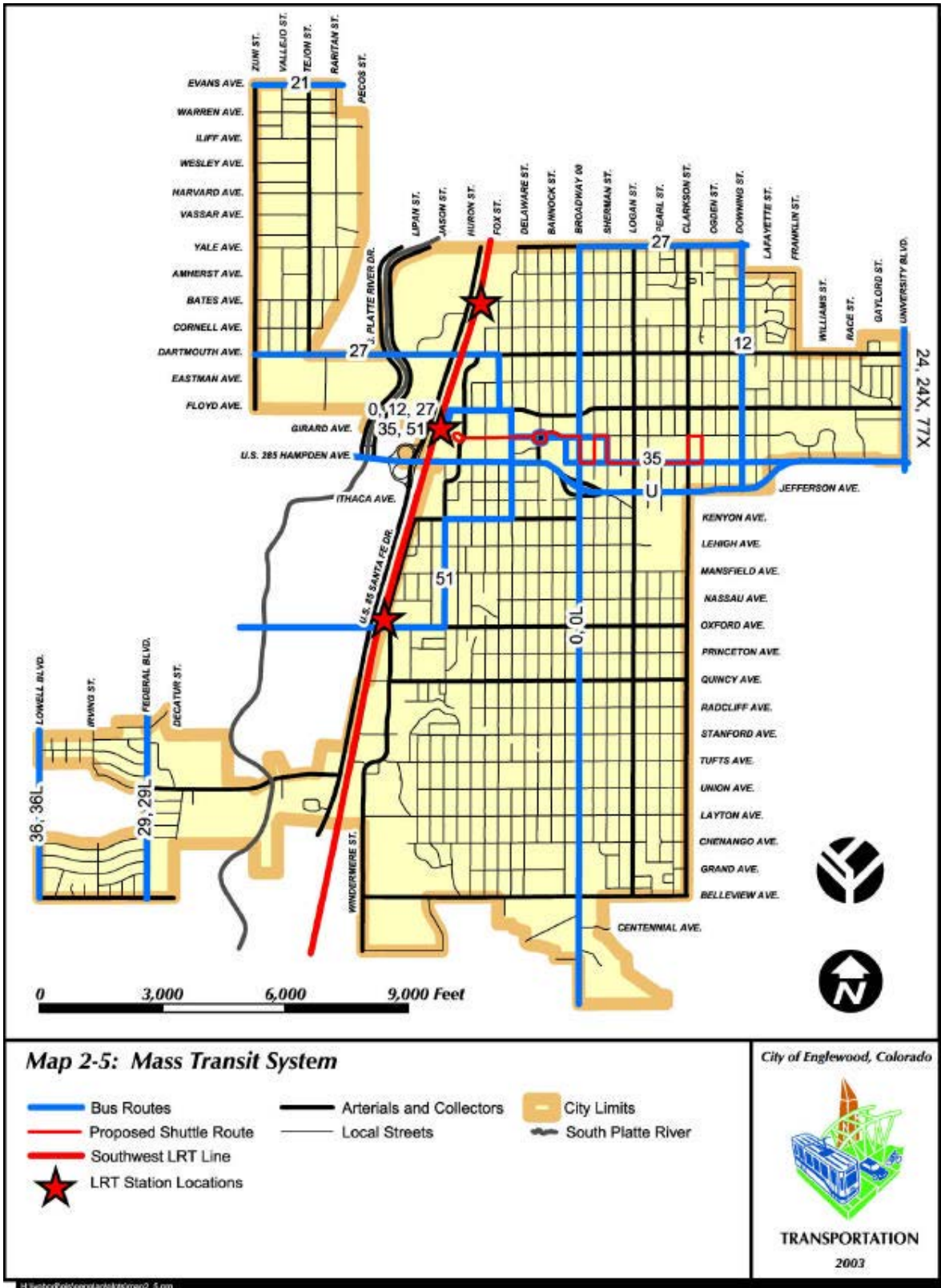
Additional improvements to the transit system that would benefit Englewood citizens include a route system that improves direct accessibility to a LRT Station, and CityCenter Englewood. The City of Englewood is actively pursuing a shuttle route that would link the Englewood LRT Station at CityCenter Englewood with the Downtown Broadway district and Swedish Medical Center. A shuttle route would effectively link a major employment center to nearby commercial and civic areas, as well as mass transit.

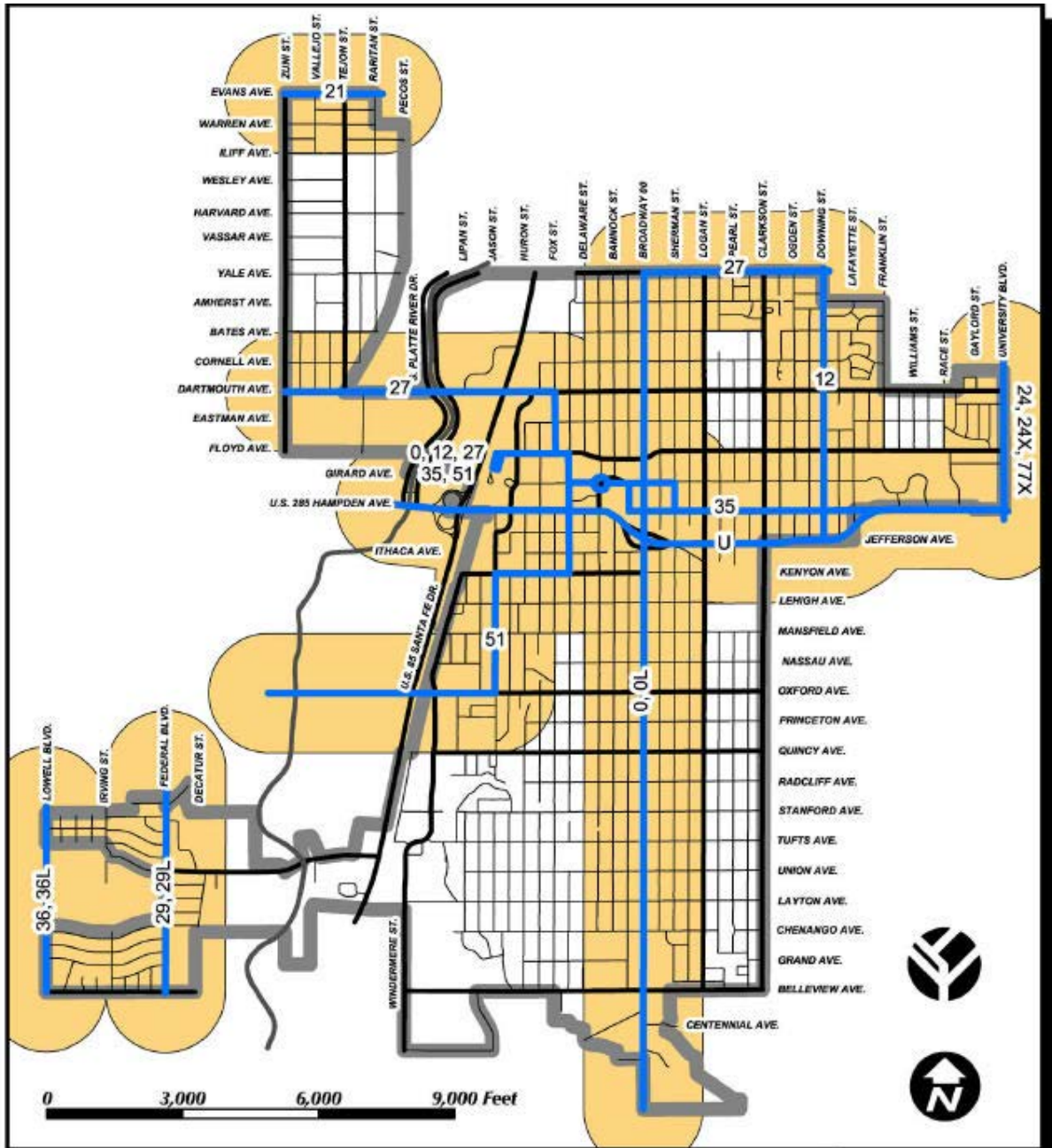
Conclusion: Englewood enjoys excellent transit service. Minor improvements to designated routes and frequency of service will improve access for Englewood citizens.

Bicycle and Pedestrian Systems

Englewood's Bicycle Route and Trail System Plan was established in the early 1980's. Off-street trails included the Little Dry Creek and Big Dry Creek Trails, which were envisioned connecting to the South Platte River Trail, and the NW and SW Greenbelt Trails. An off-street bicycle route system was also designated with signage.

Missing sections of the bicycle trail system include a section of the Little Dry Creek Trail from Little Dry Creek Plaza to Elati Street and Englewood Parkway, and a two-block segment linking the NW Greenbelt Trail with the South Platte River Trail, within the city limits of Denver. Other trail opportunities include the extension of the Big Dry Creek Trail east of Broadway to the Englewood-Littleton





Map 2-6: Mass Transit System

- Bus Routes
- Quarter Mile Service Area
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

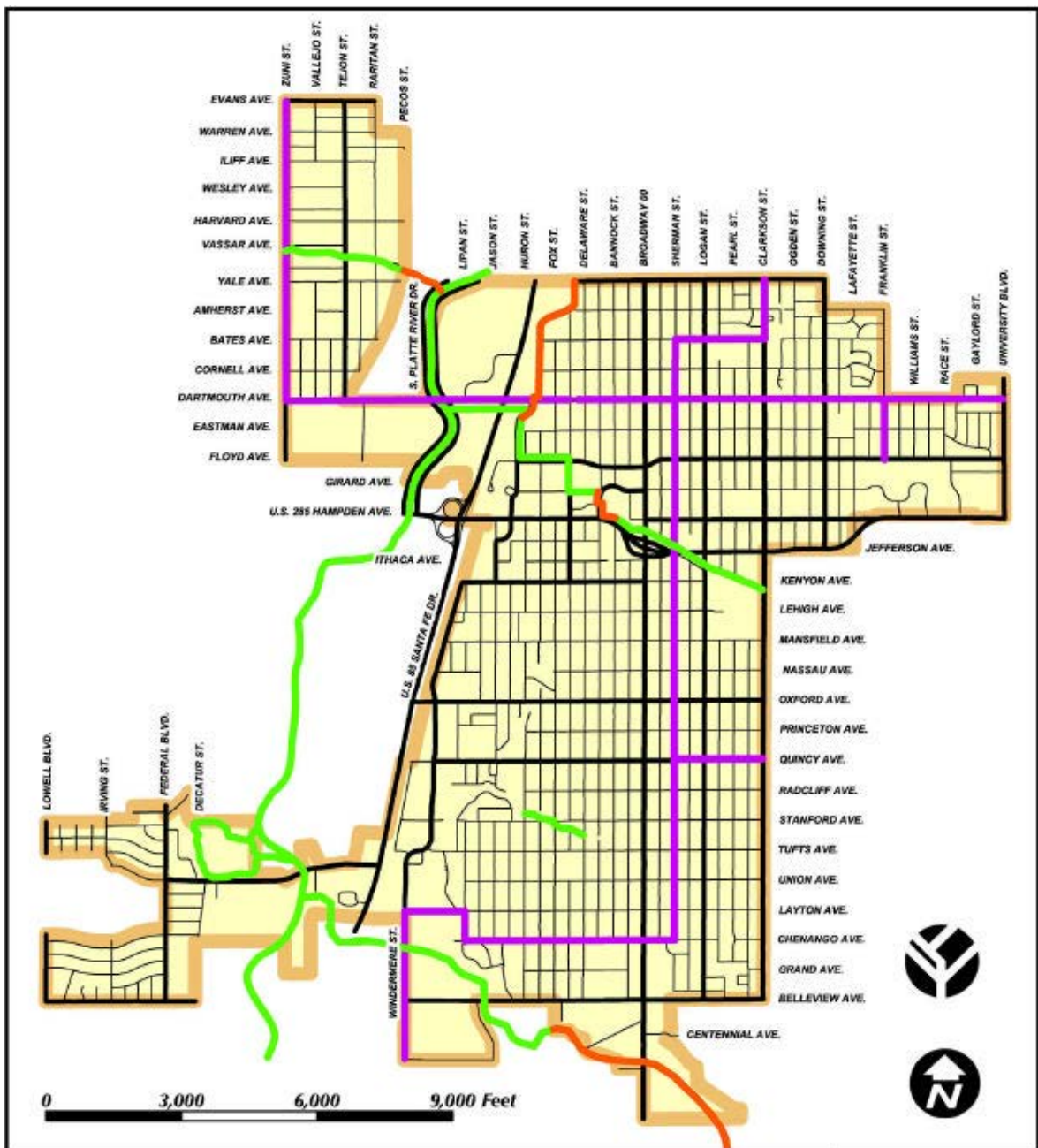
City of Englewood, Colorado



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Map 2-7: Bicycle Route and Trail System

- Signed On-street Bicycle Routes
- Existing Trails
- Missing and Proposed Trail Segments
- Arterials and Collectors
- Local Streets
- City Limits

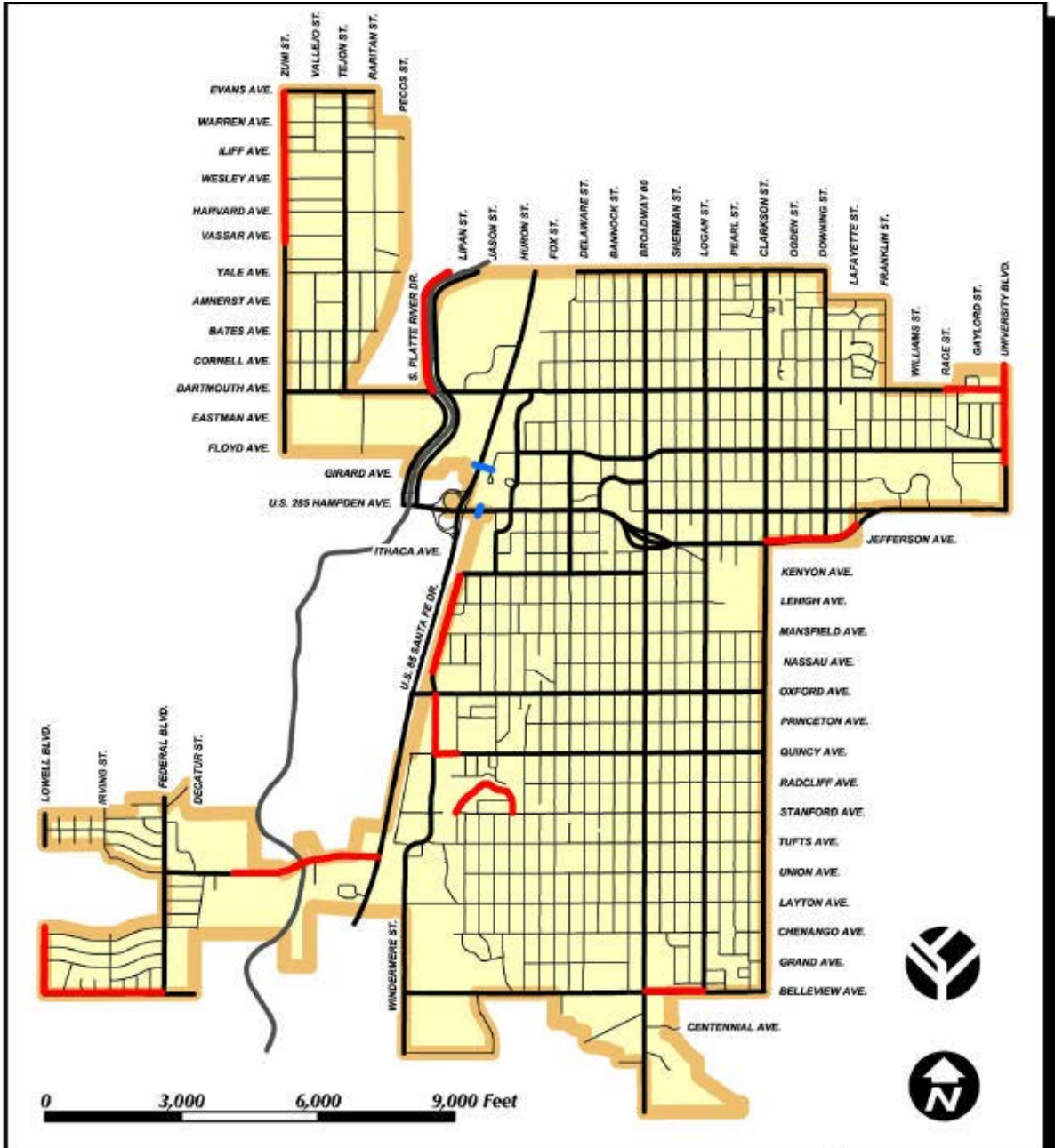
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Map 2-8: Missing Sidewalks and Pedestrian Connections

- Missing Sidewalks
- Missing Pedestrian Connections
- Arterials and Collectors
- Local Streets
- City Limits
- ~ South Platte River

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border, and a trail connecting the General Iron Works site to CityCenter Englewood via the Little Dry Creek Trail.

The City of Englewood also recognizes the need to update the off-street bicycle trail system with additional routes, improved signage, and bicycle signal detector loops. Additional needs include bicycle parking racks and associated infrastructure in commercial areas and adjacent to LRT stations.

Englewood offers a reasonably good system of pedestrian infrastructure and connections through a system of sidewalks that compliment the predominant grid pattern of streets found in the city. However, major arterial roadways present unattractive barriers to pedestrian traffic. A number of connections to CityCenter Englewood across U.S. 285 and Santa Fe Drive are envisioned.

The City of Englewood will continue its program of filling in missing sidewalk segments. Other potential sidewalk improvement opportunities include widening sidewalks, and providing pedestrian amenities such as medians, lighting, benches, landscape planters, bus shelters, and garbage receptacles.

Conclusion: The City of Englewood is committed to a quality of life transportation philosophy that emphasizes the development of a comprehensive bicycle and pedestrian system.

ENVIRONMENTAL QUALITY

Environmental quality issues are usually regional in scope. However, improving environmental quality also depends on actions at the local level. The City of Englewood acknowledges and accepts its role as a participant in solutions to regional environmental quality problems.

Air Quality

Over the years, the Denver Metropolitan Area frequently violated standards for carbon monoxide, ozone, and particulates. In order to effectively deal with the problems associated with the region's poor air quality, the Regional Air Quality Council (RAQC) was established in order to develop plans for air pollution mitigation measures to bring the metro area into compliance with federal air quality standards. The efforts of the RAQC have been quite



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successful, as the metro area has not violated federal air quality standards since 1995.

Table A-5 as found in the Appendix, shows the air quality benefits of the Regional Air Quality Council's recommended measures for reducing air pollution over the next twenty years. The table indicates that current programs that include public education have been effective in reducing discharge levels for a number of pollutants. Although the largest reductions in future pollutant discharges are projected to result from strategies designed to reduce emissions from power plants and automobiles, efforts to reduce air pollution at the local level will continue to play an important part in minimizing the effects of urban growth on regional air quality.

Conclusion: The region's air quality has greatly improved since 1990. Local efforts to reduce air pollution are critical in maintaining the region's current level of air quality in the face of growth in population and vehicle miles traveled.

Water Quality and Conservation

Englewood's drinking water is drawn from senior water rights on the South Platte River as well as Bear Creek. Water is a precious resource in semi-arid Colorado, and water resource conservation and water quality are important issues for the region.

The City of Englewood holds senior water rights to a total of 14,488 acre-feet of water per year. The City also holds junior water rights to approximately 13,850 acre-feet of water per year. In normal precipitation years, city residents consume 8,500 acre-feet of water each year. The City of Englewood's senior water rights are sufficient to support a total population of 50,000. At current, average consumption levels, a population of 50,000 would consume 13,281 acre-feet of water per year. The City of Englewood's excess water resources allow the City to sell some of the surplus water. In the past, the City of Englewood has agreed to sell a minimum of 1,500 acre-feet to the Centennial Water and Sanitation District. The City is currently working on an agreement with Centennial to sell all of its surplus water in a given year. The average transfer is expected to fall between 1,800 and 2,800 acre-feet per year.

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Englewood residents have often complained about noticeable tastes and odors emanating from the city's tap water. The City of Englewood Utilities Department is committed to improving water quality. The Utilities Department recently installed a new system that absorbs compounds responsible for the tastes and odors that are most noticeable during low river flows.

The City of Englewood is committed to water conservation. The Utilities Department is currently engaged in a program to replace all non-metered water accounts with metered accounts by the year 2009, in accordance with Colorado State Statutes. Non-metered accounts charge customers with flat rates for water, while metered accounts charge according to the amount of water used. Metered accounts will provide an incentive to conserve water. The Utilities Department also engages in water conservation education through the City's website. The department currently publishes a voluntary watering schedule, allowing landscape watering to occur every third day. Englewood residents responded to the drought conditions that occurred in 2002 by decreasing water usage by twenty percent, avoiding the need for mandatory watering restrictions.

Conclusion: Conservation programs and the voluntary efforts of Englewood citizens have resulted in a twenty percent reduction in water usage during the recent drought. A combination of senior water rights, adequate supply facilities, and conservation management ensures that Englewood will enjoy a sufficient supply of water resources for the future.

Wastewater

Pipelines maintained by the City of Englewood Utilities Department transport Englewood wastewater to the Littleton/Englewood Wastewater Treatment Plant (LEWWTP). The wastewater collection system is capable of serving a total population of 50,000, with minor, site-specific modifications.

The Littleton/Englewood Wastewater Treatment Plant is a regional facility, which consolidated the wastewater treatment operations for the City of Englewood and the City of Littleton. In addition to the sponsoring cities, the plant also serves 23 connector districts in the South Denver Metropolitan Area. The plant service area generally stretches from Ken Caryl Ranch in Jefferson County on the west to

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I-25 on the east, and south from Englewood to the Douglas County Line, with a notable extension into Douglas County along the I-25 corridor. The plant is designed to handle a capacity of 36.3 million gallons of wastewater per day. Currently, the plant treats 27 million gallons of wastewater per day, serving over 250,000 customers. The plant site can accommodate a maximum plant expansion capacity of 60 million gallons per day, serving a population of 480,000.

The LEWWTP developed a long-range facilities plan in 1989. Phase 1a improvements were designed to rehabilitate equipment, phase out operation of the pre-existing Englewood plant, convert secondary treatment processes, and add ammonia removal systems. Phase 1b improvements were designed to maintain the current capacity requirements of the wastewater treatment plant. Phase 2 and 3 will study the future wastewater needs of the wastewater treatment system and the South Denver Metropolitan Area community, and make recommendations for future capacity expansion.

The LEWWTP has partnered with Colorado State University in the development of a bio-solids research program. Bio-solids are nutrient-rich organic materials resulting from the treatment of wastewater that can be potentially used as a fertilizing soil enhancement for croplands. Currently, there are three separate research projects located in rural areas of eastern Colorado. The goal of the program is to provide a long-term program to ensure an environmentally safe and cost efficient method of domestic bio-solids utilization. The Littleton/Englewood Wastewater Treatment Plant has purchased a total of 7,040 acres of farmland on two separate sites for Bio-solids application. The Bio-solids farmland is expected to meet the needs of the program beyond the year 2015, at which time additional farmland may be purchased.

The LEWWTP conducts many programs designed to regulate pollutants that are difficult to handle and treat effectively through the wastewater treatment system, as well as pollutants produced through a large number of industrial processes. The plant operates an oil and grease inspection program that requires restaurants to install grease traps to prevent clogging of utility equipment. The plant has developed a silver reduction program for enterprises that

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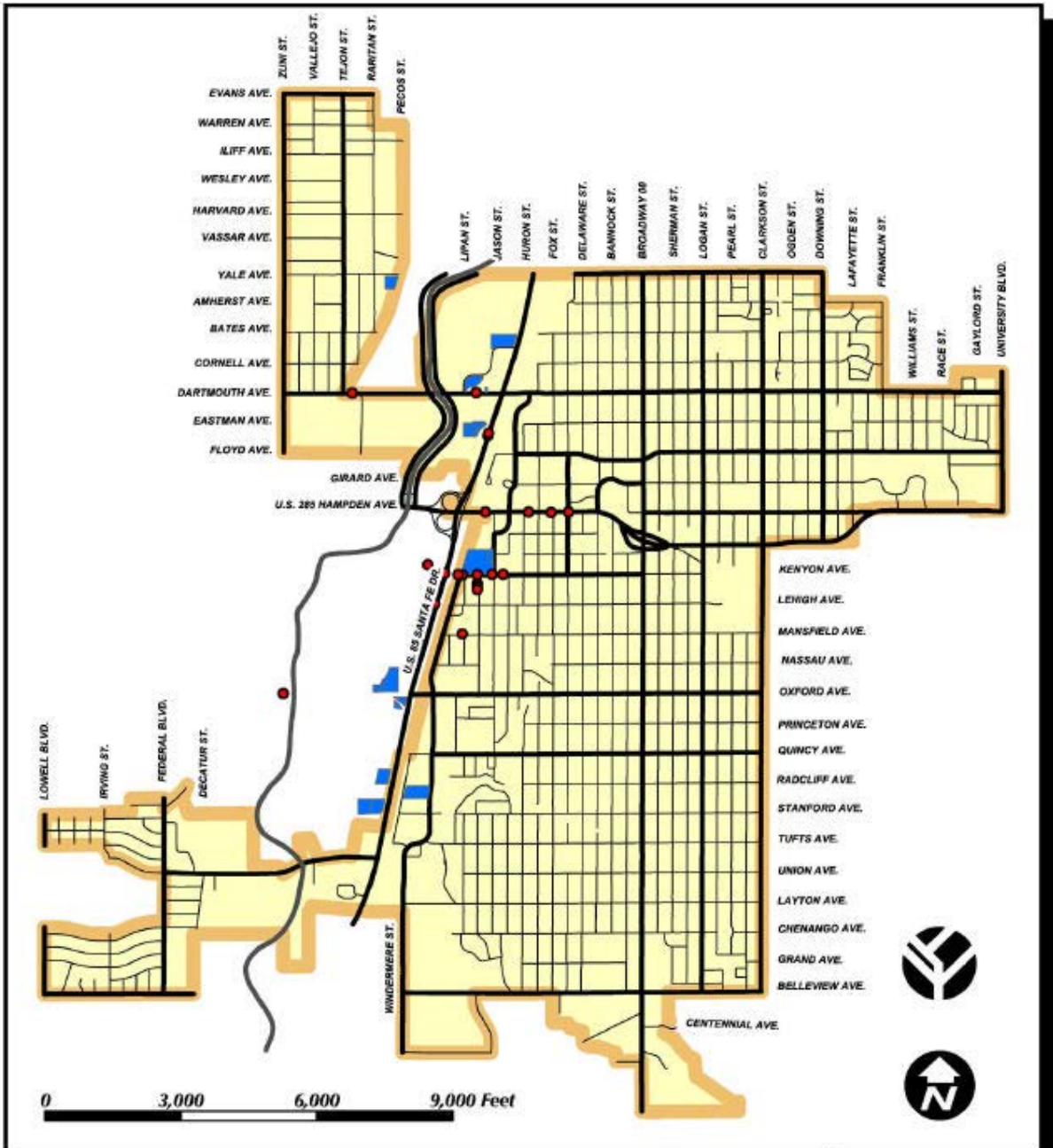
utilize silver in commercial processes. The plant also hosts a mercury drop-off site for items that contain small amounts of mercury. Finally, the plant is also involved in inspections and the issuing of permits for a large variety of industrial processes that produce significant amounts of pollutants discharged into the wastewater treatment system. The plant's Industrial Pretreatment Division currently oversees 29 Wastewater Contribution permits.

Conclusion: The Littleton/Englewood Wastewater Treatment Plant has made a number of investments in the wastewater treatment system, which has resulted in an excellent operational record. Long-term needs assessment will allow the plant to plan for the region's future wastewater needs.

Brownfields

The City of Englewood has taken a leadership role in developing brownfield remediation and revitalization programs. Over time, a large number of properties situated in the South Platte River/Santa Fe Drive corridor have been degraded by environmental contamination from industrial and commercial operations, which hinder the productive use of these properties. A 1999 pilot study entitled Review of Known Environmental Conditions for the South Santa Fe Drive Corridor revealed 30 instances of adverse environmental conditions located on a total of 23 separate properties. Soil contamination was found to be pervasive throughout the corridor. Leaking above- and below-ground storage tanks for petroleum-based products compromises soil and groundwater. Finally, there are a number of chlorinated solvent plumes that flow in a variety of directions away from the corridor.

In 1997, the City began a program for brownfield remediation and revitalization efforts using grants from the Environmental Protection Agency. Funds were used to conduct site assessments for three high profile projects, which included the General Iron Works site, Centennial Park expansion areas, and the Thomas Plating site. Voluntary Cleanup Plans were developed for General Iron Works and Centennial Park. Additional funds were set-aside for a Brownfields Revolving Loan Fund (BRLF), which offers low interest loans for environmental cleanup of contaminated properties. Recipient properties included Keogh and Company, Navajo



Map 2-9: Locations of Known Sites with Various Environmental Conditions: Santa Fe Drive Corridor

- CDOT Assessment Properties
- Federal Database Identified Sites
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

City of Englewood, Colorado

ENVIRONMENTAL QUALITY

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Enterprises, and Thomas Plating. The BRLF program resulted in the retention of 90 positions and the addition of 97 new jobs.

Conclusion: The South Platte River/Santa Fe Drive corridor suffers from the existence of a number of brownfield properties. The City of Englewood recognizes the importance of restoring brownfield properties to productive use as viable commercial, residential, or open space lands.

Keep Englewood Beautiful

The Keep Englewood Beautiful Commission (KEB) conducts the majority of the Englewood's grass roots efforts toward the improvement of environmental quality. Patterned after and closely aligned with the national Keep America Beautiful non-profit organization, KEB sponsors a number of events annually that deal with specific environmental quality issues.

Programs offered by KEB include the Household Materials Round-up, Leaf and Tire Drop-off, Good Neighbor Days (trash), the South Platte River Clean-up, and the Photometric Litter Index. The Household Material Round-up attracts 200 to 250 vehicles disposing nearly 900 gallons of hazardous wastes each year. The annual Leaf and Tire campaign began in 1993 and has collected a total of 6,620 cubic yards of leaves, and 1,277 tires from 2,172 participants. Good Neighbor Days provides Englewood residents with an opportunity to dispose of oversized and unwanted trash at a reduced rate, with an average annual participation rate of 105 households. The multi-jurisdictional South Platte River Cleanup project focuses on cleaning up a twenty-five mile stretch of the South Platte River. The Photometric Index, sponsored by the national Keep America Beautiful organization, involves random sampling of litter as a way to measure the effectiveness of anti-littering campaigns, and has shown a decrease in the amount of litter for 2001 and 2002.

Additionally, KEB sponsors many educational and promotional events and activities. KEB has been involved in the promotion of Arbor Day, and also sponsors the annual Holiday Lighting event that encourages and showcases individual efforts to creatively illuminate Englewood residences. KEB also sponsors citizen volunteer efforts such as Adopt-a-Garden. Finally, KEB conducts

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research on community environmental issues, and develops educational campaigns on such issues as recycling.

Conclusion: The work of the Keep Englewood Beautiful Commission is critical to local grass roots efforts to improve environmental quality on both the local and regional level.



CULTURAL ARTS

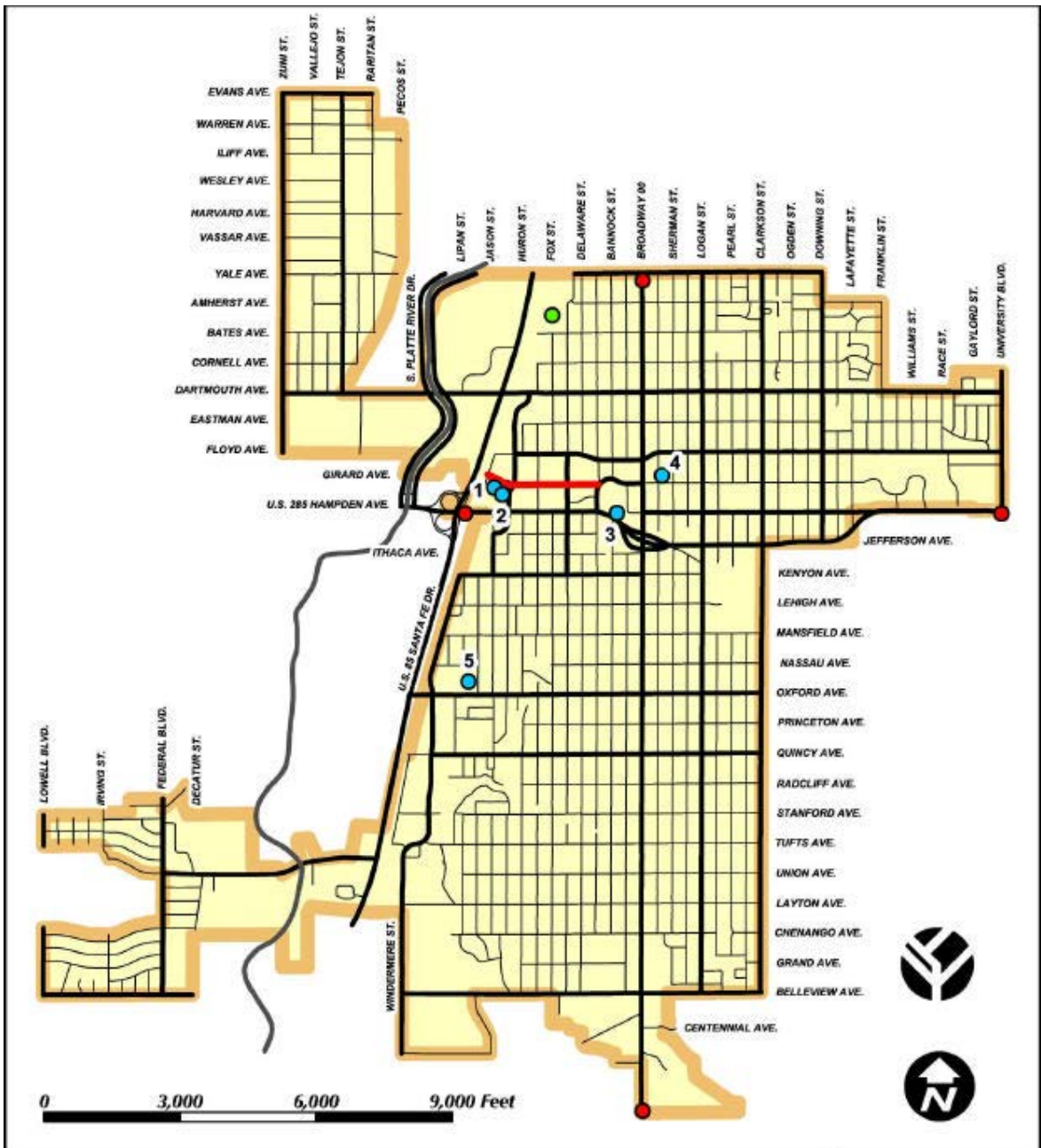
CULTURAL ARTS

Cultural arts are becoming ever more important to community quality of life. The presence of an outstanding arts community and civic arts program makes a huge difference in the livability of a community.

Scientific and Cultural Facilities District

Cultural arts and institutions have historically enjoyed strong public support both across the State of Colorado, and in the Denver Metropolitan Area. From this support, a number of cultural attractions and institutions were created, including the City of Denver's Art Museum, Botanical Gardens, City Zoo, and Museum of Nature and Science; the City of Boulder's Chautauqua Park; and Central City's Opera House, plus many others. In 1982, in the face of severe economic hardships, the Colorado State Legislature voted to end direct financial support for a number of regional, cultural institutions. In 1988, the voters of the six-county Denver Metropolitan Area made a collective decision to establish an additional sales tax to exclusively support not only regional cultural institutions, but also cultural institutions and activities at the local level as well. This cultural taxing authority is known as the Scientific and Cultural Facilities District (SCFD). As a number of suburban communities have begun to mature, cultural arts in these cities have been institutionalized into the very fabric of the community.

The City of Englewood is a tier III organization within the funding structure of the SCFD. The City has applied for and received funding for a number of high profile cultural arts activities and performances. The City received a total of \$23,600 for the Englewood Funfest, Sounds of Summer Concert Series, and the Summer Drama Program for the year 2000.



Map 2-10: Existing and Planned Cultural Arts Facilities and Locations

City of Englewood, Colorado

- Entryport Monument Location
- Incorporation of Art in New Develop.
- Performance/Activity/Display Facility
- Cultural Corridor
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

- 1 Museum of Outdoor Arts
- 2 David Taylor Dance Theatre
- 3 Little Dry Creek Plaza
- 4 Malley Senior Center
- 5 Englewood Recreation Center



CULTURAL ARTS

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Conclusion: Englewood has benefited from participation in the SCFD funding formula for financial support of cultural arts at the local level.

City of Englewood Cultural Arts Organizations

Both private and public organizations and groups play a role in the development of cultural arts in Englewood. Public organizations include the City of Englewood's Cultural Arts Commission, and its sponsor, the City of Englewood Parks and Recreation Department. Private cultural arts organizations active in the city include the Museum of Outdoor Arts, the David Taylor Dance Studio, and the Englewood Cultural Arts Center Facility Association.

The Cultural Arts Commission works to bring quality cultural arts performances, activities, and displays to Englewood. In 1998, the Englewood City Council approved resolution 42, which makes 1% of yearly project funds available for cultural arts projects. The Parks and Recreation Department also offers a wide range of educational and recreational arts activities for youth, adults, and elderly groups at both the Englewood Recreation Center, and the Malley Senior Center.

The City of Englewood maintains a close relationship with private arts organizations in the community. The City invited the Museum of Outdoor Arts and the David Taylor Dance Studio to occupy a prominent space in the City's new Englewood Civic Center.

The Englewood Cultural Arts Center Association is a non-profit organization made up of prominent members of the cultural arts community in Englewood and the South Denver Metropolitan Region. The goal of the organization is to develop a regional cultural arts institution focused around a signature, cultural arts center facility. The group has conducted preliminary planning efforts such as marketing, financial studies, conceptual facility plans, and the identification of potential site locations. The next steps in the development of a regional cultural arts center facility include site selection, property acquisition, formal architectural plans, and fundraising efforts.

The Englewood Cultural Arts Association has been involved in sponsoring a number of cultural arts activities as well. These

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activities have included a number of concert performances and dance events, hands-on educational workshops, art shows, and food tasting events.

Conclusion: The City of Englewood is committed to bringing quality cultural arts experiences to the citizens of Englewood, and the South Denver Metropolitan Area. The City is interested in working with the Englewood Cultural Arts Center Association in order to realize the goal of developing a regional cultural arts institution and cultural arts center facility.



Market Area Analysis for an Englewood Cultural Arts Center

The Englewood Cultural Arts Center Association, with the assistance of the Englewood City Council, commissioned a study through BBC Research and Consulting in the Fall of 2000 to determine whether the potential market for an Englewood cultural arts center would be strong enough to help support the facility. The study used the market for the Arvada Center for the Arts and Humanities, a similar sized facility in the Denver Metropolitan Area, as a direct comparison for the potential Englewood market. The study projected the size of a potential Englewood market, and compared this market with the Arvada Center market in terms of total population, population over age 40, total households, median household income, and educational attainment.

Using data collected by the Arvada Center to determine primary and secondary market size, the primary market area for the potential Englewood market includes Southern Jefferson County, South Denver, Southwestern Arapahoe County, and northern Douglas County, with the secondary market expanding to encompass the entire southern half of the Denver Metropolitan Area. These areas have historically shown high rates of attendance at cultural events throughout the metro area.

The combined primary and secondary Englewood markets include a total population of 1.4 million, compared with 1.6 million for the Arvada Center market. The Englewood primary market (794,054) is larger than the Arvada Center primary market (710,192). The Englewood primary market is expected to experience a rapid

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growth rate of 20% over the next ten years. Similar rates of growth are expected in terms of households. By 2009, the Englewood primary market is projected to have 40% more households than the Arvada Center primary market.

Cultural arts attendance is highest for people over age 40. The population over age 40 is higher for the potential Englewood primary market (319,343) than the Arvada Center primary market (279,113). By 2009, the population over age 40 is expected to be 50% larger than the same figure for the Arvada Center

Increasing household incomes are also associated with higher cultural arts attendance rates. The Englewood primary market enjoys a significantly higher median household income (\$52,854) than the Arvada Center market (\$47,124). Furthermore, the difference between the two primary market area figures for median household income is expected to widen over the next ten years.

Finally, educational attainment is also a good indicator of cultural arts attendance rates. Individuals with post-secondary education are more likely to attend cultural arts performances. The population residing in the Englewood primary market having obtained a college degree equals 40% as opposed to a 36% figure for the Arvada Center primary market.

Conclusion: The market area analysis for a regional Englewood Cultural Arts Facility suggests that the Englewood primary and secondary markets compare favorably with the existing markets of the highly successful Arvada Center.

SECTION 3

COMPREHENSIVE PLAN VISION & GOALS - COMMON THEMES

COMPREHENSIVE PLAN VISION & GOALS

INTRODUCTION

Community assets present opportunities that Englewood can improve upon and use in efforts to increase new private investments in the community. Community deficiencies present challenges to the community that require strong determination and a willingness to take risks, in order to guarantee successful change, and a better quality of life for Englewood citizens. Such opportunities and challenges also require imagination, the ability to see beyond what is, to what could be. The ability to see into the future is far from perfect, but signs of tomorrow can often be found in the present, sometimes in neighboring communities, sometimes in other regions, in cities large and small.

The purpose of this section is to imagine a vision of the future for the Englewood. The vision for the City must be grand enough to inspire the community, yet be rooted in the reality of the place, time, and conditions that exist today. The famous quote of Daniel Burnham, author of the Plan of Chicago, and father of modern planning, speaks to the need for a vision that is large enough to provide the necessary inspiration for accomplishing great things: "Make no little plans. They have no magic to stir men's blood and probably will themselves not be realized."

THE VISION FOR ENGLEWOOD

During the last three decades, Englewood began a long journey that would profoundly change the City from what it had formerly been defined by, and give rise to a potentially different, yet brighter future. By the start of the 1970's, Englewood was no longer a new suburb at the outskirts of a large central city. New suburban areas had sprung up further south, drawing interest and investment. Older, first-ring cities, including Englewood, were often overlooked in terms of new investment or interest as a place to live, and the Englewood was no exception. Many commercial investments began to decline, including the Cinderella City Regional Mall, while other commercial areas saw changes in mix and types of businesses. Small pockets of residential areas began to suffer as well.



COMPREHENSIVE PLAN VISION & GOALS

Today, Englewood stands at the threshold of a great journey. After years of enduring socio-economic trends that worked to the city's disadvantage, a number of profound changes in American society have begun to occur that favor Englewood. Many of these trends became evident during the 1990's within the City and County of Denver. A great awakening of interest in the central city led to a renaissance for the City of Denver. Individuals, couples, and families began to rediscover the advantages of living close to major employment centers, shopping, and cultural attractions located in the central city, yet avoiding the growing transportation crunch that began to affect the rapidly growing metropolis. Many long-suffering Denver neighborhoods were transformed by new commercial investments that followed the new urbanites.

At the same time, the advent of the Denver Metropolitan Region's first high-speed light rail transit line changed the development prospects and potential for Englewood overnight. The Southwest Light Rail Transit (LRT) Line runs along the entire length of the city, and passes directly adjacent to the areas of the city that had suffered most heavily from lack of investment and decay. The success of the Southwest LRT Line has reawakened interest in the community among potential future residents, businesses, and developers.

The demise of the Cinderella City Regional Mall illustrated the fate of the overall community. The death of the mall brought much hardship to the city and spelled the end of an era, yet presented the opportunity to turn the city around, in order to begin its rebirth, and a long ascent toward a grand future. The city took its first steps toward that future with the development of CityCenter Englewood, a forward-looking, mixed-use, transit-oriented development.

COMPREHENSIVE PLAN VISION & GOALS

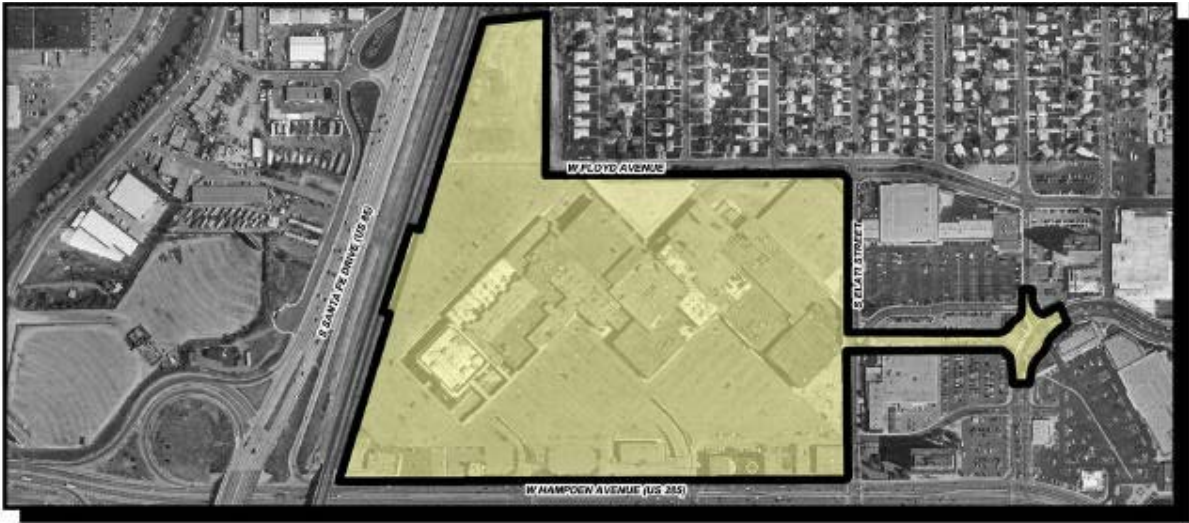
CITYCENTER ENGLEWOOD: FORERUNNER OF ENGLEWOOD'S FUTURE

The city's journey into the future began a few short years ago in the passing of an era and the subsequent struggle to find the city's future. Finding that future was not easy. It is often difficult to imagine a new vision for a place that we have personally known for so long. Early ideas for the rebirth of the former Cinderella City Regional Mall site involved a continuation of a single-purpose retail use, but in a form that reflected present day retailing trends. However, a number of city leaders dared to dream and demand more for the site. These visionaries could foresee the opportunity associated with the coming of the Southwest LRT Line, as well as the prospect of turning a key structure of the former site into a new asset for the city. They believed the redeveloped site should not resemble a typical single-use retail development found in every American city, but instead should be something unique. The city's leadership dreamed of a full-service, mixed-use center that would generate activity both day and night. They looked to create a sense of place, a place where people wanted to be, and a place that was alive with activity.

The eventual concept for the site called for a mixed-use development that would take advantage of the opportunity afforded by the adjacent light rail investment. This idea had been utilized in a number of American cities with heavy investments in mass transit, but was completely new for the Denver Metropolitan Area. The entire metro area watched the pioneering effort closely. The concept included multi-family housing, office space, a transitional commercial streetscape, civic uses, and a public piazza that would serve as a public gathering and performance space.

Today, CityCenter Englewood is complete. The multi-family housing has filled up. A diverse collection of small restaurants and retailers has set up shop along Englewood Parkway. The large retail stores are enjoying large numbers of shoppers. Every day, the project seems to attract a few more people than the day before, increasing the liveliness of the place.







0 300 600 900 Feet *CityCenter Englewood Circa 1998*



0 300 600 900 Feet *CityCenter Englewood Circa 2002*



<p>Map 3-1: Transformation from Cinderella City to CityCenter Englewood</p>	<p><i>City of Englewood, Colorado</i></p>
<p> Englewood LRT Station</p>	
	<p>COMPREHENSIVE PLAN 2003</p>

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COMPREHENSIVE PLAN VISION & GOALS

GENERAL IRON WORKS: THE NEXT STEP TOWARDS THE FUTURE

The energy of CityCenter Englewood has begun to spill out into other areas of the city. The old General Iron Works site located in north Englewood is currently being cleaned up for a future light rail maintenance facility, a new light rail station, and a mixed-use, transit-oriented village. The success of the General Iron Works project will demonstrate the desirability of Englewood as a place to live, work, and play. The project will serve as a catalyst for redevelopment to occur in areas directly adjacent to LRT stations.



The success of the General Iron Works project represents the next step in the renaissance the City is now experiencing, which began with CityCenter Englewood. However, the story does not end there. The CityCenter Englewood and General Iron Works projects are precursors of opportunities for additional redevelopment projects throughout the City. In general, these opportunities will be near the Oxford LRT Station, in areas immediately adjacent to CityCenter Englewood, and along the Broadway Corridor.

FUTURE HORIZONS FOR REDEVELOPMENT

Oxford LRT Station

The prospects for development in the areas around the Oxford LRT Station are promising. Land uses and properties that have been stagnant or in decline for a number of years may give way to vibrant new commercial uses attracted to the area due to the proximity of a light rail transit station and the presence of the Englewood Recreation Center and Englewood Golf Course.

CityCenter Englewood Area

The success of the CityCenter Englewood project has created the potential for similar changes in areas immediately adjacent to the development. These areas include the district east of CityCenter Englewood from Elati Street to Broadway, the district immediately south of CityCenter Englewood from U.S. 285 to Kenyon Avenue,



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and the district west of CityCenter Englewood from Santa Fe Drive to the South Platte River. Single land use and automobile-oriented highway developments that offer little more than the service of basic functions, may give way to a development pattern similar to the mixed-use type found in CityCenter Englewood.

Future projects in these areas will likely include higher-density residential, office, retail, and other employment uses that will reinforce the pattern set at CityCenter Englewood and bring new residents, employees, and businesses to the city. Of the three districts, the district located east of CityCenter Englewood ranks as the City of Englewood's highest priority due to its strategic location between CityCenter Englewood and downtown Broadway and corresponding potential to strengthen both of these commercial areas. The City of Englewood would especially like to encourage the inclusion of restaurant, cultural, and entertainment uses in redevelopment projects for this district.



Broadway Corridor

The Broadway corridor presents new opportunities for growth and development for the city. The corridor is composed of several distinct character districts. Strategies to enhance character in these districts will create strong business areas and strong adjacent neighborhoods. Opportunities exist for both revitalization of existing buildings, and for new buildings and businesses that will replace under-used, under-valued and/or obsolete uses and structures. Recent, positive redevelopment examples include the restoration of the Gothic Theatre and an infill building with first-floor office, and second-floor residential uses. The style of the new building blends well with its older neighbors. Many other structures along Broadway have benefited from City of Englewood programs to enhance the appearance of the building facades.

The vision for downtown Broadway consists of a walk-able, attractive destination, with a historical connection to Englewood's past, retaining the ambiance and character of small town Englewood. Downtown Broadway will continue efforts to attract customers looking for a unique, specialized product or service with a special human touch that cannot be duplicated in a standard mall or big-box retail setting. The development of additional entertainment, cultural, and eating establishments will add value to

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the mix of specialized boutiques, clothing, and furniture stores. Small offices and multi-family housing will complete the mix of downtown uses, contributing to a vibrant new nightlife, and a strong destination-shopping district. Other sections of the Broadway corridor will see a transitioning to businesses that provide quality goods and services, generating sales tax revenue for the City of Englewood, and employment opportunities and shopping amenities for Englewood citizens.

Neighborhood Shopping Centers

The City of Englewood also envisions the revitalization of neighborhood shopping centers throughout the city. Examples of neighborhood shopping centers in Englewood include Centennial Shopping Center located at Belleview Avenue and Federal Boulevard, and the Shops at Hampden Avenue and Logan Street. The City endeavors to study current conditions found at the city's various neighborhood shopping centers in order to identify opportunities for cosmetic upgrades, improved retail mix, fiscal enhancements, and center expansion. The City will work with shopping center owners to make revitalization efforts feasible.



Swedish and Craig Medical Centers

The area surrounding the Swedish and Craig Medical Centers also presents opportunities for the city. Areas with high redevelopment potential include the district south of the medical complex from Old Hampden Avenue to U.S. 285, the area west of the medical complex from Logan Street to Broadway, and properties currently controlled by Swedish and Craig Medical Centers. The City of Englewood will work together with both Swedish and Craig Medical Centers to develop plans for new improvements to the medical facilities, as well as for the mix of housing and services surrounding the area. The City encourages new bio-medical related businesses that will benefit from a location near the two hospitals. The City also sees a potential for additional businesses that will provide goods and services to hospital employees, patients, and visitors.



COMPREHENSIVE PLAN VISION & GOALS



Industrial Areas

Englewood's industrial areas also present challenges and opportunities for the city. The city's industrial areas provide an important niche within the community and region, providing the bulk of industrial sites and industrial employment for the South Denver Metropolitan Area. Unfortunately, much of the city's industrial stock is aging and does not conform to current standards for industrial developments. The City of Englewood will use a combination of rehabilitation and redevelopment tools to bring new life to industrial areas, including new businesses, and additional employment.

Residential Areas: Areas of Stability



The city's residential areas will also see positive changes in the years to come. Many of the city's existing residential areas are stable, well-maintained neighborhoods with a strong sense of ownership and community pride. These neighborhoods will continue to enjoy stability. Changes in these areas will be primarily driven by private decisions to add a second floor to an existing house, or additional rooms on the ground floor. The City of Englewood will continue to support residential home improvements through various low-interest loan and grant programs. Other improvements may come from public expenditures for street surfacing, sidewalks,

and landscaping improvements. The City will continue to take an active role in promoting these neighborhoods to first time homebuyers and young families in order to strengthen single-family areas through increased owner occupancy. The combination of programs to promote home ownership and home expansions will help the City to attract and retain young families. Attraction and retention of young families is the key to maintaining the viability of neighborhood schools.

COMPREHENSIVE PLAN VISION & GOALS

Residential Areas: Areas of Change

Residential areas that have not fared as well over the years in terms of property maintenance will require the development of comprehensive neighborhood revitalization and redevelopment plans. These plans will target more substantial investments in housing rehabilitation as well as new neighborhood housing. The creation of a new Unified Development Code will give owners, developers, contractors, and planners' greater predictability in designing residential plans.



Englewood citizens feel strongly about the character of their existing neighborhoods. It is important that new residential investments and housing rehabs are designed to be compatible and consistent with surrounding residential neighborhoods. Residential designs should reflect the existing character of the neighborhood. Design features that enhance Englewood's residential character include front porches, garages located in the rear, and walk-able pedestrian ways.

Parks and Open Space: South Platte River

The City of Englewood is poised to move forward with visionary plans to restore lands adjacent to the South Platte River in order to increase the amount of regional open space and trail connections. The South Platte River corridor provides a number of opportunities for the development of amenities such as additional trails, wildlife viewing areas, and active recreational parks. Other lands along the corridor will benefit from a restored river habitat and may attract new office, employment, and residential developments to this corridor. The city's entire inventory of parks and open space will be tied together through the use of connecting commuter and recreational trails wherever possible.



COMPREHENSIVE PLAN VISION & GOALS



Parks and Open Space: Recreation

Improvements to the city's active recreation fields and facilities are planned for the near future. The city will have a full-scale, state of the art aquatic center, including a lap pool, leisure pool, beach area, water slides, diving boards, and a lazy river with an adventure channel. An expanded recreation center will include a larger weight and fitness area, a new physical therapy room, a new aerobics room, new family locker facilities, additions to the pool area in order to accommodate parties, and a new youth center. An expanded Malley Senior Center will include a small gymnasium, a weight and fitness room, a computer lab, additions to the arts and crafts area, and additional classroom and office space.

Transportation

The City of Englewood is committed to a transportation vision built upon better transportation opportunities and choices, lessening the adverse impacts associated with the transportation system, enhancing the relationships between land use and the transportation system, and the promotion of an attractive, pedestrian-friendly community. The City will emphasize mass transit, bicycle, and pedestrian modes, while continuing to optimize the flow of automobile traffic at safe speeds.

The vision for Englewood includes a commitment to public transportation as an important part of the city's future. The pioneering Southwest LRT Line, the region's first light rail investment, has given Englewood an opportunity to become the most active transit suburb in the Denver Metropolitan Area. The public transportation system will become ever more crucial in efforts to mitigate the effects of traffic congestion as future automobile traffic volumes increase.

The City of Englewood recognizes the importance of creating connections between the city's various commercial areas and the surrounding residential neighborhoods. Some of the improvements that will help to accomplish this goal include a shuttle service connecting the Swedish Medical Center to downtown Englewood and CityCenter Englewood; extensions to the Big Dry Creek, Little Dry Creek, South Platte River, and NW Greenbelt Trails; and a new trail connecting the General Iron Works site to CityCenter Englewood. In the future, Englewood will also be known for its

COMPREHENSIVE PLAN VISION & GOALS

extensive off-street bicycle route system, as well as infrastructure conducive to bicycling such as signal detector loops, detailed route signage, bicycle parking, and air stations.

New pedestrian connections will play an important role in the transformation of areas adjacent to CityCenter Englewood, particularly the areas across U.S. 285 and Santa Fe Drive from CityCenter. These connections may take the form of bridges or tunnels that will allow easy access to the Englewood LRT Station. The area across Santa Fe Drive from CityCenter Englewood could potentially become the site of a regional cultural arts facility, along with office, and residential uses. The site would open CityCenter Englewood to a revitalized South Platte River open space and recreational amenity. A connection to the south side of U.S. 285 would allow direct access to CityCenter for the employees of the new Gart Sporting Goods headquarters, as well as set the stage for attracting similar new employers to Englewood. A number of surface parking areas and highway-oriented uses may give way to intensive office, retail, and residential uses.

Environmental Quality

Englewood will strive to become the most environmentally aware and groundbreaking community in the metro area in terms of the environment. Programs designed to eliminate household hazardous waste, regular household debris and trash, promote recycling and composting, remove unsightly graffiti, reduce light pollution, enhance the vegetative landscape, and protect air and water quality will create a positive image of Englewood as a green community, and inspire other nearby communities to join Englewood in efforts to provide solutions to regional environmental problems.

Cultural Arts

Englewood has a strong cultural arts leadership that is quite active in the community and heavily involved in the success of CityCenter Englewood. The Englewood cultural arts community desires to elevate the status of cultural arts in Englewood to a major player and participant in the development, promotion, and support of cultural arts in the Denver Metropolitan Region. The centerpiece of the cultural arts community's goal is the establishment of a signature cultural arts facility that will serve as the premier site for



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the arts in the South Denver Metropolitan Area. The City of Englewood has embraced the cultural arts community, and shares in the vision to promote the display of public arts throughout the city. Public art displays will be used to mark the main entry points to Englewood, helping to create awareness of, and pride in the community.



COMPREHENSIVE PLAN GOALS: COMMON THEMES

The vision for Englewood serves as the basis for the establishment of goals and objectives. Like the vision, goals are highly generalized, and are designed to articulate the path that will lead to the realization of the vision of the community twenty years from today. Objectives under each goal articulate areas of action that the City of Englewood can undertake and accomplish that ultimately furthers the city's progress toward the goals, as well as the community's vision of its future.

Although it is both useful and necessary to categorize goals under topical areas, such as housing, transportation, parks, etc., it is imperative to demonstrate how various goals under different topical areas relate to, connect with, and build upon one another, to present a truly comprehensive guide to decision-making. Four common themes have been identified that are found throughout each topical goal area: Quality of Life; Sustainable Development; Community Infrastructure, Networks, and Resources; and Regional Cooperation. The four themes help to simplify, summarize, and define the community's vision, tying the goals together in a way that is both meaningful and understandable.

COMPREHENSIVE PLAN VISION & GOALS

QUALITY OF LIFE

Quality of Life refers to the special attributes and characteristics of the community that enhance the everyday lives of its citizens, and give people pride in their city and neighborhoods. These special attributes and characteristics include the following items and principles:

- Comprehensive cultural arts community
- Environmentally attractive, responsible, and sustainable, "green" community
- Connected, pedestrian and bicycle-oriented streets and paths
- Quality, historically sensitive, artistic neighborhood designs
- Involved citizenry, civic pride, and community participation
- Comprehensive and connected parks, recreation, open space, and trails
- Attractive commercial and industrial areas



Cultural Arts Goal 1

Enhance the City of Englewood's quality of life through cultural programming, communication, organizational funding, and artistic opportunity.

Cultural Arts Goal 3

Integrate cultural arts into the urban landscape.

Environmental Goal 1

Increase awareness of the community's environmental needs and issues in all facets of work and daily living.

Environmental Goal 3

Improve community safety, cleanliness, visual beauty, and civic pride.

Environmental Goal 5

Conserve energy and improve air quality.

COMPREHENSIVE PLAN VISION & GOALS

Transportation Goal 2

Improve environmental qualities adversely impacted by automobiles for both local residents and visitors to the community, while also accommodating commuters.

Transportation Goal 4

Promote a quality of life transportation philosophy that seeks to create an environmentally attractive, pedestrian-friendly community.

MetroVision Goal 4

Restore and maintain the chemical and physical integrity of both regional air and water resources.

Housing Goal 4

Improve community quality of life through improved neighborhood design, neighborhood identity, and civic pride.

Parks Goal 5

Provide a balanced and connected system of open lands, natural areas, recreation facilities, parks, trails and greenbelts.

Business and Employment Goal 5

Recognize the unique characteristics and associated opportunities for enhancing the value of Englewood's commercial, industrial, and mixed-use districts.



SUSTAINABLE DEVELOPMENT

The concept of sustainable development refers to the establishment of enduring quality and value in Englewood's residential, commercial, and industrial districts; and in facilities, amenities, services, operations, and practices that result in long-term economic growth, environmental protection, and fiscal returns for the city. In turn, steady fiscal returns will enable the City of Englewood to provide enhanced services that contribute to an improved quality of life for the citizens of Englewood.

COMPREHENSIVE PLAN VISION & GOALS

Sustainable development goals are based on the following items and principles:

- Diverse base of commercial businesses and employment opportunities
- Quality workforce
- Mixed-use, transit-oriented, multi-modal redevelopment
- Cultural arts/economic development partnership
- Recycling and adaptive reuse
- Environmentally sensitive urban designs
- Restored, environmentally-sensitive lands and brownfields
- Integrated parks and open space planning within new developments

Business and Employment Goal 1

Provide an economically viable environment that builds and maintains a diverse base of businesses.

Business and Employment Goal 2

Build, attract, and retain a quality workforce.

Business and Employment Goal 3

Promote economic growth by building on Englewood's strong sense of community image, identity, and quality of life.

MetroVision Goal 3

Develop a range of urban centers that will serve as transit origins and destinations that support retail, employment and housing, and contain higher densities than average that encourage pedestrian-oriented travel.

Transportation Goal 3

Recognize and enhance the relationships between land use and the transportation system.

Cultural Arts Goal 4

Increase economic development through the promotion of cultural arts in Englewood.

COMPREHENSIVE PLAN VISION & GOALS

Environmental Goal 4

Promote recycling and adaptive reuse of waste materials and structures.

Environmental Goal 6

Promote the principles of environmental sustainability and conservation in the land use and development planning process.

Environmental Goal 7

Preserve and enhance environmentally sensitive lands and restore brownfield properties.

Parks Goal 6

Integrate planning for parks and open space in the land use, housing, transportation, environmental, economic, and cultural plans of the city.



COMMUNITY INFRASTRUCTURE, NETWORKS, AND RESOURCES

Community infrastructure, networks, and resources include Englewood's investments in physical systems and community amenities that play critical roles in the operations of the city. These investments include roads, utilities, recreational and cultural facilities, and facilities used to support and deliver city services. In addition to city-owned facilities, the community also has an interest in maintaining and improving the private, residential housing and commercial/industrial building stock. Englewood's goals for community

infrastructure, networks, and resources area based on the following ideas and principles:

- Balanced, multi-modal transportation system
- Diverse, well-maintained housing and building stock
- Modern cultural, recreational, and park facilities
- Restored open space system
- Maintained infrastructure systems
- High quality municipal services
- Protected water resources

COMPREHENSIVE PLAN VISION & GOALS

Transportation Goal 1

Enhance both the mobility and the accessibility of the transportation system.

Housing Goal 1

Promote a balanced mix of housing opportunities serving the needs of all current and future Englewood citizens.

Housing Goal 2

Improve the quality of the city's existing housing stock.

Parks Goal 1

Provide sufficient parks and recreation facilities to serve the needs of Englewood citizens.

Parks Goal 3

Develop a full range of programs for the preservation of open space and park development.

Parks Goal 4

Preserve, utilize, and improve the South Platte River corridor.

MetroVision Goal 2

Create a balanced, multi-modal transportation system that will include rapid transit, a regional bus network, regional beltways, bike and pedestrian facilities, and improvements to the existing roadway system.

Business and Employment Goal 4

Recognize the importance of infrastructure and municipal services to ensure the economic viability of Englewood's business community.

Cultural Arts Goal 5

Expand the City of Englewood's cultural arts infrastructure through the development of new facilities and through the creative utilization of existing public and private spaces.

Environmental Goal 8

Improve water quality and conservation through the effectiveness and efficiency of utility system programs and infrastructure.

COMPREHENSIVE PLAN VISION & GOALS



REGIONAL COOPERATION

The City of Englewood recognizes the interdependencies that inevitably develop between multiple jurisdictions tied together as a major metropolitan area. The City is willing to work with neighboring communities to create effective solutions to the following issues affecting the entire metropolitan area:

- Regional park and open space system
- Environmental quality
- Regional cultural arts collaboration and cooperation
- Regional jobs/housing balance

MetroVision Goal 1

Develop a regional open space system that shapes the region's form, protects environmental resources and provides recreational opportunities.

Environmental Goal 2

Partner with various Englewood groups, neighboring communities, and regional and national organizations in order to make environmental programs and activities more effective on a larger scale.

Cultural Arts Goal 2

Collaborate with other groups, organizations, and institutions to bring a diverse mix of cultural and artistic programs, activities, and performances to Englewood.

Parks Goal 2

Provide recreational opportunities that are consistent with the city's role in regional park and open space preservation.

Housing Goal 3

Encourage a regional Jobs/housing balance in order to reduce vehicle miles traveled, traffic congestion, and commuting times, and improve air quality.



**COMPREHENSIVE
PLAN**

PART II

COMPREHENSIVE PLAN ELEMENTS

PART II: COMPREHENSIVE PLAN ELEMENTS

Sections four through ten contain the individual elements of the 2003 Englewood Comprehensive Plan. Each element includes an introduction explaining the intent behind the goals and objectives for that particular element of the Comprehensive Plan. Goals and corresponding objectives are presented at a greater level of detail than in the Comprehensive Plan Vision and Goals-Common Themes section.

The elements of the 2003 Englewood Comprehensive Plan include Regional Cooperation, Housing, Parks and Open Space, Business and Employment, Transportation, Environmental Quality, and Cultural Arts. These elements represent both traditional and contemporary planning concerns and issues facing the community.

The Regional Cooperation section represents regional planning efforts led by the Denver Regional Council of Governments (DRCOG) to reach a metro-wide consensus on issues of urban growth, transportation, environmental quality, and open space preservation. The resulting goals and objectives from this regional planning process are included in DRCOG's MetroVision 2020 Plan. The City of Englewood recognizes and acknowledges its role in regional planning efforts for the Denver Metropolitan Region. The City has adopted the MetroVision 2020 goals and objectives and is committed to their implementation.

The Housing element of the 2003 Englewood Comprehensive Plan represents the City of Englewood's desire to reinvest in the community's traditional neighborhoods, to revitalize stagnant residential areas, rehabilitate existing structures, and encourage new housing developments and housing types within the community. The Transportation element establishes goals and objectives that will help the community balance the needs of residents, commuters, and businesses, through a transportation system that combines automobile, transit, bicycling, and pedestrian modes. The Parks and Open Space element represents the community's deep appreciation for parks, trails, recreational programs and facilities, and protected open space areas, and the desire to improve upon these community assets. The Business and Employment element recognizes the importance of commercial and industrial activity within the community, as well as the City's commitment to assist existing businesses in Englewood and recruit new businesses to the city. The Environmental Quality element represents the City's commitment to responsible programs and efforts to make the city environmentally safe and attractive. Finally, the Cultural Arts element represents the City's interest and support for the fine arts.



SECTION 4

REGIONAL COOPERATION DRCOG METROVISION 2020

REGIONAL COOPERATION

INTRODUCTION

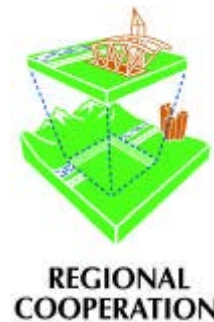
The Denver Regional Council of Governments (DRCOG), of which the City of Englewood is one of forty-nine members, adopted the MetroVision 2020 Regional Plan to serve as a regional context for local government decision-making. The plan identifies the following interdependent core elements that will have a broad effect on the region's quality of life.

1. Extent of Urban Development
2. Open Space
3. Free-standing Communities
4. Balanced, Multi-modal Transportation System
5. Urban Centers
6. Environmental Quality

The City of Englewood Planning Commission adopted four of the six core elements that directly applied to Englewood, as an amendment to the 1979 Comprehensive Plan. The four core elements adopted include open space; a balanced, multi-modal transportation system; urban centers; and environmental quality.

The City of Englewood recognizes the need to cooperatively work with other local governments in the Denver Metropolitan Region to ensure that the entire metropolitan area maintains and continues to enjoy a high quality of life. The City is committed to taking advantage of opportunities to attract quality urban development near transit stations that will help achieve goals to preserve open space, provide economic development potential and greater housing choice, and reduce air pollution. The City is also determined to take a proactive approach to efforts to preserve and restore the natural ecology of the South Platte River corridor as an open space amenity and an environmental water resource.

In order to meet its regional obligations and responsibilities, the City of Englewood is committed to following the concepts outlined in the goals and objectives of the four core elements adopted from MetroVision 2020. Many of these concepts have been incorporated into the goals and objectives found in the Housing, Parks and Open Space, Transportation, Business and Employment, Environmental Quality, and Cultural Arts elements of the 2003 Englewood Comprehensive Plan. In the evaluation of local strategies, the core element goals and objectives will be used as criteria for achieving the regional vision adopted by DRCOG.



REGIONAL COOPERATION



REGIONAL COOPERATION GOALS AND OBJECTIVES

Goal 1: Open Space

Develop a regional open space system that shapes the region's form, protects environmental resources and provides recreational opportunities.

- Obj. 1-1** Develop a regional open space system as a key part of the regional plan.
- Obj. 1-2** Conserve and protect important natural resources, including environmentally sensitive lands, wetlands and wildlife habitat.
- Obj. 1-3** Use environmental features, constraints, and impacts to guide development into areas that minimize environmental degradation and avoid natural and man-made hazards.
- Obj. 1-4** Provide for the physical and aesthetic enjoyment of the out-of-doors.
- Obj. 1-5** Shape the region's pattern of growth and development by buffering and defining communities.
- Obj. 1-6** Protect prominent visual features such as the Rocky Mountain Front Range and the South Platte River corridor.

REGIONAL COOPERATION

Goal 2: Balanced, Multi-modal Transportation System

Create a balanced, multi-modal transportation system that will include rapid transit, a regional bus network, regional beltways, bike and pedestrian facilities, and improvements to the existing roadway system.

- Obj. 2-1** Restore and maintain the designed transportation function of existing and future transportation facilities.
- Obj. 2-2** Provide high-capital transportation facilities where development actions support the efficient use of those facilities.
- Obj. 2-3** Implement rapid transit to reduce the need for traditional roadway capacity and reconfigure the bus network to serve the rapid transit system.
- Obj. 2-4** Implement high service frequency on principal bus corridors and alternative bus services for suburb-to-suburb travel and other markets not well served by the rapid transit system.
- Obj. 2-5** Enhance the attractiveness and convenience of non-motorized modes in serving non-recreational travel.
- Obj. 2-6** Improve the connection of passenger and commercial transportation systems within modes, between modes, and between the metropolitan area and other areas of the state; and,
- Obj. 2-7** Demonstrate the need for increased revenues to close the gap between needed facilities and the region's ability to pay for them.



REGIONAL COOPERATION



Goal 3: Urban Centers

Develop a range of urban centers that will serve as transit origins and destinations that support retail, employment and housing, and contain higher densities than average that encourage pedestrian-oriented travel.

- Obj. 3-1** Focus a major portion of future growth into urban centers to reduce land consumption and the loss of open space while increasing transit ridership.
- Obj. 3-2** Create compact, mixed-use centers thereby making transit, bicycle, carpooling and walking more feasible alternatives to single-occupant auto travel.
- Obj. 3-3** Locate employment, services, housing and other development in close proximity so that walking between activities is easier and multipurpose trips are encouraged, thereby reducing auto travel and auto emissions.
- Obj. 3-4** Develop a network of urban centers so that jobs, entertainment, public spaces and retail services are in closer proximity to a greater number of residents.
- Obj. 3-5** Create urban centers designed for pedestrians to achieve a sense of place and community identity.
- Obj. 3-6** Promote a network of connected streets and sidewalks, with buildings oriented toward sidewalks rather than parking lots, to create more usable public spaces and amenities.

REGIONAL COOPERATION

Goal 4: Environmental Quality

Restore and maintain the chemical and physical integrity of both regional air and water resources.

- Obj. 4-1** Achieve a locally defined, balanced, ecological community through implementation of water quality protection and appropriate water resource management initiatives, provided that a balance will be maintained between the natural environment and those designated uses of the resource.
- Obj. 4-2** Restore and maintain the chemical and physical integrity of the region's aquatic environments through a coordinated watershed management process.
- Obj. 4-3** Identify effective wastewater treatment through a regional process, with local implementation of wastewater management strategies.
- Obj. 4-4** Achieve effective and balanced storm water and nonpoint source management through local implementation processes.
- Obj. 4-5** Develop integrated resource management programs to provide effective and cost-efficient water quality management and water supply.
- Obj. 4-6** Protect human health and environmental quality into the future by achieving and maintaining national ambient air quality standards.
- Obj. 4-7** Reduce growth in mobile source air pollution emissions by changing key features of the pattern of urban development to reduce the dependence on auto travel.
- Obj. 4-8** Modify local comprehensive plans and zoning ordinances to provide greater community accessibility and pedestrian, bicycle, and transit travel opportunity.
- Obj. 4-9** Provide pedestrian and transit transportation facilities as needed adjuncts to automobile travel in the future.



SECTION 5

HOUSING

SECTION 5: HOUSING

INTRODUCTION

A home is as basic in our lives as food and clothing. Our homes provide us with protection and privacy and often much more. A home in a community like Englewood provides a sense of belonging, perhaps the common ground for our connection to other people who live with us or nearby. Whether large or small, functional or flashy, our homes are varied to meet our needs.

As our housing needs change during our lives, we may choose different types of housing. We may want to maintain our connection to the community even while moving to a home that better matches our needs. Providing the variety of housing required to meet the needs of singles, couples, and families with children is important to maintaining community. Likewise, the encouragement of home ownership, as well as property improvement and maintenance, is critical in fostering civic pride and community well-being. Efforts to ensure sensitive, high-quality neighborhood designs, including both architectural elements and public improvements, will help to increase community quality of life. Finally, providing opportunities to live and work at the same location will result in tangible benefits to individuals as well as the local and regional community.

Englewood is one of a number of older, first-ring suburbs that grew up around the metropolitan core city of Denver. Originally, these cities were primarily bedroom communities with local retail centers that attracted a population of families with children looking for affordable housing in a less dense, urban setting. Over time, however, the role of first-ring cities began to change as new communities developed on the outer urban fringe and took on the first-ring suburbs' previous role.

Today, maturing first-ring suburbs, including Englewood, have developed into more diversified, full-service, urban centers, with housing, employment, and a full array of commercial goods and services. The Englewood community includes both stable neighborhoods where little change is expected in the foreseeable future, and areas that are either presently experiencing or likely to undergo transition due to a variety of factors. These factors may include physically aging and deteriorating structures, obsolescent



HOUSING

SECTION 5: HOUSING

land uses caused by changing technologies and economies, and societal changes including increasing numbers of non-traditional families and households, an aging population, delayed marriage, more single households, a decrease in family size, and movement towards two income households. The City of Englewood recognizes the challenge to positively manage redevelopment pressures in transitioning areas, while protecting the integrity of stable neighborhoods.



The City of Englewood recognizes the need to work towards increasing the diversity of the city's housing stock. Housing is necessarily varied in type, but also in size and cost that appeals to a wide range of household sizes, special needs, age groups, preferences and budgets. The majority of the Englewood housing stock primarily consists of older single-family homes of modest size that are suitable for smaller families and households. More than half of the homes in Englewood were built before 1960 and the average size is approximately one thousand square feet.

Housing affordability is also a major concern for the community. The cost of housing in Englewood increased through the 1990's as rapidly as in suburban Arapahoe County and the Denver Metropolitan Area as a whole. For the five-year period between 1995 and 2000, the median home price in Englewood rose 61%, while median household income increased only 69% over the course of the entire decade. The median Englewood single-family home sold for well over \$160,000 in 2000. Average Englewood rents at the end of 2000 exceeded \$750 per month.

Societal changes in household compositions have increased the need for a greater diversity of housing types and sizes. A national trend between 1990 and 2000, and reflected in Englewood is for fewer traditional families to occupy the homes. Half of the homes in 1990 contained families with children while only a fourth of the homes in 2000 have children. Finally, housing preferences have become more varied over time. Many people prefer ranch type homes and flat lots for ease of access and maintenance, while others prefer taller homes and lofty locations to enjoy views of Mount Evans and Pikes Peak.

The City of Englewood recognizes the value of home ownership and property improvement and is committed to increasing home

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ownership levels in the city, as well as assisting current homeowners with home improvements. Understanding housing in Englewood requires looking beyond housing type to housing tenure and maintenance. About two thirds of Englewood homes are single-family dwellings of which about 85% are owner-occupied. Of the one third that are multi-family homes, less than 3% are owner-occupied. Taken together, 50% of Englewood homes are occupied by their owners. Nationally, about 66% of homes are owner-occupied. The City is committed to increasing Englewood owner-occupancy rates to more closely reflect national rates. Whether owned or rented, houses built more than forty years ago require major renovations to major systems, including electrical service, plumbing, furnaces and major appliances. Maintaining the community housing stock requires investments in roofing, windows, fixtures, flooring, and insulation.

The City of Englewood's encouragement of mixed-use, residential neighborhoods with business and employment opportunities is expected to enhance the quality of life locally and regionally by reducing commuting times and road congestion, and improving air quality. As workplace and housing needs change, so too must the notion of strictly separating those activities. The City desires to expand the range of appropriate work/live opportunities throughout the community.

Reinforcing community identity using historical, cultural and architectural references in new development contributes to community quality of life and sense of place. Community pride is enhanced with both private and public effort. Encouraging homeowners to maintain or add on to their homes for their comfort, safety, and convenience will help the city to maintain its image as a desirable place to live and work. Civic pride is fostered when local designs are emulated in new buildings. As public investments are made in infrastructure, Englewood should identify opportunities to include materials, designs, and historical or cultural themes. Perhaps the greatest opportunities for civic life in Englewood will be in the public spaces: the plazas, squares, parks and streets that get daily use as the community strengthens the pedestrian orientation that in turn encourages interaction between citizens.

SECTION 5: HOUSING



HOUSING GOALS AND OBJECTIVES

Goal 1

Promote a balanced mix of housing opportunities serving the needs of all current and future Englewood citizens.

- Obj. 1-1** Provide for affordable housing for low- and moderate-income groups including workforce housing, accessory living units, and efficiency units.
- Obj. 1-2** Encourage housing that serves different life-cycle stages including housing for singles, couples, small and large families, empty nesters, and the elderly.
- Obj. 1-3** Encourage housing investments that improve the housing mix, including both smaller and larger unit sizes, and a wider range of housing types, including single-family, duplex, town home, and condominium units.
- Obj. 1-4** Encourage housing investments that accommodate groups with special needs, including independent and assisted living, as well as full time nursing care.

Goal 2

Improve the quality of the city's existing housing stock.

- Obj. 2-1** Encourage home ownership, property improvement, and house additions.
- Obj. 2-2** Establish programs for abating residential health hazards, including lead-based paint, asbestos, and radon gas, as well as unsafe structural conditions.
- Obj. 2-3** Upgrade or replace substandard residential units.

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Goal 3

Encourage a regional jobs/housing balance in order to reduce vehicle miles traveled, traffic congestion, and commuting times, and improve air quality.

- Obj. 3-1** Encourage mixed-use developments that include both housing and business and employment opportunities.
- Obj. 3-2** Expand the range of appropriate work/live opportunities throughout the community.



Goal 4

Improve community quality of life through improved neighborhood design, neighborhood identity and civic pride.

- Obj. 4-1** Improve neighborhood identity through the incorporation of thematic designs and materials into new public improvements.
- Obj. 4-2** Celebrate civic pride by incorporating local historical, cultural, and aesthetic references in new housing developments.
- Obj. 4-3** Provide opportunities for civic engagement, such as community presentations, gatherings, events, and programs focused on education, outreach, involvement, and participation in neighborhood and civic affairs.
- Obj. 4-4** Strengthen pedestrian orientation in urban designs for new developments and in neighborhood revitalization plans.
- Obj. 4-5** Encourage traditional designs in residential and mixed-use areas in order to foster both neighborhood and civic identity.





**PARKS &
OPEN SPACE**

SECTION 6

**PARKS AND
OPEN SPACE**

SECTION 6: PARKS & OPEN SPACE

INTRODUCTION

Parks and open space arguably provide the greatest amenity for the greatest number of people than any other public lands or facilities for highly urbanized areas. Parks and open space provide citizens with recreational opportunities as well as places of rest, relaxation, and natural beauty. The dedication of parks and open space is also instrumental in protecting sensitive habitats for wildlife and native plant species. Community facilities such as recreation and senior centers help to complete a full, comprehensive range of recreational activities. Finally, a complete system of bicycle and pedestrian trails enhances all of the other elements of the park system, by connecting each element or facility to the others. An extensive, high-quality park and open space system is an asset that increases property values and adds to a community's quality of life, which in turn will attract new residents, retail businesses, and major employers to Englewood.

Englewood has historically embraced and acknowledged the importance of parks and open space. The present-day site of CityCenter, and formerly the site of the Cinderella City Regional Mall, was originally developed as the city's only public park. However, this large park was not conveniently located to serve all parts of the city. In the mid 1960's, a shopping mall developer approached the City of Englewood with a proposal to purchase the strategically located park in order to build the Cinderella City Regional Mall. The city's voters approved the sale, with the proceeds to be used to acquire and develop parkland in each residential area of the city. In addition to the development of the current neighborhood park system, the City also invested in community facilities such as the Malley Senior Center, the Englewood Recreation Center, the City of Englewood Municipal Golf Course, and a number of athletic fields. The Northwest and Southwest Greenbelts were developed as open space drainage ways.

The City of Englewood recognizes the need to continually monitor and assess the City's relative success in providing an optimum level of recreational park facilities and services to its citizens. The demand for types of services changes over time with the tastes and interests of the general public. New parks and recreational facilities



SECTION 6: PARKS AND OPEN SPACE

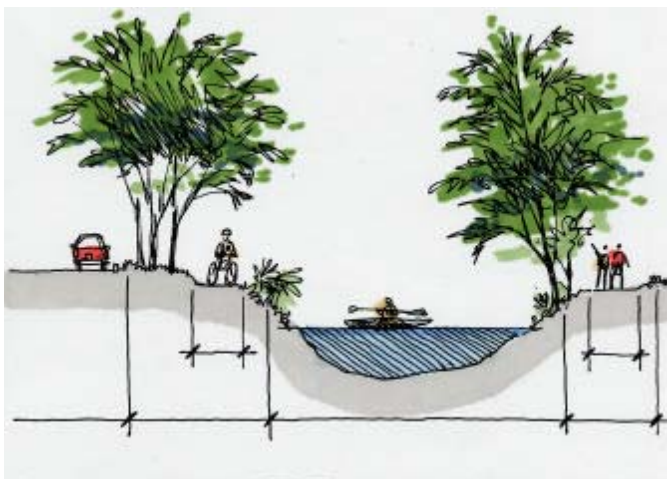


should be designed with flexibility in mind, in order to more easily adapt them to new uses that are in demand in the future. Additionally, the City should pursue a wider variety of park classifications for the community's park and open space system.

Because the vast majority of the land in Englewood is fully developed, the City of Englewood faces constraints to acquiring new parklands within the city's boundaries. The City recognizes the need to work closely with other jurisdictions in providing land for parks and open space beyond the city's borders. It is necessary for the City to view both current

resources and needs for recreational facilities on a regional scale, in order to meet its regional responsibilities and obligations as well as avoiding duplication of services.

Funding considerations also dictate that the City of Englewood should take a more innovative and cooperative approach to parks and open space acquisition. The City recognizes the necessity to seek alternative funding methods and sources in order to make the acquisition of land for new parks and open space more feasible. The City is also committed to the use of creative tools to forge cooperative agreements with public and private parties that effectively reserve new lands for open space.



Perhaps the City of Englewood's most ambitious and important parks and open space goal is to preserve the South Platte River corridor as an urban greenway. The corridor has historically suffered from environmentally degrading uses adjacent to the river. Many of these properties are not utilized to their highest and best use, and have left a legacy of brownfield contamination. It is in Englewood's interest to restore the river as an open space and wildlife habitat corridor. Restoration will enable the South Platte River corridor to serve as a significant amenity in Englewood's park and open space system, and as a catalyst for the general redevelopment and cleanup of the adjacent area.

SECTION 6: PARKS AND OPEN SPACE

The City of Englewood recognizes the added value to be gained by each park or civic facility through their comprehensive connection to the larger park and open space system. These connections will be accomplished by way of bicycle and pedestrian trails, green belts, and waterway corridors. The general development patterns of the existing city will often prevent the full achievement of this goal. However, a number of gaps in the system of trail connections can be innovatively developed and designed to connect major parks and civic facilities.

Parks, open space, and recreation planning must become more fully integrated with all aspects of future city plans. The City of Englewood recognizes the opportunities for both project and park system enhancement derived from the early consideration, evaluation, and incorporation of parks and recreational facilities into future development plans. A conscious effort must be made to evaluate development plans for housing, transportation, utilities, environmental remediation, economic development, and cultural facilities in terms of enhancing the overall park system.

PARKS AND OPEN SPACE GOALS AND OBJECTIVES

Goal 1

Provide sufficient parks and recreation facilities to serve the needs of Englewood citizens.

- Obj. 1-1** Develop a parks and recreation system which meets National Parks and Recreation Association standards taking into consideration regional needs, resources, availability, community development and acquisition costs.
- Obj. 1-2** Develop active and passive recreation facilities, both indoors and outdoors, to serve the needs of Englewood citizens.
- Obj. 1-3** Encourage a variety of park classifications.
- Obj. 1-4** Develop cooperative agreements with schools to provide for the joint use of facilities.
- Obj. 1-5** Monitor citizen trends and experiences in leisure activities, both active and passive, to assure adequate service levels.



SECTION 6: PARKS AND OPEN SPACE



Goal 2

Provide recreational opportunities that are consistent with Englewood's role in regional park and open space preservation.

- Obj. 2-1** Utilize recommendations provided in DRCOG's MetroVision 2020 to guide development of regional park assets.
- Obj. 2-2** Work cooperatively with other jurisdictions to implement adopted, regional parks and open space goals.
- Obj. 2-3** Provide the level of service consistent with Englewood's role in the overall system of parks for the region.
- Obj. 2-4** Identify and preserve significant view corridors of the Rocky Mountain Front Range.

Goal 3

Develop a full range of programs for the preservation of open space and park development.

- Obj. 3-1** Encourage the use of tax benefits and incentives to provide greenway or open space easements where corridors are identified.
- Obj. 3-2** Utilize funding mechanisms for park and open space acquisition such as general revenue funds, voter-approved bond issues, federal and state funds, special improvements districts and fee simple and private donations.
- Obj. 3-3** Utilize creative tools to acquire park and open space such as conservation easements, restrictive covenants, transfer of development rights, leasing of lands, and required land dedication or fees in lieu of dedication.
- Obj. 3-4** Identify and acquire park and open space in advance of need to obtain land at the most appropriate locations and at a reasonable cost.
- Obj. 3-5** Develop cooperative agreements to fund development of park and recreation uses.

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- Obj. 3-6** Develop cost saving and revenue enhancement mechanisms including contracting out for services and utilization of user fees.
- Obj. 3-7** Utilize volunteer programs to assist in the development and maintenance of park facilities, greenways and open space areas.
- Obj. 3-8** Expand open space resources through the retention of blighted land in critical recreational system locations.



Goal 4

Preserve, utilize, and improve the South Platte River corridor.

- Obj. 4-1** Capitalize on the location, topography and resources available along the South Platte River.
- Obj. 4-2** Manage development adjacent to the South Platte River to minimize impacts on, and restore the riparian ecology of the river.
- Obj. 4-3** Develop innovative planning and design practices such as buffering and mitigation when development occurs in close proximity to natural resources.
- Obj. 4-4** Develop effective partnerships with regional land stewardship organizations focused on preservation of the South Platte River corridor.
- Obj. 4-5** Develop linkages to the South Platte River corridor to further integrate the river corridor into the multi-modal, integrated transportation system within the city.
- Obj. 4-6** Utilize drainage ways for flood control as well as parks and beautification efforts.

SECTION 6: PARKS AND OPEN SPACE



Goal 5

Provide a balanced and connected system of open lands, natural areas, recreation facilities, parks, trails, and greenbelts.

- Obj. 5-1** Build an accessible and diverse system of both active and passive open lands that will include parks, recreation centers, athletic fields, scenic areas, open spaces, landscaped areas and trails.
- Obj. 5-2** Create continuous connections between parks, recreational facilities, and natural open spaces, as well as urban centers, schools, and transportation links through pedestrian and bicycle trails, easements, and greenbelts.
- Obj. 5-3** Utilize appropriate opportunities to develop public access along river and drainage corridors in order to provide additional trail linkages throughout the community.



Goal 6

Integrate planning for parks and open space in the land use, housing, transportation, environmental, economic and cultural plans for the city.

- Obj. 6-1** Recognize the interrelationship between land use and transportation infrastructure when developing new park facilities.
- Obj. 6-2** Encourage the sustainability of the park system as an integral infrastructure feature of the proper functioning of a healthy city.
- Obj. 6-3** Consider open space and parkland in all aspects of capital project planning, transportation plans, individual development plans, facility plans and area plans.
- Obj. 6-4** Accommodate innovative approaches for the provision and maintenance of viable parks, trails, and open space resources through the development review process.



**BUSINESS &
EMPLOYMENT**

SECTION 7

**BUSINESS AND
EMPLOYMENT**

SECTION 7: BUSINESS AND EMPLOYMENT

INTRODUCTION

Regional commerce has an enormous influence on how, where, when, and why cities develop. Healthy urban communities are driven by vibrant and diversified business sectors. Businesses provide goods and services for both export and local consumption, opportunities for personal profit or fulfilling employment, and an economic base for public services, which all contribute to a higher quality of life in the community.

Englewood is a full-service city with a large and dynamic base of businesses relative to its size and status as a first-ring suburb of the Denver Metropolitan Region. The primary business sectors of the city's economy have historically included retail trade, industrial manufacturing, and healthcare goods and services. These three economic sectors will continue to play a strong role in Englewood's economy into the foreseeable future. However, it is highly probable that Englewood's three chief economic sectors will undergo pressures for change and adaptation in an increasingly fast-paced, high-tech, post-industrial economy. During the last twenty years, many pressures for change and adaptation have affected both the business community and the community at large. The retail sector witnessed the decline and death of the Cinderella City Regional Mall, as well as its rebirth as the mixed-use CityCenter Englewood development. Large international industrial operations such as General Iron Works and Alcoa have disappeared, while smaller-scale, localized industrial firms have continued to thrive. Swedish Medical Center has been transformed from a non-profit to a for-profit enterprise, and the overall healthcare sector has continued to grow.

The City of Englewood recognizes the important role business continues to play in the overall success of the community. The City is committed to providing an economically viable environment that will support a diverse base of businesses. Active economic analysis on the City's part will allow the City to develop strategies to retain competitive businesses, and attract new types of businesses that fill a vacant niche in the community in order to create a more balanced mix of complementary goods and services.

Englewood's business community recognizes the mutual inter-relationships between an economically viable business environment and the attraction of a highly skilled workforce. The business



SECTION 7: BUSINESS AND EMPLOYMENT



community supports the efforts of the City of Englewood to invest in human capital through programs that foster education and job training, create and maintain work force housing, and attract employers providing living wages.

The business community also recognizes the value of working with the City of Englewood, in conjunction with the surrounding residential community, to build on Englewood's strong sense of community image, identity, and quality of life. In order to enhance Englewood's image as a special place to live, work, shop, and play, the business community fully supports efforts to improve community quality of life. Efforts to improve community quality of life include support for educational, recreational, and cultural amenities and activities; a greater pedestrian, bicycle, and transit orientation; a safe, healthy, and attractive business environment; and the enhancement of commercial and residential physical appearance.

The City of Englewood is fully committed to providing the critical infrastructure and municipal services that are necessary for business to thrive. The City also recognizes the need to work with private communications firms in order to support investment in the development of high technology infrastructure in the city in order to attract high-technology enterprises. The information and technology sector of the economy provides the greatest prospects for employment and wage growth in the long-term economic picture.

Englewood's greatest advantage lies in both the vitality and opportunity associated with its commercial, industrial, and mixed-use districts in proximity to high-frequency bus transit and the successful Southwest Light Rail Transit (LRT) Line. The transportation nodes within the city contribute to the potential for the development of office capacity and housing along the Santa Fe Drive corridor, which will spur demand for new retail businesses, and overall greater retail sales at both CityCenter, and downtown Englewood. Opportunities for new high-density housing associated with high bus transit frequency along the Broadway corridor will also help attract new retail businesses and greater overall retail sales to the Broadway corridor. Industrial areas will also benefit from increased demand due to a highly accessible, centralized location within the metropolitan area, which will create incentives for improvements as well as opportunities for redevelopment.

SECTION 7: BUSINESS AND EMPLOYMENT

BUSINESS AND EMPLOYMENT GOALS AND OBJECTIVES

Goal 1

Provide an economically viable environment that builds and maintains a diverse base of businesses.

- Obj. 1-1** Actively engage in outreach activities to retain and assist existing businesses.
- Obj. 1-2** Actively engage in attracting new businesses to the city.
- Obj. 1-3** Create a balanced mix of businesses that complement each other.



Goal 2

Build, attract, and retain a quality workforce.

- Obj. 2-1** Foster job education and training opportunities to enhance the skill level of Englewood's labor force.
- Obj. 2-2** Create and maintain workforce housing meeting the needs of both employers and employees.
- Obj. 2-3** Focus business attraction efforts towards employers providing a living wage.



Goal 3

Promote economic growth by building on Englewood's strong sense of community image, identity, and quality of life.

- Obj. 3-1** Promote and enhance educational, recreational, cultural, and civic amenities and activities.
- Obj. 3-2** Provide a safe, healthy, and attractive business environment.
- Obj. 3-3** Recognize the complementary effects between the physical appearance of both commercial districts and the surrounding residential areas.
- Obj. 3-4** Achieve a greater pedestrian, bicycle, and transit orientation within and between commercial districts, surrounding residential areas, and other communities.



SECTION 7: BUSINESS AND EMPLOYMENT



Goal 4

Recognize the importance of infrastructure and municipal services to ensure the economic viability of Englewood's business community.

- Obj. 4-1** Continue to provide a high level of critical public services including water, wastewater, public safety, and various other municipal services.
- Obj. 4-2** Continue to maintain critical infrastructure such as roadways, water delivery systems and wastewater collection systems.
- Obj. 4-3** Support the development of technology infrastructure to enhance Englewood's business community.



Goal 5

Recognize the unique characteristics and associated opportunities for enhancing the value of Englewood's commercial, industrial, and mixed-use districts.

- Obj. 5-1** Encourage the development of mixed-use projects in order to achieve a vibrant community.
- Obj. 5-2** Increase the value and appeal of Englewood's retail and industrial corridors in order to stimulate economic growth.
- Obj. 5-3** Facilitate the improvement of the commercial and industrial building stock.





TRANSPORTATION

SECTION 8

TRANSPORTATION

SECTION 8: TRANSPORTATION

INTRODUCTION

Transportation can be most simply defined as the movement of people, goods, and services. People move between their homes and places of work, education, shopping, services, and entertainment to fulfill their needs. Goods and services must be moved through the city to various locations, as well as to and from other communities. Goods and services not produced within the community must be imported into the community as well. The manner in which the transportation system is designed to function yields both positive and negative impacts on the livability of the community and quality of life. The City of Englewood is committed to identifying ways in which negative aspects of the transportation system can be diminished. The City also seeks to capitalize on opportunities to positively enhance both the transportation system and the physical form of the community as a whole.

The City of Englewood's ability to affect the regional transportation system is limited. Freeways including Santa Fe Drive and U.S. 285, as well as principal arterials such as Broadway, University, and Belleview, serve as high volume commuter routes through Englewood. These commuter routes are already at peak capacity during the morning and evening rush hour. Scarce federal and state transportation dollars are allocated through the Denver Regional Council of Governments, of which the City of Englewood is but one of forty-nine communities represented. The majority of these corridors cannot feasibly be expanded through widening due to the limited, existing right of way, and the fully developed land uses on either side. Automobile traffic volumes are forecasted to increase substantially over the next twenty years due to regional population growth. Increasing traffic volumes are already appearing on collector streets and will continue to worsen in the absence of mitigating actions.

Although the ability of the City of Englewood to finance and construct large-scale road capacity improvements is relatively limited, the city enjoys the advantages of the recently completed, regional Southwest Light Rail Transit (LRT) Line. Light rail has the potential to substantially increase the effective carrying capacity of the Santa Fe Drive corridor, which would essentially create an additional transportation facility equal to a high-capacity freeway.



TRANSPORTATION



SECTION 8: TRANSPORTATION

The City can work closely with the Regional Transportation District to increase ridership through the creation of high-quality transit, bicycle, and pedestrian connections to light rail transit stations. The existence of the light rail line also gives the City the ability to plan for future growth in a manner that provides alternatives to the automobile. Light rail also provides opportunities for redevelopment of obsolete or deteriorated areas with high-quality, mixed-use developments.

The City of Englewood recognizes its responsibility to its citizens and surrounding communities to assist in efforts to enhance both the mobility and the accessibility of the transportation system. Objectives toward this end include the optimization of traffic movement along major arterials, while recognizing the limitations of increasing arterial roadway capacity. As an alternative to road widening, emphasis will be placed on capacity improvements to pedestrian, bicycle, and transit modes. The City recognizes the importance of maximizing travel mode choice opportunities and universal access to public and non-motorized modes of transportation for all persons. Improving way finding through attractive signage will benefit both businesses and citizens alike. Finally, the City is committed to maintaining efficient movement of goods and services along designated freight routes, while keeping freight movement out of residential areas.

A number of objectives have been established to improve environmental qualities adversely impacted by the motorized segment of the transportation system. The City of Englewood will discourage commuter traffic on collector streets traveling through residential neighborhoods by utilizing a variety of traffic calming and speed reduction methods. The City will also seek to minimize noise levels through the innovative design and construction of new transportation improvements. Finally, strategies to improve air quality and reduce fossil fuel usage will be pursued.

The City of Englewood is committed to taking advantage of the opportunities associated with the Southwest Light Rail Transit Line for redeveloping obsolete land uses and physically deteriorated areas as mixed-use developments. The City also recognizes the potential for enhancing the relationships between land use and the transportation system in general that high-frequency transportation

SECTION 8: TRANSPORTATION

lines afford. The generalized future land use plan for the city calls for the location of pedestrian-oriented, mixed-use redevelopment projects along primary mass transit routes. The City also recognizes the need to maintain traffic patterns that are compatible with existing land uses in areas of stability, encourage land uses that reduce dependency on automobiles in new developments, and maintain an adequate parking supply for all mixed-use districts.

Key to the relative health of the transportation system and community in general is the goal of promoting a quality of life transportation philosophy. This philosophy seeks to create an environmentally attractive, pedestrian-friendly community. The City of Englewood recognizes the potential benefits derived from the creation of continuous transit and non-motorized connections between various business and mixed-use and residential districts. In order for such connections to draw people, they must be designed with physical attractiveness and safety in mind. Furthermore, the incorporation of high-quality, aesthetic design elements in all new transportation facilities will add to the community's quality of life. Finally, the conceptual vision of Englewood as one community, seamlessly connected through the design of the transportation network is established as a major tenet of the transportation plan.

TRANSPORTATION GOALS AND OBJECTIVES

Goal 1

Enhance both the mobility and the accessibility of the transportation system.

- Obj. 1-1** Optimize the movement of traffic along major arterials at consistent, safe speeds, with minimal delays and within existing capacities.
- Obj. 1-2** Recognize the limitations of increasing arterial road capacity by emphasizing capacity improvements to pedestrian, bicycle, and transit modes.
- Obj. 1-3** Support new regional transportation system enhancements, capacity improvements, and corridor studies through the DRCOG planning process.



SECTION 8: TRANSPORTATION

- Obj. 1-4** Maximize travel mode choice opportunities both within and between residential, commercial, recreational, and civic areas.
- Obj. 1-5** Build a transportation system that ensures universal access to historically underserved or disadvantaged groups including the elderly, children, the disabled, minorities, and low-income groups.
- Obj. 1-6** Maintain efficient movement of goods and services along designated freight routes, while discouraging freight movement within residential areas.
- Obj. 1-7** Improve directional signage for automobile traffic, pedestrians, and bicyclists.



Goal 2

Improve environmental qualities adversely impacted by automobiles for both local residents and visitors to the community, while also accommodating commuters.

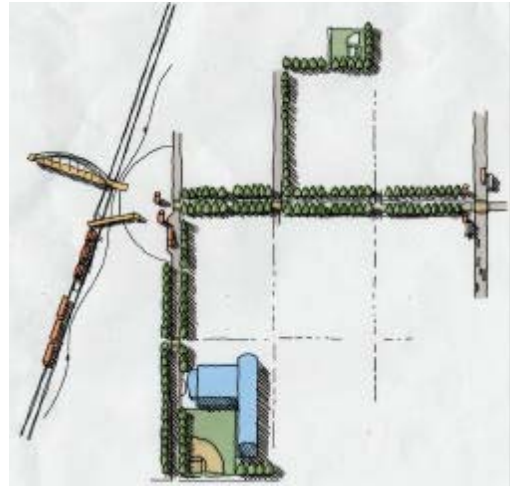
- Obj. 2-1** Utilize a variety of traffic calming and speed reduction methods to slow traffic on collector routes and on adversely impacted local residential streets.
- Obj. 2-2** Design and construct new transportation improvements that effectively minimize noise levels.
- Obj. 2-3** Pursue strategies to improve air quality and reduce fossil fuel usage.
- Obj. 2-4** Support educational efforts to increase awareness of automobile traffic, pedestrian, and bicyclist safety issues.

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Goal 3

Recognize and enhance the relationships between land use and the transportation system.

- Obj. 3-1** Capitalize on opportunities for urban renewal associated with obsolescent land uses in close proximity to major transportation investments.
- Obj. 3-2** Encourage higher-density, pedestrian-oriented, mixed-use development along primary mass transit routes.
- Obj. 3-3** Maintain traffic patterns that are compatible with adjacent land uses.
- Obj. 3-4** Encourage land use patterns and urban designs that reduce dependency on automobiles.
- Obj. 3-5** Maintain an appropriate parking supply for mixed-use districts.



Goal 4

Promote a quality of life transportation philosophy that seeks to create an environmentally attractive, pedestrian-friendly community.

- Obj. 4-1** Create continuous transit and non-motorized connections between CityCenter and downtown Englewood, as well as the surrounding residential and business community.
- Obj. 4-2** Improve bicycle facilities and infrastructure in strategic locations throughout the city.
- Obj. 4-3** Design safe, attractive, high-volume pedestrian routes connecting public places that encourage the attention and presence of people at all hours of the day and night.
- Obj. 4-4** Incorporate high-quality, aesthetic design elements in all new transportation facilities.
- Obj. 4-5** Promote Englewood as one community by achieving integration between individual neighborhoods as well as neighboring commercial districts through the design of a full transportation network.





ENVIRONMENTAL
QUALITY

SECTION 9

ENVIRONMENTAL
QUALITY

SECTION 9: ENVIRONMENTAL QUALITY

INTRODUCTION

The concept of environmental quality has evolved over time to encompass a wide range of ideas, practices, regulations, and values. Fundamentally, the environment refers to the earth's natural systems that surround us and sustain our very existence. These systems include the air we breathe, the water we drink, and the land from which our daily food comes. The concept of resource conservation developed to address the use of natural resources in ways that sustain or replenish the natural resource over time. The notion of the romantic beauty of nature and the unspoiled qualities of pristine wilderness has provided inspiration for the efforts of environmentalists and local citizens to preserve special places and keep local streets, waterways, parks, and neighborhoods in a clean and orderly state.

The concept of environmental quality can arguably be traced to the ideas of a number of renowned American thinkers, including, but not limited to, George Perkins Marsh, Henry David Thoreau, John Muir, Theodore Roosevelt, Gifford Pinchot and Aldo Leopold. During the 1960's, the seeds planted by these figures began to take root in the American public consciousness. In the decades that followed, landmark legislation setting standards for water and air quality, and formal review of federal projects for the mitigation of adverse environmental impacts, was passed into law. At the same time, grass roots efforts to beautify neighborhoods and improve environmental quality at the local level also took hold across the country. The trend toward local environmental awareness and activity was manifested in Englewood through the establishment of the Keep Englewood Beautiful Commission (KEB). Over the years, community volunteers have committed countless hours to KEB activities, including household hazardous waste round ups, tire and leaf drop offs, South Platte River cleanups, and tree plantings. Today, the City of Englewood recognizes the contributions and valuable community service rendered by KEB as well as the value and benefit of environmental planning for the future.

KEB and the City of Englewood recognize the importance of continually reaching out to the community in order to increase environmental awareness and community participation. Both KEB and the City of Englewood desire to establish reciprocal communication between local government, businesses, and citizens, regarding the identification and investigation of the community's



SECTION 9: ENVIRONMENTAL QUALITY

environmental needs. Reciprocal communication will assist KEB in efforts to develop, facilitate, and sponsor environmental education programs and increase community and citizen participation in environmental programs.

KEB recognizes the need to partner with various departments, groups, and organizations, on a local, regional, and sometimes national basis. KEB desires to engage various City of Englewood departments as partners in environmental programs and practices. In the past, KEB has worked with neighboring communities in sponsoring joint environmental programs. KEB desires to continue this tradition in the future by identifying new areas for cooperation, and seeking to include additional communities. KEB and the City of Englewood recognize the importance of participating in environmental education activities, programs, and events sponsored by regional organizations such as the Regional Air Quality Council, and the Colorado Department of Health and the Environment. Finally, it is the intention of KEB to maintain its affiliation with the Keep America Beautiful Organization, and explore opportunities to partner with other national environmental organizations.

KEB and the City of Englewood recognize the importance of continuing environmental programs and activities that improve civic life at the neighborhood level. Programs and events to ensure the proper disposal of both hazardous materials and trash, and the mitigation of environmental health hazards in the home will help to improve community cleanliness and safety. Additional programs that promote litter- and graffiti-free neighborhoods, reduce light pollution, and enhance the vegetative landscape, will improve visual beauty and increase civic pride.

KEB and the City of Englewood are committed to the practice of recycling and adaptive reuse in order to reduce the need for waste disposal and to conserve precious resources. KEB members will study market impacts and the economics of recycling programs in order to discover new opportunities to recycle or reuse various materials. Expanding opportunities for citizens, businesses, and local government to recycle and purchase products utilizing recycled materials is critical to the realization of this goal. Special emphasis will also be placed on the practice of composting organic materials. Furthermore, the City will encourage the adaptive reuse of existing buildings, and the use of "green" construction materials, building methods and designs.

SECTION 9: ENVIRONMENTAL QUALITY

Although energy conservation and air quality are issues that are regional in scope, the City of Englewood recognizes that solutions to these problems must start at the local level. The City will continue its policy of promoting and encouraging transportation alternatives to the automobile, including mass transit, bicycling, and walking. Telecommuting and home-based employment will be encouraged as a way to reduce traffic congestion resulting in air pollution. Methods and programs designed to reduce street dust and motor vehicle and wood-burning emissions will be explored and implemented. The City is committed to working with state and regional air quality organizations in order to continue meeting the City's obligation to improve regional air quality.

The City of Englewood recognizes that a commitment to improved land planning and urban design will lead to a more environmentally friendly city. Higher densities and mixed-use developments along transit corridors and at transit nodes will be encouraged. The City is also supportive of pedestrian- and bicycle-friendly commercial developments with appropriately reduced or shared parking requirements.

ENVIRONMENTAL QUALITY GOALS AND OBJECTIVES

Goal 1

Increase awareness of the community's environmental needs and issues in all facets of work and daily living.

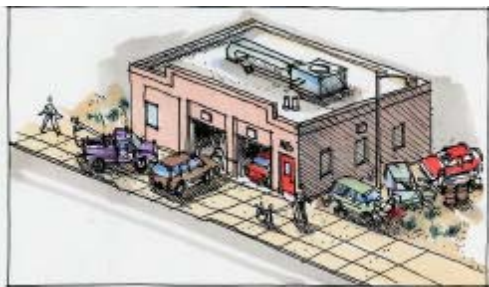
- Obj. 1-1** Identify and investigate community environmental needs in order to improve existing programs or develop new programs.
- Obj. 1-2** Develop, facilitate, and sponsor environmental education programs throughout the community.
- Obj. 1-3** Increase community participation and citizen involvement in environmentally responsible activities and programs.
- Obj. 1-4** Promote reciprocal communication regarding environmental issues between the City, schools, businesses, and citizens.

SECTION 9: ENVIRONMENTAL QUALITY

Goal 2

Partner with various Englewood groups, neighboring communities, and regional and national organizations in order to make environmental programs and activities more effective on a larger scale.

- Obj. 2-1** Explore potential working relationships with various City departments, boards, and commissions concerning community programs, as well as environmental issues and solutions.
- Obj. 2-2** Partner with neighboring communities to continue existing joint programs and explore new areas for cooperation, as well as expansion to include other communities.
- Obj. 2-3** Participate in environmental education activities, programs, and events sponsored by regional organizations.
- Obj. 2-4** Maintain the City's affiliation with the Keep America Beautiful national organization and explore opportunities to partner with other national environmental organizations.



Goal 3

Improve community safety, cleanliness, visual beauty, and civic pride.

- Obj. 3-1** Continue and expand programs designed to ensure proper disposal of hazardous materials, and the mitigation of environmental health hazards in the home.
- Obj. 3-2** Continue and expand programs designed to ensure the proper disposal of garbage and used or discarded materials.
- Obj. 3-3** Reduce light pollution from new developments.
- Obj. 3-4** Develop programs to promote litter- and graffiti-free neighborhoods.
- Obj. 3-5** Continue and expand programs that enhance and beautify the vegetative landscape, while conserving water.

SECTION 9: ENVIRONMENTAL QUALITY

Goal 4

Promote recycling and adaptive reuse of waste materials and structures.

- Obj. 4-1** Study market impacts on recycling programs and investigate areas of opportunity for recycled materials.
- Obj. 4-2** Facilitate opportunities for citizens, businesses, and City government to participate in recycling efforts.
- Obj. 4-3** Facilitate opportunities for citizens, businesses, and City government to purchase products that utilize recycled materials.
- Obj. 4-4** Facilitate the practice of composting organic materials.
- Obj. 4-5** Facilitate efforts to adaptively reuse existing structures.
- Obj. 4-6** Facilitate the use of "green" construction materials, building methods, and designs.



Goal 5

Conserve energy and improve air quality.

- Obj. 5-1** Promote and encourage transportation alternatives to the automobile, including mass transit, bicycling, and walking.
- Obj. 5-2** Partner with state and regional air quality organizations in order to continue meeting the City's obligation to improve regional air quality.
- Obj. 5-3** Promote energy-efficient technologies, alternative fuels, and the use of renewable energy.
- Obj. 5-4** Encourage telecommuting and home-based employment as ways to reduce air pollution and promote energy conservation.
- Obj. 5-5** Support regional air quality standards for airborne particulates produced by wood burning, road dust and gravel, and automobile and power plant emissions.



SECTION 9: ENVIRONMENTAL QUALITY

Goal 6

Promote the principles of environmental sustainability and conservation in the land use and development planning process.

- Obj. 6-1** Encourage higher densities and mixed-use developments along transit corridors and at transit nodes.
- Obj. 6-2** Encourage pedestrian- and bicycle-friendly commercial developments with reduced or shared parking requirements where appropriate.



Goal 7

Preserve and enhance environmentally sensitive lands and restore brownfield properties.

- Obj. 7-1** Preserve and enhance the South Platte River corridor as a critical wetland, watershed, wildlife, open space, and floodplain ecosystem.
- Obj. 7-2** Partner with property owners to facilitate the restoration of brownfield properties within and adjacent to the community.

Goal 8

Improve water quality and conservation through the effectiveness and efficiency of utility system programs and infrastructure.

- Obj. 8-1** Continue program to require metering of all water accounts by the year 2009 in accordance with Colorado State Statutes.
- Obj. 8-2** Provide a long-term, beneficial-use, bio-solids program in order to ensure an environmentally safe and cost-efficient method of domestic bio-solids utilization.
- Obj. 8-3** Continue and enhance efforts to reduce the amount of oil, grease, silver, mercury, and other harmful contaminants entering the wastewater treatment system.
- Obj. 8-4** Continue and enhance educational efforts designed to promote water conservation, reduce per capita water usage, and encourage water-conserving landscaping methods.



CULTURAL ARTS

SECTION 10

CULTURAL ARTS

SECTION 10: CULTURAL ARTS

INTRODUCTION

The importance of and need for cultural arts in our lives is manifested in our deep desire to experience the beauty and richness of each and every aspect of the world in which we live. Creative skill and imagination serve to create another way of looking at, understanding, or experiencing life. Cultural arts satisfy our creative impulses and need for self-expression; nurture our curiosity; inspire us in our daily living; celebrate our achievements; and fulfill our thirst for knowledge, wisdom, understanding, and joy. Cultural arts are essential to our quality of life.

Cultural arts in Englewood have become increasingly more visible over the last decade. A formal Englewood Cultural Arts Commission was established under the sponsorship of the City of Englewood Parks and Recreation Department. The work of the Cultural Arts Commission and the Parks and Recreation Department has resulted in a wonderful series of cultural arts activities and performances. In turn, these efforts have helped to attract a number of arts organizations to form close associations, collaborations, and partnerships with the City. This critical mass of artistic creativity has allowed supporters to create a far-reaching vision for the establishment of a signature, cultural arts center facility for Englewood and the South Denver Metropolitan Region.

The Englewood Cultural Arts Commission and the City of Englewood are committed to enhancing the city's quality of life by continuing efforts to increase the level of cultural programming, communication, organizational funding, and artistic opportunity available to Englewood citizens. The Commission and the City seek to develop a wide range of cultural arts opportunities accessible to all segments of the population, in order to increase community participation, attendance, and enjoyment of cultural arts opportunities, as well as providing artists with increased opportunities for self-expression and fulfillment. Furthermore, the Commission recognizes the challenge to improve upon the communication and promotion of cultural arts opportunities to the public in order to maximize the benefits of cultural arts for the entire community and to build support for the future. In order to fully achieve these objectives, the Commission endeavors to elevate the status of cultural arts within the governmental structure of the City of Englewood to department-level status and funding.



SECTION 10: CULTURAL ARTS

The Englewood Cultural Arts Commission recognizes the value in collaborating with various cultural arts groups, organizations, and institutions in order to bring a more diverse mix of cultural and artistic programs, activities, and performances to Englewood. The Commission will continue to work closely with the City of Englewood Parks and Recreation Department, as well as local schools, to develop joint cultural arts educational programs, events, activities, and performances. The Commission also desires to work with the Englewood Historical Society in order to sponsor joint projects that combine historical and artistic elements. New opportunities to partner with local, national, and international arts organizations will be explored in order to bring world-class programs, activities, events, and performances to Englewood. Finally, in order to fully pursue its mission, the Commission endeavors to qualify for and pursue funding from various public and private arts funding sources.



The Englewood Cultural Arts Commission and the City of Englewood are fully committed to the integration of cultural arts into the urban landscape. The Commission and the City will continue to work closely with the Museum of Outdoor Arts in order to exhibit outdoor art pieces around the Englewood Civic Center and the CityCenter Englewood development. The Commission is also committed to the creation of a Santa Fe Cultural Arts corridor, with a regional cultural arts facility as the focal point of the cultural corridor. Other commercial areas such as the Broadway corridor, Swedish Medical Center, and key entry points to the city, are also targeted for the development and implementation of art displays. Schools, parks, open space, and other city facilities provide additional opportunities for hosting visual and performing arts. The Commission and the City are committed to the incorporation of artistic and historical elements in new developments and existing buildings, as well as neighborhood sidewalks, streets, driveways, medians, and public right-of-ways.

The Englewood Cultural Arts Commission and the City of Englewood recognize the potential of cultural arts to serve as a catalyst for economic development in the city. In order to allow cultural arts to reach its full economic enhancement potential, the Commission seeks to increase awareness and communication of activities and services between the public, artists, arts-related businesses, and schools. The Commission also desires to promote

SECTION 10: CULTURAL ARTS

Englewood to artists, arts organizations, and entrepreneurs as a prime location for studio, performance, and commercial space, as well as develop partnerships with local businesses in order to promote cultural arts and local business marketing activities. Finally, the Commission and the City seek to promote cultural arts events and activities in order to attract visitors to the community.

The Englewood Cultural Arts Commission and the City of Englewood recognize the importance of new facility development as well as the creative utilization of existing public and private spaces in order to serve the cultural arts needs of the community. The most important objective towards this end involves the development of a signature cultural arts center facility that will serve as the focal point of cultural arts activities and education in Englewood and the South Denver Metropolitan Region. In addition to a major cultural arts center, a future arts incubator is seen as an essential complementary facility providing cost-efficient space for fledging artists, artistic organizations, schools, and arts-related businesses. Existing public spaces will continue to be utilized as performance, display, and activity venues, as well as office and studio space. These facilities include the Englewood Civic Center building, atrium, and out-door plaza, as well as local schools, parks, the Malley Senior Center, and the Englewood Recreation Center. Finally, the Commission may also seek to collaborate with private performance venues in order to stage performances and activities appropriate for such spaces.



CULTURAL ARTS GOALS AND OBJECTIVES

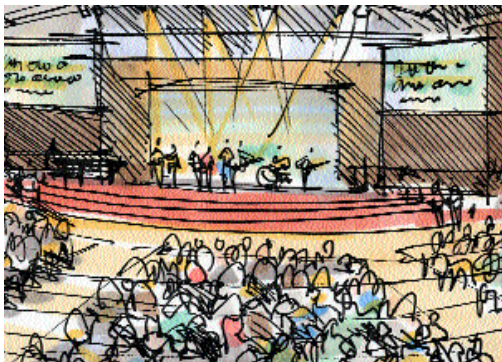
Goal 1

Enhance Englewood's quality of life through cultural programming, communication, organizational funding, and artistic opportunity.

- Obj. 1-1** Develop a wide range of visual, musical, dramatic, and performing arts activities, programs, and performances.
- Obj. 1-2** Develop cultural arts activities and programs to serve all segments of the community.

SECTION 10: CULTURAL ARTS

- Obj. 1-3** Improve communication and promotion activities to increase community participation, attendance, and enjoyment of cultural arts opportunities.
- Obj. 1-4** Elevate the status of cultural arts within the governmental structure of the City of Englewood to department level status and funding.
- Obj. 1-5** Provide artists with greater opportunities for self-expression and fulfillment.
- Obj. 1-6** Improve the accessibility of cultural arts activities and performances to the general public.



Goal 2

Collaborate with other groups, organizations, and institutions to bring a diverse mix of cultural and artistic programs, activities, and performances to Englewood.

- Obj. 2-1** Collaborate with the City of Englewood Parks and Recreation Department to develop joint cultural arts programs, events, activities, and performances.
- Obj. 2-2** Collaborate with Englewood schools in the development of educational and cultural opportunities for children.
- Obj. 2-3** Collaborate with the Englewood Historical Society in order to sponsor joint projects that combine historical and artistic elements.
- Obj. 2-4** Explore opportunities to partner with local, national, and international arts organizations in order to bring world-class programs, activities, events and performances to Englewood.
- Obj. 2-5** Endeavor to qualify for and pursue funding from public and private arts funding sources.

SECTION 10: CULTURAL ARTS

Goal 3

Integrate cultural arts into the urban landscape.

- Obj. 3-1** Continue and expand collaboration with various arts organizations in terms of displays around Englewood Civic Center and CityCenter Englewood.
- Obj. 3-2** Develop a Cultural Arts corridor with a major, regional cultural arts facility as the focal point.
- Obj. 3-3** Develop and implement art displays along major commercial corridors and city entry ports.
- Obj. 3-4** Incorporate visual and performing arts at schools, city facilities and parks, and along South Platte River open space.
- Obj. 3-5** Incorporate artistic and historical elements into new developments and facade enhancements.
- Obj. 3-6** Incorporate artistic elements into neighborhood improvements such as sidewalk, streets, driveways, medians, and public right of ways.



Goal 4

Increase economic development through the promotion of cultural arts in the City of Englewood.

- Obj. 4-1** Increase awareness of and communication between the public, artists, arts-related businesses, and schools.
- Obj. 4-2** Promote Englewood to artists, arts organizations, and entrepreneurs as a prime location for studio, performance, and commercial space.
- Obj. 4-3** Develop partnerships with local businesses in order to promote cultural arts and local business marketing activities.
- Obj. 4-4** Promote cultural arts events and activities to attract visitors to the community.

SECTION 10: CULTURAL ARTS

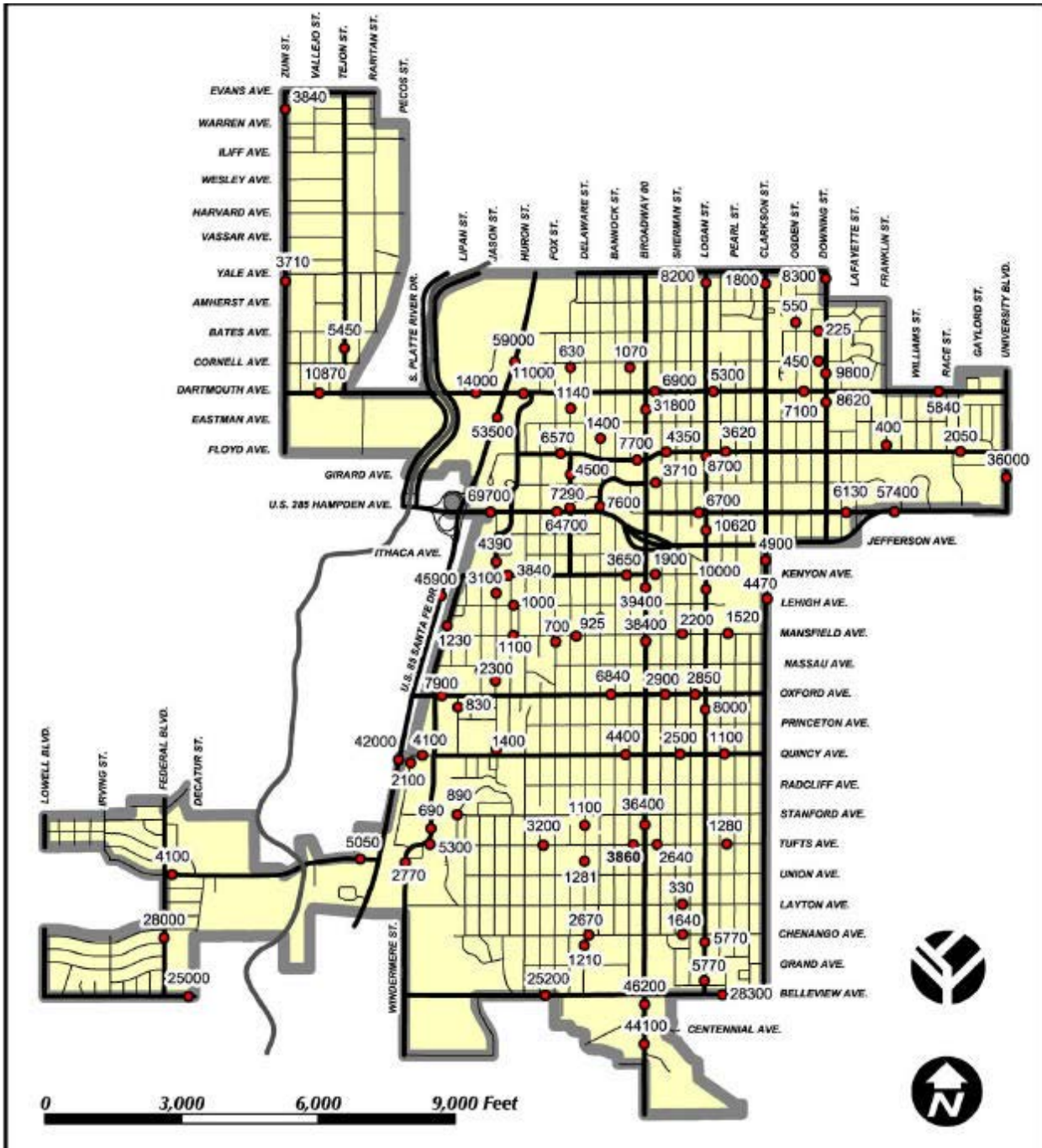


Goal 5

Expand Englewood's cultural arts infrastructure through the development of new facilities and through the creative utilization of existing public and private spaces.

- Obj. 5-1** Build a signature cultural arts center to serve as the focal point of cultural arts activities and education in Englewood.
- Obj. 5-2** Establish a cultural arts "incubator" to support fledgling artists, artistic organizations, schools, and arts-related businesses.
- Obj. 5-3** Continue the use of the Englewood Civic Center building, atrium, and out door plaza as office, studio, display, and performance space.
- Obj. 5-4** Continue to hold various cultural arts performances and activities at a variety of public spaces including schools, parks, the Malley Senior Center, and the Recreation Center.
- Obj. 5-5** Collaborate with private venues in order to stage performances and activities appropriate for such spaces.

APPENDIX



Map A-1: Traffic Volumes (1990)

City of Englewood, Colorado

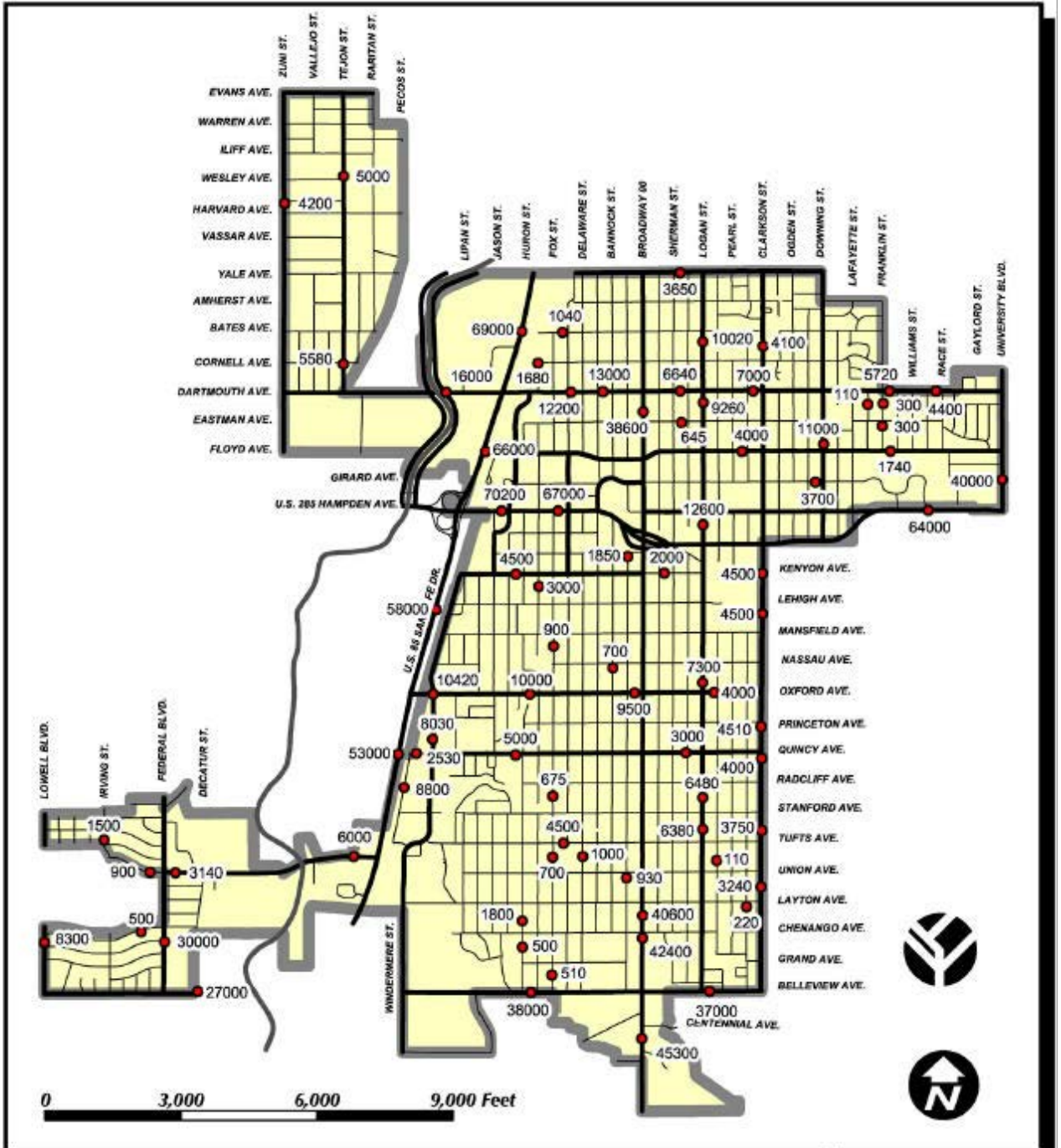
- 1990 Traffic Volumes
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River



TRANSPORTATION

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Map A-2: Traffic Volumes (2000)

- 2000 Traffic Volumes
- Arterials and Collectors
- Local Streets
- City Limits
- ~ South Platte River

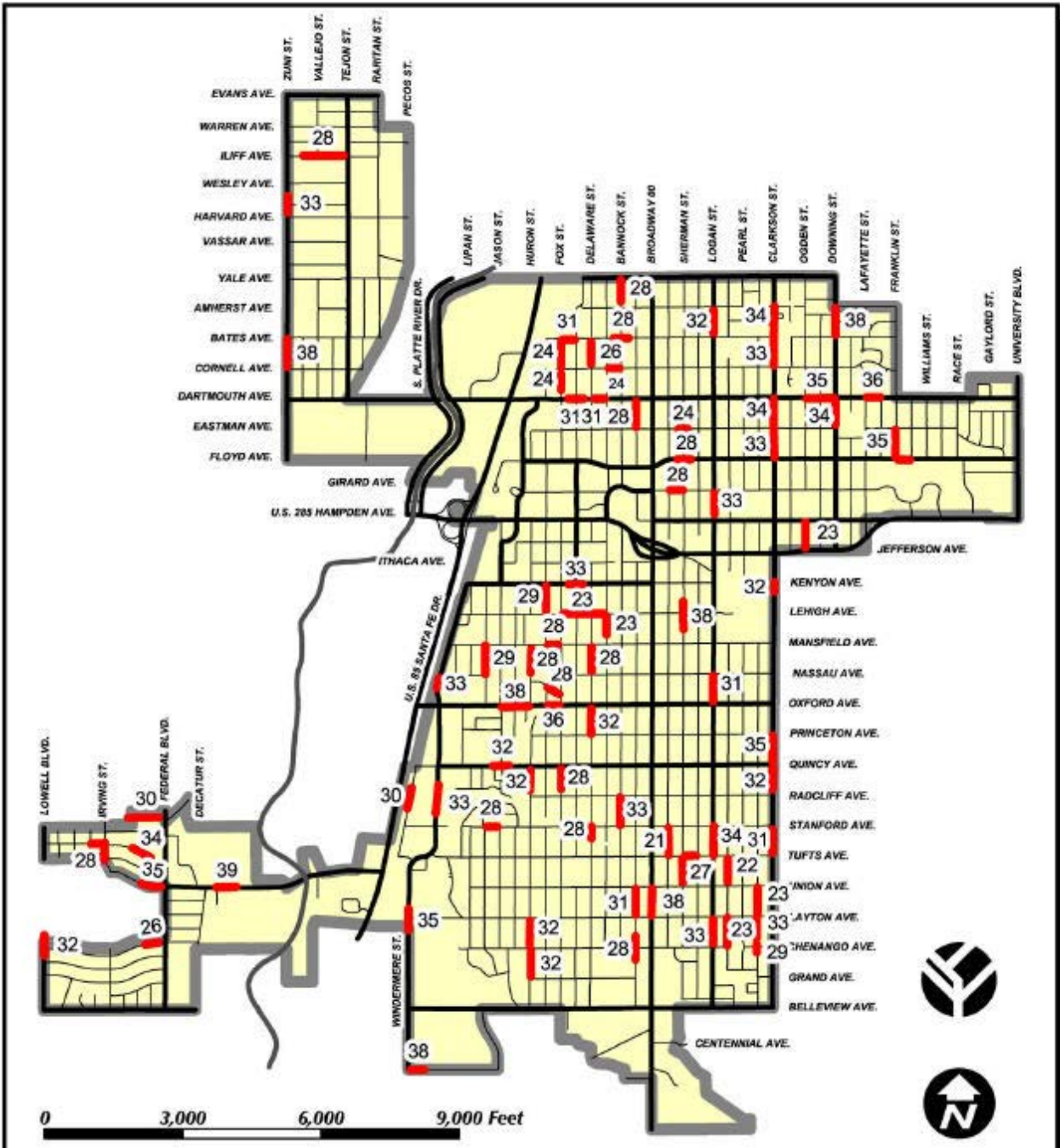
City of Englewood, Colorado



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Map A-3: Recorded 85th Percentile Speeds (1995-2001)
(Speed under which 85% of all Drivers are Clocked)

- Speed Tested Street Segments
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

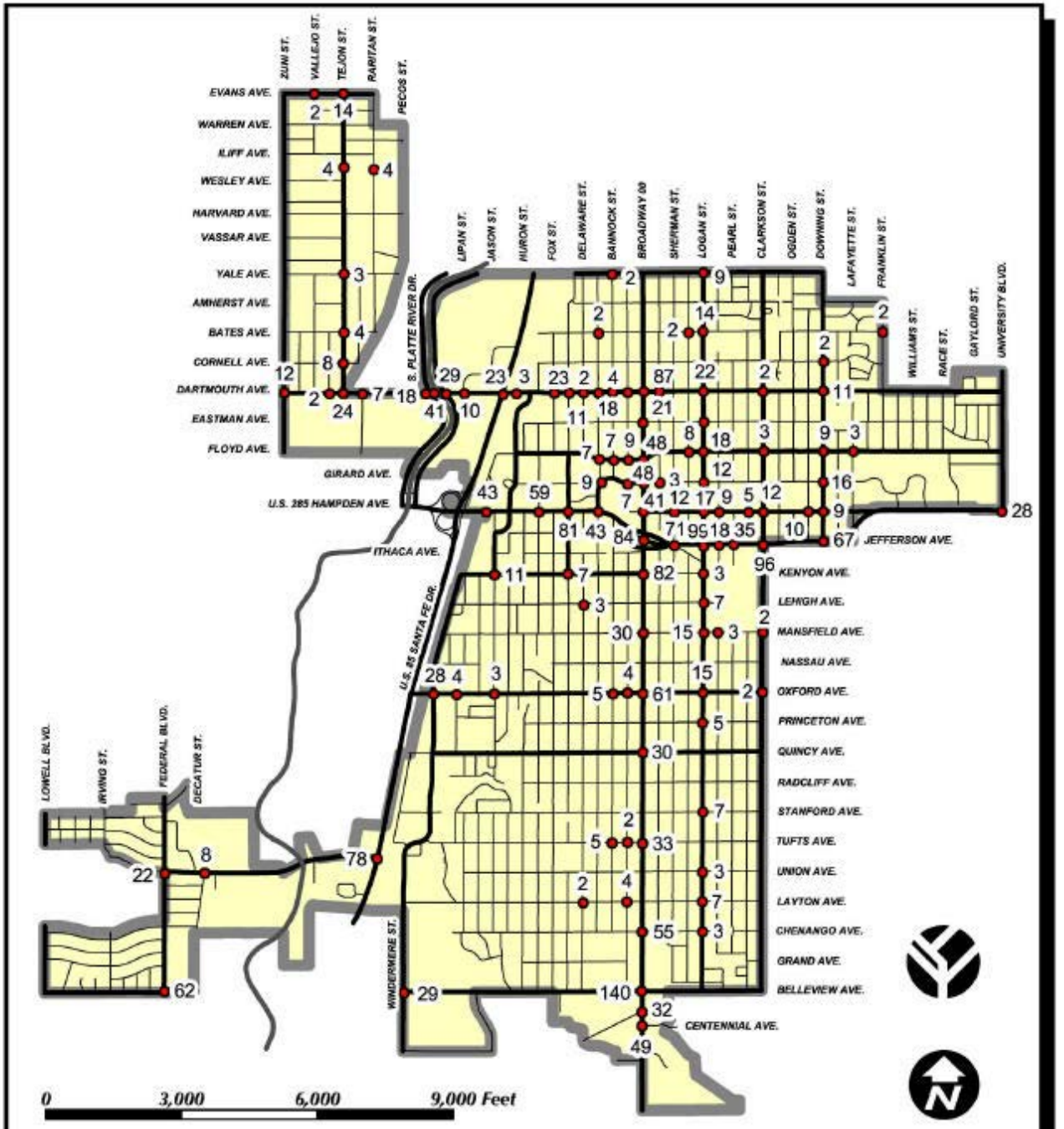
City of Englewood, Colorado



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Map A-4: Number of Automobile Crashes at Selected Intersections (1998-2000)

- Selected Intersections
- Arterials and Collectors
- Local Streets
- City Limits
- South Platte River

City of Englewood, Colorado



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Table A-5: Blueprint for Clean Air Air Quality Benefits of Recommended Measures	Summer		Winter						Visibility Exceedance Days per Winter Season	Average Annual Cost (Millions)
	HC	NOx	HC	NOx	SO2	PM-10	CO	PM-2.5		
1995 Base Case (tons/day)	505.7	344.0	336.2	345.7	85.3	93.8	1578.0	39.2	62.0	
Current Programs	-10%	-3%	-17%	5%	36%	22%	-39%	2%	-6%	
2020 Base Case (tons/day)	456.0	334.3	278.7	364.1	115.7	114.7	968.8	40.0	58.1	
Blueprint Strategies (Reductions from 1995)	HC	NOx	HC	NOx	SO2	PM-10	CO	PM-2.5	Visibility Exceedance Days per Winter Season	Average Annual Cost (Millions)
Nat. Low Emission Standards	-7%	-9%	-11%	-10%	0%	0%	-4%	-5%	-18%	
PSCo Power Plant Reductions	0%	-7%	0%	-7%	-73%	0%	0%	12%	-17%	\$16.0
Diesel Inspection/Maint. Program	0%	0%	-1%	0%	0%	-1%	0%	-2%	-4%	\$1.5
Street Sanding and Cleaning	0%	0%	0%	0%	0%	-14%	0%	-3%	-2%	\$2.5
Urban Design Measures	-1%	-1%	-1%	-2%	0%	-3%	-3%	-2%	-3%	
2020 Blueprint Case	HC	NOx	HC	NOx	SO2	PM-10	CO	PM-2.5	Visibility Exceedance Days per Winter Season	Average Annual Cost (Millions)
% Reduction from 1995	-17%	-20%	-30%	-14%	-37%	4%	-45%	22%	-45%	
Resulting tons/day in 2020	417.3	274.1	236.0	297.2	63.5	97.6	862.2	30.7	34.3	\$20.0

Source: Regional Air Quality Council