

OXFORD STATION INDUSTRIAL T.O.D. STUDY

ENGLEWOOD, CO | APRIL 2021



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BACKGROUND

Project Purpose

The *2013 Englewood Light Rail Corridor Station Area Master Plan* established a vision for the City of Englewood's station area neighborhoods. This vision included development potential and key infrastructure investments that would connect each neighborhood to the Englewood and Oxford Stations, as well as a possible future Bates Station.

The *2015 Englewood Light Rail Corridor Next Step Study* provided engineering analysis for the key infrastructure investments, as well as a competitive market and strategic redevelopment analysis of the CityCenter area. The strategic analysis recommended the establishment of a Downtown Development Authority (DDA) as the key organizational structure and tax increment financing tool necessary to plan for and finance future redevelopment initiatives in Englewood's central business district, comprised of the CityCenter area, the historic Downtown portion of South Broadway, and the Medical District. The DDA strategy was reaffirmed through inclusion of this strategy in *Englewood Forward: The 2016 Englewood Comprehensive Plan*, adopted by Englewood City Council early in 2017. Englewood's two prior STAMP/UC grant projects also led to a successful application to the Denver Regional Council of Governments (DRCOG) to expand the boundaries of the original Englewood

Urban Center to fully include these three separate areas of Englewood's central business district. The Downtown Plan of Development and DDA formation were completed in 2020.

The two STAMP/UC grant projects and numerous Englewood planning efforts set the stage for the idea of a transit-oriented development (TOD) overlay zone for the Englewood Light Rail Corridor, which is currently zoned primarily for industrial uses (the least transit-oriented of all real estate uses). With the mixed use redevelopment of other urban light rail corridors in the Denver area (e.g., RINO and the Santa Fe Arts District), the need for a TOD overlay zone covering the Englewood Light Rail Corridor has become more relevant and taken on more urgency in terms of market demand. This project is envisioned to address these issues and opportunities and to move toward an actual zoning framework together with recommendations for further evaluation and/or implementation.

Due to the many challenges of 2020 and the subsequent delays to the CityCenter planning work and Downtown Plan of Development, the original Englewood Light Rail Corridor planning work was scaled-down to provide a high-level study analysis of existing conditions, relevant case studies and planning alternatives for only the Oxford Station area



Site Overview

The Oxford Station planning area (study area) is 0.24 square mile on the west edge of the City of Englewood and directly south of CityCenter. The study area stretches north-south and is bounded by the railroad and Santa Fe Drive/US 85 on the west and stable residential neighborhoods on the east. Oxford Avenue bisects the site and also acts as a distinct boundary between large industrial parcels to the south, and many smaller mid-century industrial and commercial properties to the north. There are several medium to large employers within the study area, many niche auto-oriented business such as car detailing and painting, and many large, underutilized parcels acting as storage. The Englewood Recreation Center is within the study area as well.

There has been minimal redevelopment in the study area. Oxford Station Apartments, completed in 2016, is a 5-story project of 238 units directly south of the light rail station and Oxford Avenue. The property directly south of this is currently being redeveloped into another large multi-family complex of similar scale.

North of Oxford Avenue the street grid is well-connected between the study area and residential neighborhoods to the east, providing walkable access to both the light rail station and the Englewood Recreation Center.

South of Oxford Avenue, Navajo Street is the primary route through the study area with many cross streets dead-ending. Navajo Street has few traffic controls and vehicles often travel at high speeds, using it to bypass traffic on Santa Fe Drive/US 85 or for a direct route into the CityCenter area. There is no direct pedestrian connection to the residential neighborhoods to the east between Oxford Avenue and Tufts Avenue, and there is a distinct elevation change. The residential neighborhoods to the east sit significantly higher than the industrial properties within the study area. Oxford Avenue is the only connection across the railroad and Santa Fe Drive/US 85 and also has the study area's only bicycle lane, but safe pedestrian crossings are limited. A pedestrian bridge project beginning design in 2021 will provide a link over Oxford Avenue from the Oxford Station Apartments to the light rail station.

The study area, shown in orange outline above, is bound by the railroad and Santa Fe Drive to the west, stable residential neighborhoods to the east, Kenyon Avenue to the north, and Tufts Avenue to the south.

INDUSTRIAL T.O.D. CASE STUDIES

Case Studies Intent

The City of Englewood seeks to learn from peer communities with regards to planning for the transformation of industrial land near transit over time. These Industrial Transit Oriented Development (TOD) case studies help to answer questions like:

- *What is an ideal process for planning for Industrial Transit Oriented Development areas?*
- *What should the city's role be in such an effort?*
- *How do we balance the importance of existing jobs while not missing opportunities for new uses?*
- *What is a realistic mix of uses, and can industrial uses coexist with traditional TOD uses?*

This study analyzes two known TOD areas that are transforming from former industrial areas to more mixed use, pedestrian-friendly environments. Each case study provides a comparison to Oxford Station, a timeline with key planning points, and an analysis of land use and zoning. The case studies include:

- *River North Neighborhood, or “RiNo”, in Denver, CO*
- *Marymoor Village, in Redmond, WA*

River North, Denver, CO



River North, or RiNo, is a former industrial area in Denver, CO. After years of policy and planning, the area has become one of Denver's hottest neighborhoods. RiNo has its roots in industry and the arts. An arts district was formed early-on in the neighborhood's transformation, and has remained a focus throughout its evolution. Major public infrastructure investment, as well as supportive zoning, has paved the way for hundreds of millions of dollars in private investment.

Marymoor Village, Redmond, WA



Marymoor Village is a **future transit-oriented neighborhood** in Redmond, Washington. It is adjacent to Marymoor Park, a major regional park and bound on two sides by a major road and an interstate. Today, it includes high-tech manufacturing, graphics production, schools, video game research and development, catering, breweries, fitness centers, and religious facilities. In the future, it is envisioned to transition into a walkable “local center,” with multimodal streets and a variety of housing options and open space.

River North Case Study | DENVER, CO



Brighton Boulevard under construction with existing industrial uses next to high rise development. Photo by Kevin Beaty, Denverite.

Comparison to Oxford Station

Similarities:

- **Train tracks create hard barrier** - RiNo is bisected by the BNSF and commuter rail lines, which makes for connectivity challenges.
- **Similar market** - RiNo and Oxford Station are located in the Denver metro region, which is seeing unprecedented growth and a record housing market.
- **Some industrial uses remain** - RiNo still has major industrial uses while large parts of the neighborhood has transformed. This is a key lesson for Oxford Station.

Differences:

- **Different size** - River North = 1.7 square miles; Oxford Station = 0.24 square miles.
- **Major infrastructure projects enabled private development** - RiNo is at the apex of multiple City of Denver infrastructure projects, including Brighton Boulevard reconstruction, National Western Center expansion and reconstruction, and 38th & Blake light rail station.
- **Not adjacent to single family neighborhoods** - RiNo is farther from established neighborhoods.

Timeline

2004

Voters approve FasTracks; River North Neighborhood Plan

2005

River North Arts District formed

2010

Denver Zoning Code is adopted; A-Line breaks ground; 1st Annual CRUSH Walls festival

2013

North Denver Cornerstone Collaborative is formed with a commitment by the City of Denver to fund several infrastructure projects

2016

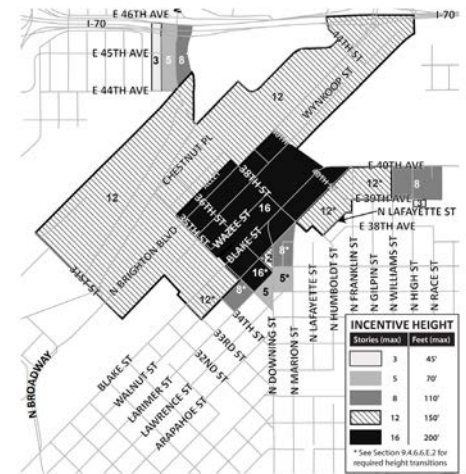
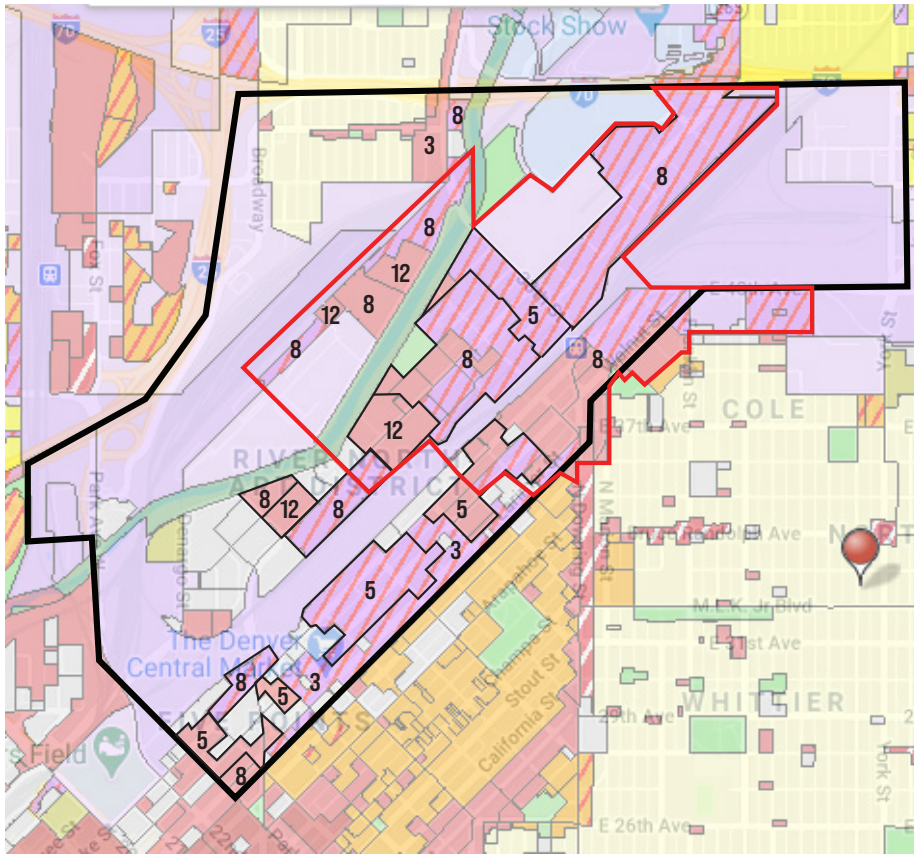
A-Line opens.






2018

Brighton Boulevard is complete; 38th & Blake Incentive Overlay; National Western Center and I-70 break ground



River North Case Study | DENVER, CO



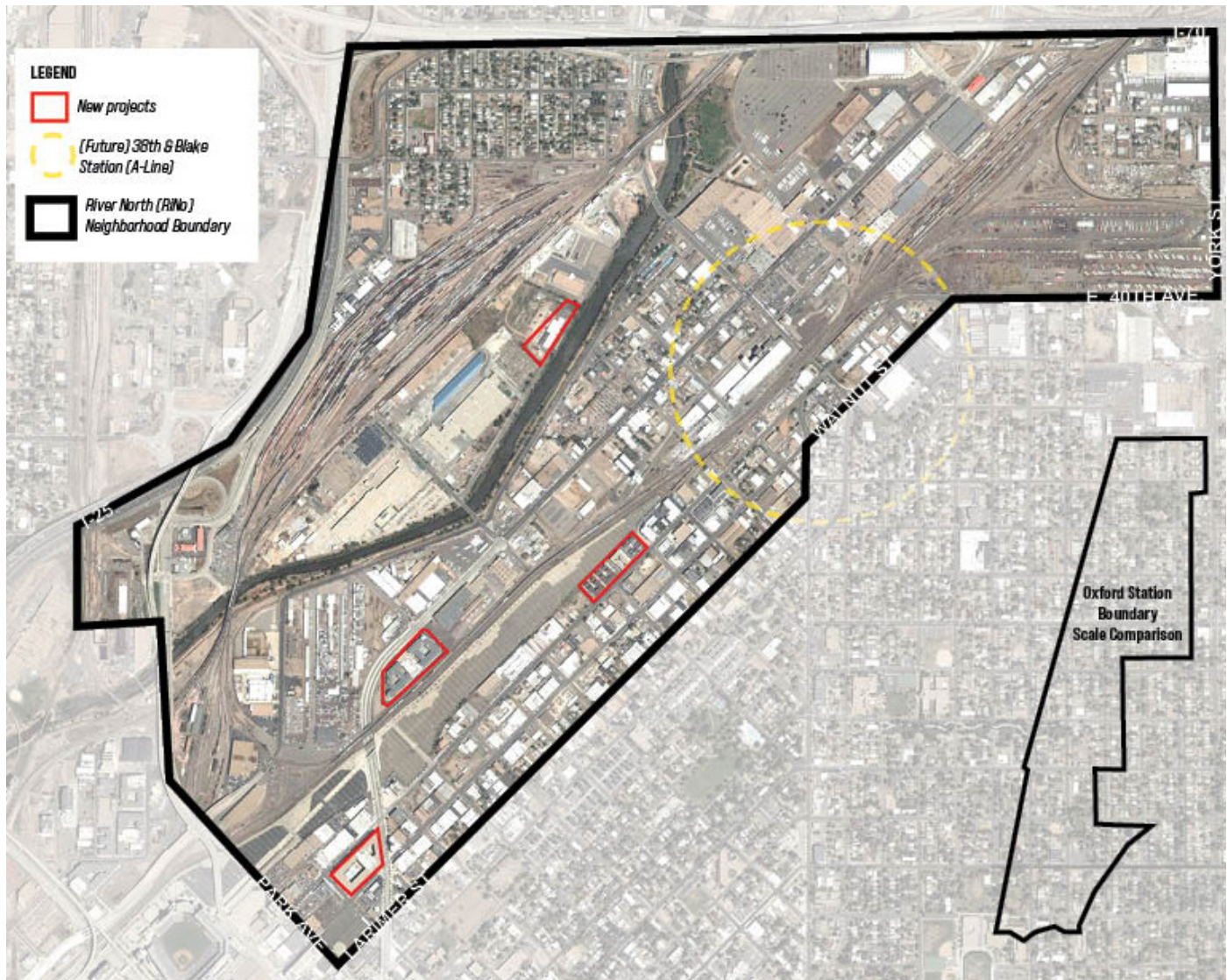
-  *RiNo Neighborhood Boundary*
-  *38th & Blake Incentive Zoning Overlay Boundary*
-  *Commercial Mixed Use (C-MX) Zoning*
-  *Industrial Mixed Use (I-MX) Zoning*
-  *Industrial (I-A; I-B) Zoning*
- X** *# of Stories Allowed*

RiNo Land Use and Zoning

Commercial Mixed Use and Industrial Mixed Use are the majority of zone districts used in RiNo. They both allow a mix of uses, but I-MX allows some industrial uses with limitations.

- An incentive overlay district (red boundary) allows additional height, above base zoning, in exchange for affordable housing units.
- West of the tracks, along Brighton Boulevard, most new development has consisted of multifamily housing units and large offices. Some restaurants have come in, as well as a new music venue.
- East of the tracks, along Blake, Walnut, and Larimer Streets, there is more adaptive reuse of old industrial buildings into restaurants and bars. There are some new construction projects as well.
- Craft beverages - breweries, wineries, distilleries - are a very popular use in RiNo, as well as art galleries.

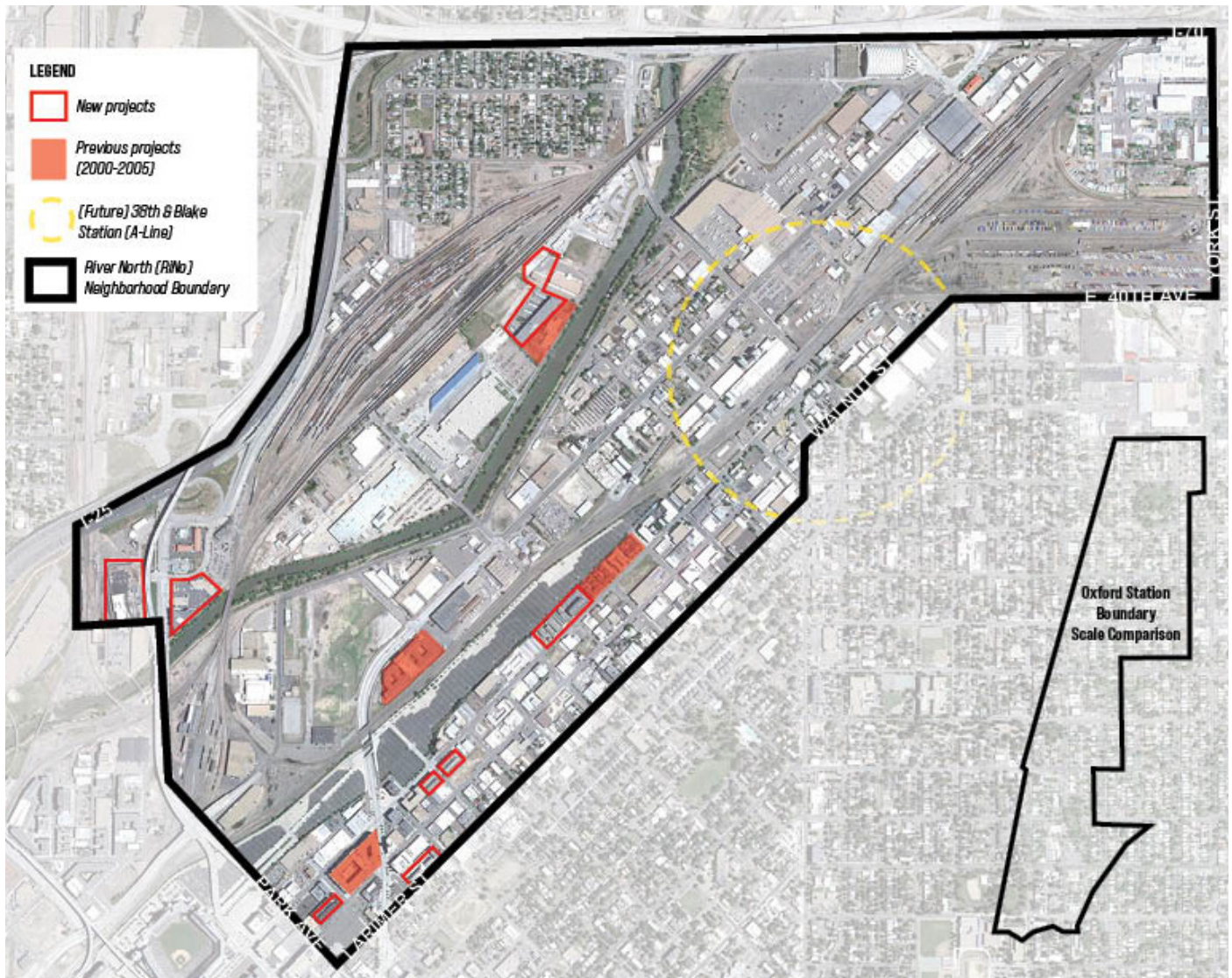
River North Case Study | DENVER, CO



RiNo Transformation (2000-2005)

- In 2004, voters approved **FasTracks** to expand light rail throughout the region. 38th & Blake is listed as a future transit stop on the way to DIA.
- In 2004, the **River North Plan** was completed that looked at ways to revitalize the neighborhood.
- In 2005, the **River North Art District** was formed, as the area became more and more known for the artists.
- Mickey Zeppelin, a prominent LoDo developer, purchases former yellow taxi depot and remodels "**Taxi 1**" into multi-tenant offices.
- A few **multifamily housing projects** were constructed from 2000-2005, partially in anticipation of a future station.
- Most of River North remains **industrial** during this time, with affordable space for **artists**.

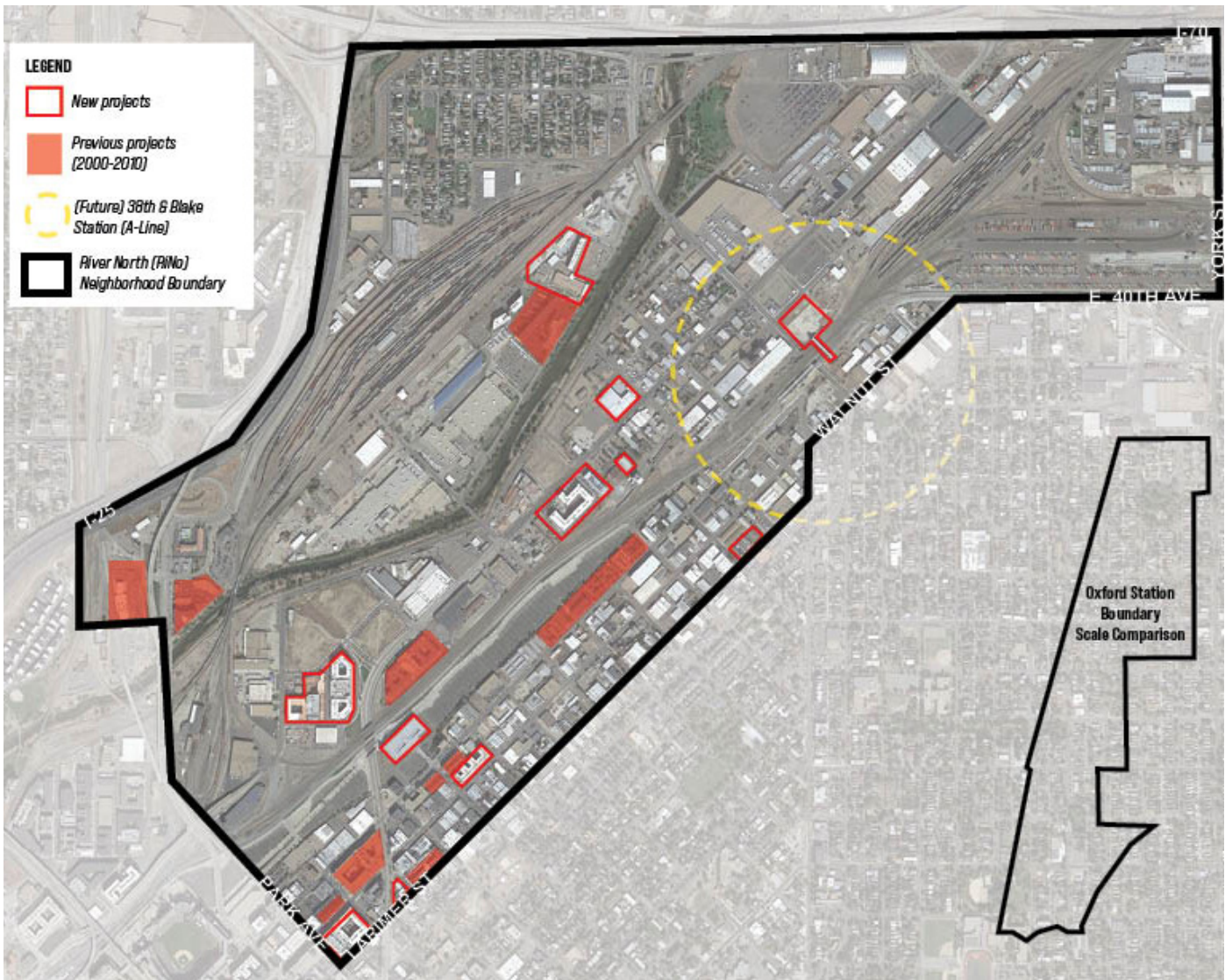
River North Case Study | DENVER, CO



RiNo Transformation (2005-2010)

- In 2008, **"Taxi 2"** is born - a unique, one-of-a-kind building with offices and residential lofts. It is followed in 2010 by **"Diesel"**, two creative commercial buildings.
- In June 2010, the **Denver Zoning Code** is adopted, to implement the city's comprehensive land use vision, including higher densities and a mix of uses around transit stations.
- In August 2010, the **A Line to DIA breaks ground**.
- In 2010, the first annual **CRUSH Walls Festival** occurs, highlighting graffiti artists from Denver and beyond to paint murals on buildings.
- More **multifamily housing** is built around Blake, Walnut, and Larimer Streets.
- A **new mixed use development and Denver Police Department Training Facility** is built at the intersection of I-25 with Park Avenue.

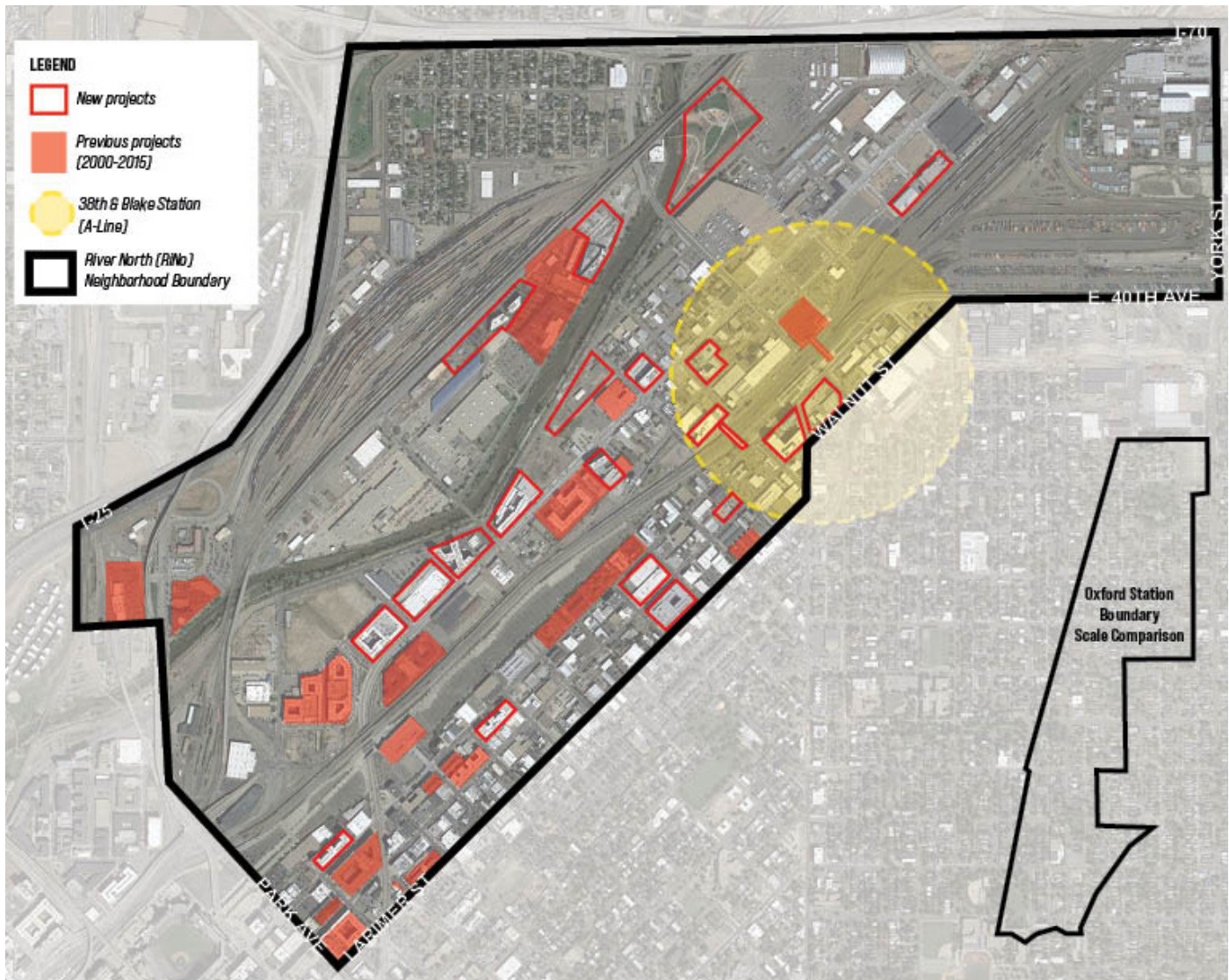
River North Case Study | DENVER, CO



RiNo Transformation (2010-2015)

- In 2013, the **North Denver Cornerstone Collaborative** is formed by Mayor Hancock. It's purpose is to oversee completion of six major projects that will transform this area of Denver: I-70 reconstruction, River North/South Platte, transit expansion, neighborhood plans, Brighton Boulevard, and National Western Center.
- In 2015, **Brighton Boulevard** enters design and engineering and the City of Denver heavily invests in the \$41 million project.
- By 2015, the **A Line** is almost complete.
- Major redevelopment projects like **Denargo Market** and expansion of the **Taxi campus** take place.
- Many **small infill and adaptive reuse projects** occur around Larimer Street.

River North Case Study | DENVER, CO



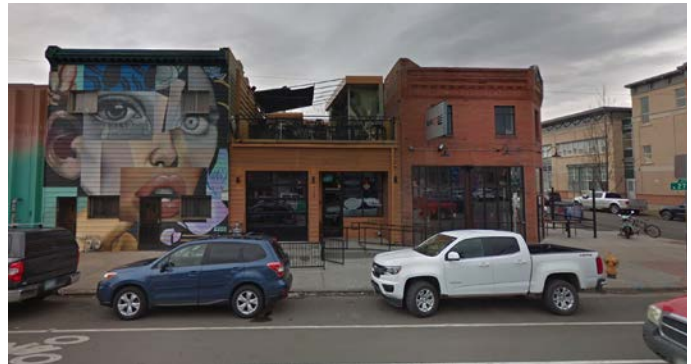
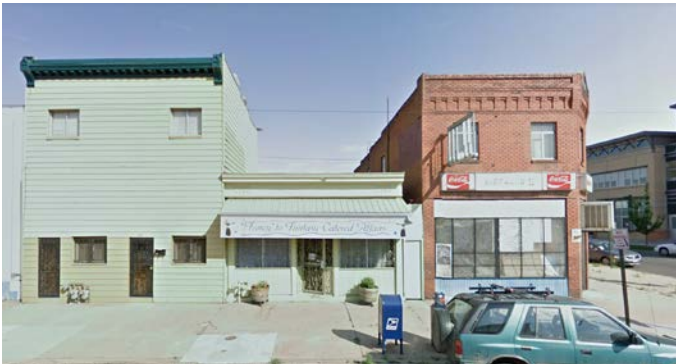
RiNo Transformation (2015-2020)

- In 2016, **A Line opens** with service from Union Station to DIA. A station at 38th & Blake includes a **new pedestrian bridge and park 'n ride**.
- From 2016-2018, **Brighton Boulevard is constructed** as a new gateway to the city.
- In 2018, an incentive overlay for 38th & Blake is adopted to incentivize **affordable housing**.
- Other major projects from the NDCC begin - **I-70 reconstruction and National Western Center break ground**.
- A strong real estate market combined with city investment paves the way for **many new projects** along Brighton Boulevard, around the 38th & Blake station, and once again, the Taxi campus expands.
- **RiNo Art Park** is designed and constructed, providing a much-needed community space for artists and new residents and visitors.

River North Case Study | DENVER, CO

RiNo Transformations

EAST - LARIMER AND WALNUT STREETS



River North Case Study | DENVER, CO

RiNo Transformations

WEST - BRIGHTON BLVD.



Marymoor Village Case Study | REDMOND, WA



Rendering of future Marymoor Village transit station. Rendering by Sound Transit.

Comparison to Oxford Station

Similarities:

- **Approximately the same size** - Marymoor Station = 0.2 square miles; Oxford Station = 0.24 square miles.
- **Existing land uses do not match vision** - manufacturing uses on large properties that serve important role to city need to remain for the short to mid-term, but long-term vision for transit-oriented, walkable development also exists.
- **Similar context** - suburb of bigger city; adjacent to major roads/rail line; on the fringe of the city.
- **Similar phase of development** - has primarily focused on policy changes to enable private development.

Differences:

- **Block structure not established** - Marymoor has much less established infrastructure than Oxford Station.
- **Not adjacent to single family neighborhoods** - Marymoor Station is farther from established neighborhoods.

Timeline

2014

***Southeast Redmond Neighborhood Plan** is adopted, amending the **Redmond Comprehensive Plan** to include updated policies and land use plan establishing Marymoor Subarea as one of six neighborhood subareas in Southeast Redmond. Marymoor Subarea is listed as a local center, with policies that support updating zoning to allow the area to transition overtime from industrial/manufacturing to mixed use transit-oriented development. It carefully states that existing uses shall not be made non-conforming. Rather, they should be allowed to remain, and transition over-time, as the market demands.*

2016

***Voters approve light rail extension** to downtown Redmond, including anticipated stop at Marymoor Village.*

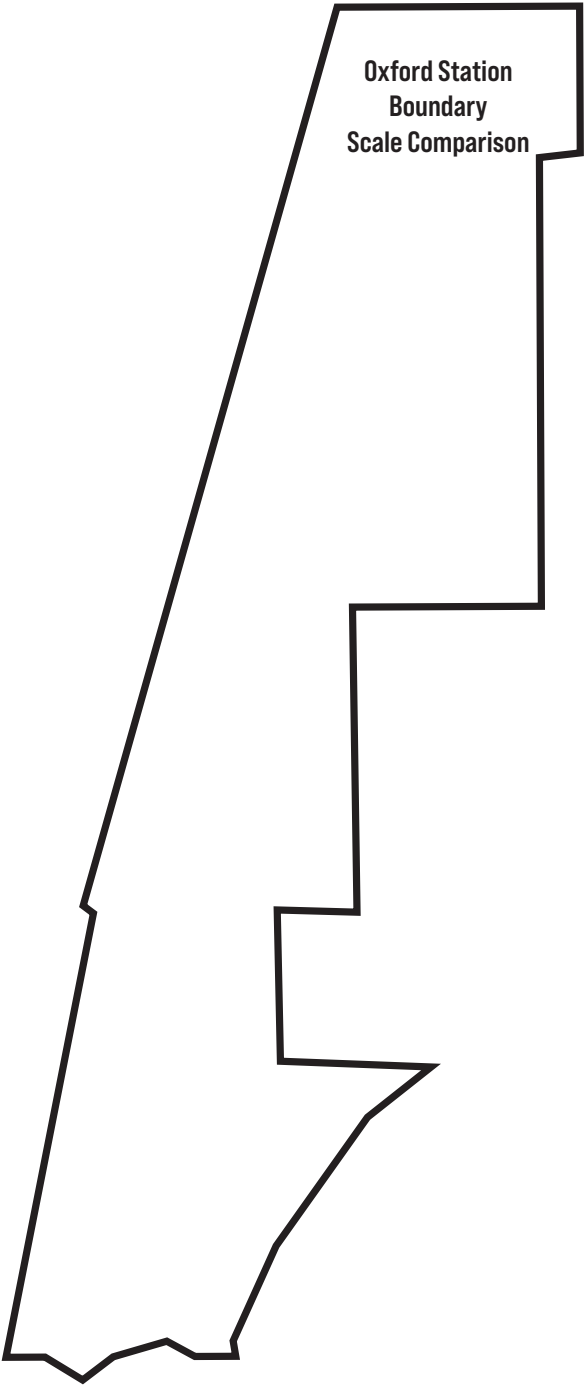
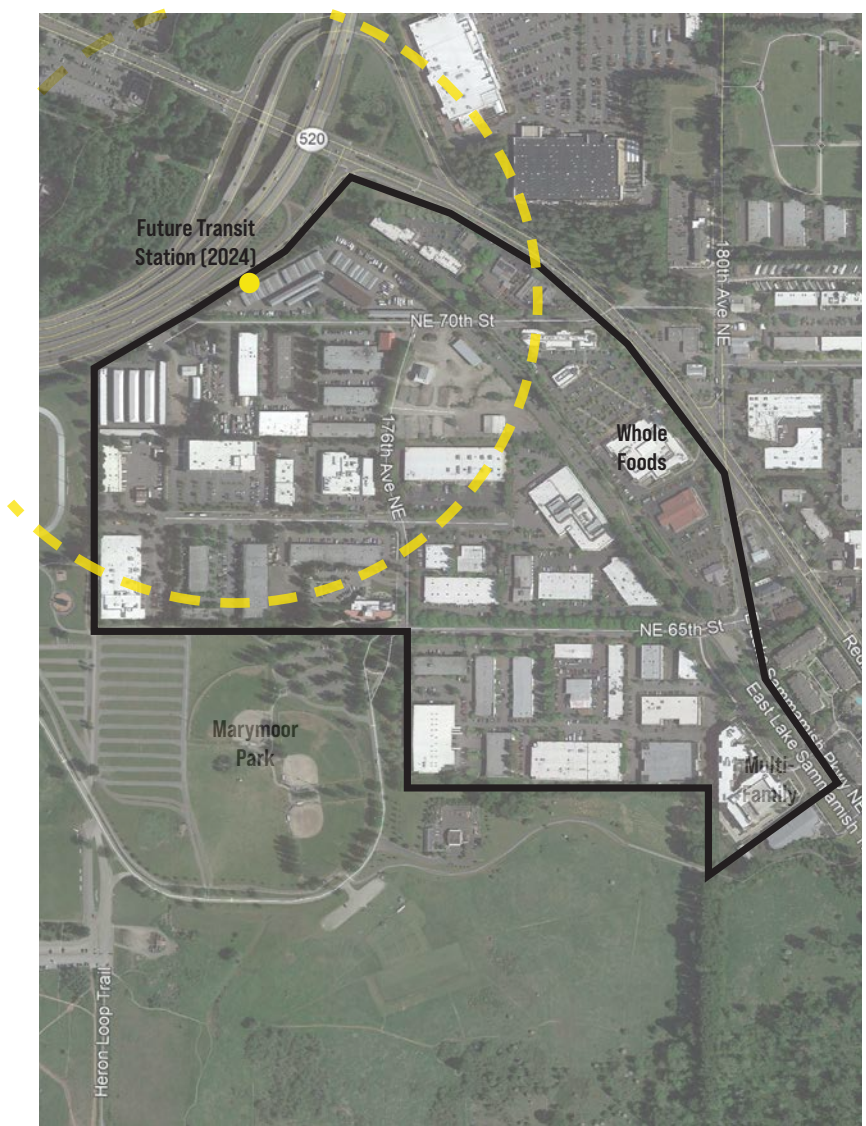
2017

*The City of Redmond adopts the **Marymoor Subarea Infrastructure Plan** that includes conceptual design and locations for future transportation and infrastructure to serve future growth. The **zoning map** is also updated to support future growth. Five "Marymoor Design District" (MDD) zone districts are established.*

2020

*The City of Redmond anticipates adoption of **Marymoor Village Design Guidance and Standards** - a document desired by Council to raise the bar for design in this important station area and future mixed use village.*

Marymoor Village Case Study | REDMOND, WA

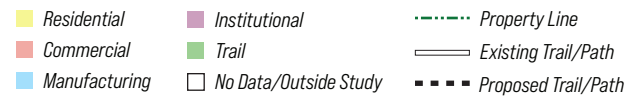
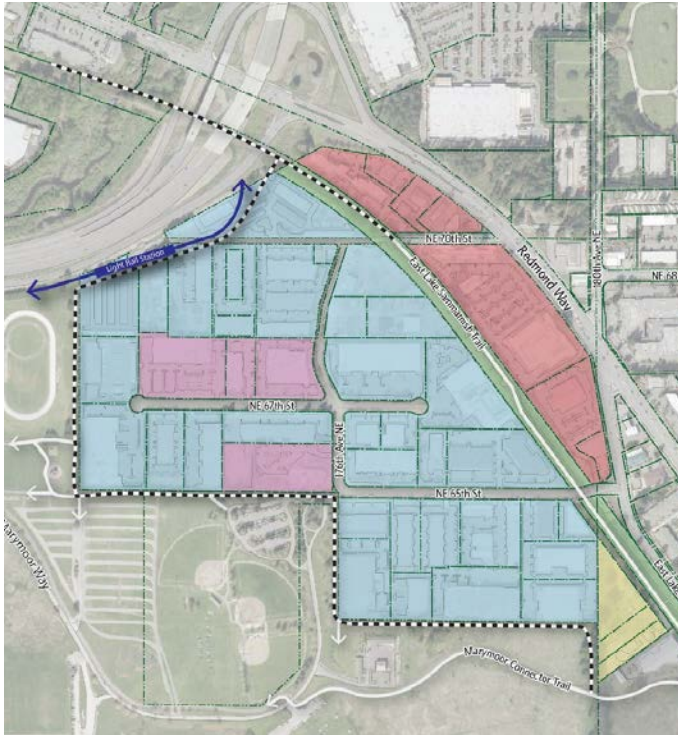


Context and Scale Comparison

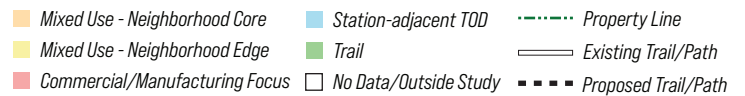
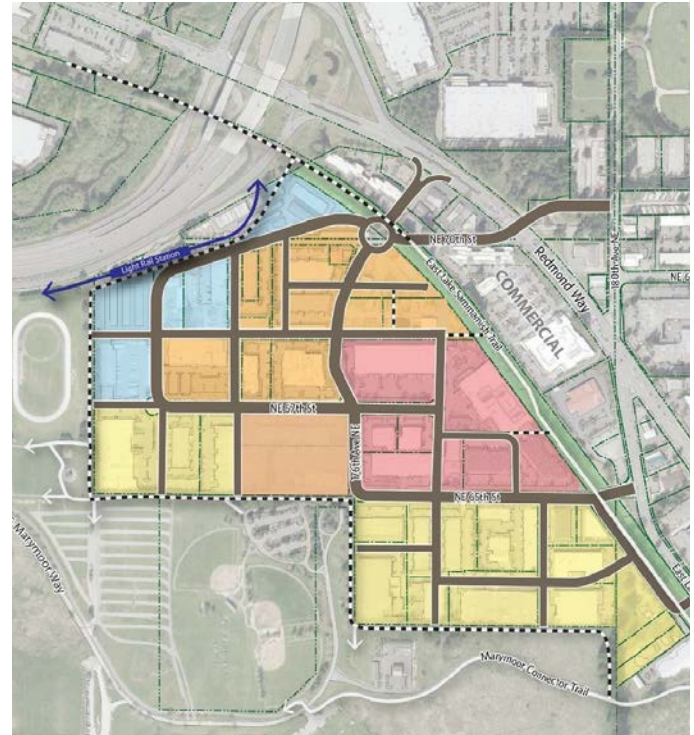
Marymoor Village is located adjacent to a regional park - Marymoor Park. This amenity is anticipated to draw residential uses to the area, in addition to the future transit station. There is a Whole Foods in the neighborhood, as well as other convenient commercial uses and restaurants along Redmond Way along the eastern boundary. One new multifamily residential project is located at the far southeast triangle, but that is the only recent development in the subarea. There are plans for another large multifamily project toward the center of the site, but construction has not yet started. The light rail extension is under construction and Marymoor Village Station is expected to open in 2024.

Marymoor Village Case Study | REDMOND, WA

EXISTING LAND USE



FUTURE LAND USE



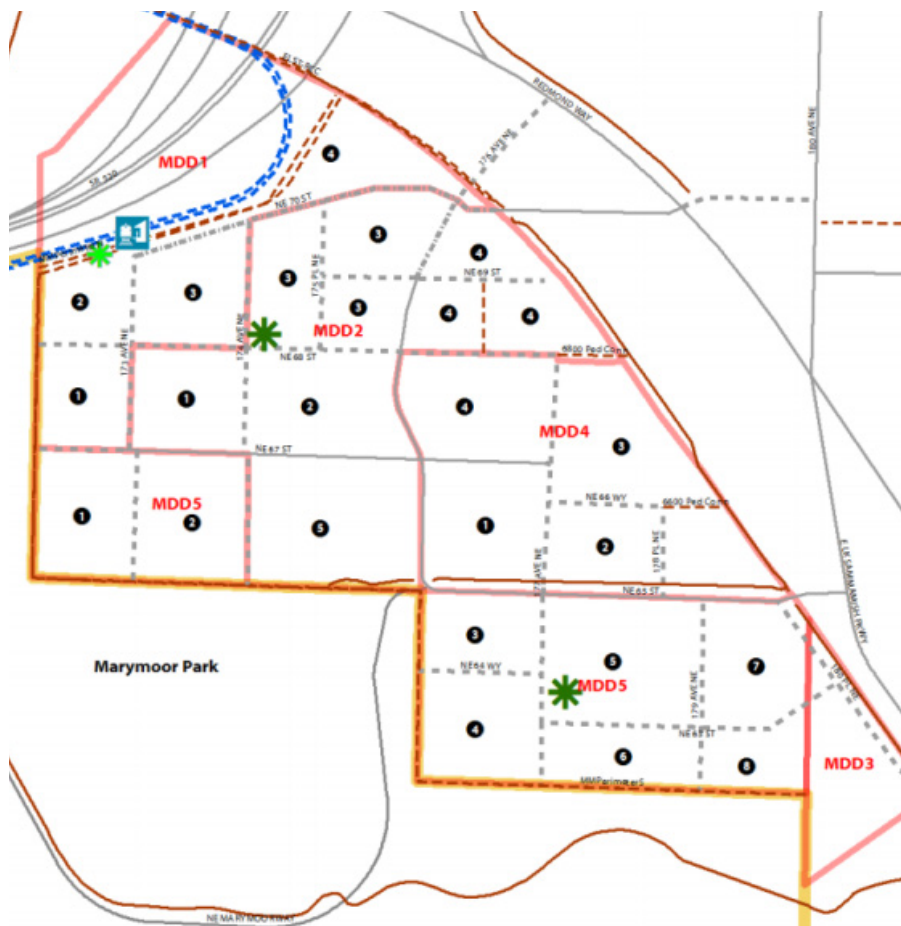
Marymoor Village Land Use and Zoning

- The majority of land in Marymoor Village is made up of **manufacturing** today. There are two major churches and a recreation center listed as **institutional**. Commercial uses are along Redmond Way and one multifamily **residential** project exists.
- The future vision for the area includes a **mix of uses** in varying capacities, with **higher densities nearest the station**. A central portion of the neighborhood is envisioned to remain as **commercial/manufacturing**.
- The City wanted to **ensure that existing uses can remain** throughout the transformation, but that new uses were not forbidden.
- **New zoning** was adopted for the area that allows a variety of uses, does not preclude existing uses, and sets high standards for new construction.

Marymoor Village Case Study | REDMOND, WA


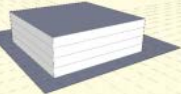
ZONING

The zoning envisions the most intense uses and change adjacent to the station while the rest of the area is envisioned to transform over time. MDD4, in particular, is designed to continue to allow manufacturing and light industrial uses mixed in with other commercial uses to preserve jobs and industrial character.



21.13.100 MDD4

- A. Purpose. The purpose of the MDD4 zone is to allow existing business to grow, adapt and change over time. This zone allows manufacturing and light industrial uses along with other kinds of employment uses. It is connected to the light rail station area via NE 67th St. and NE 68th St. Employees at businesses in the MDD4 zone have easy access to recreation via the East Lake Sammamish Trail and to a variety of goods and services on the other side of the trail.
- B. Maximum Development Yield

Table 21.13.100A Maximum Development Yield					
	Minimum	Bonuses available	Maximum	Illustrations	
FAR	0.5	1.1	1.6	Example of a 3-story building with FAR = 0.5	Example of a 4-story building with FAR = 1.6
Height	3 stories	1 story	4 stories		

Case Study Common Themes and Lessons Learned

1. HAVE A PLAN

Marymoor Village made deliberate investment in planning to ensure that the zoning was right and infrastructure was in place to support redevelopment. RiNo had a neighborhood plan, updated zoning to support transit-oriented development and affordable housing, and the city created the North Denver Cornerstone Collaborative to oversee major projects in the area.

- **CONSIDERATION:** *There have been numerous planning efforts completed in the past 7-10 years, but most have focused either at a high-level/citywide or at the City Center. The closest plan is the Englewood Light Rail Corridor Plan, but it was completed in 2013 and a lot has changed. Is it time for a more current plan?*

2. BE PATIENT, BUT ALSO PROACTIVE

RiNo has taken 20 years to redevelop - and it's still not complete. In Marymoor, it has been 4 years since the light rail extension was approved and it will take another 4 years before it opens to the public. As seen in RiNo, most redevelopment occurred after light rail opens.

- **CONSIDERATION:** *It has been 20 years since Oxford Station opened and only one multifamily project has occurred. This is probably due to lack of planning and zoning implementation, as everything has to go through a PUD process today. Is it time to update zoning?*



3. MAKE IT A PRIORITY

Both Denver and Redmond made these TODs a priority and backed it up with leadership and policy. In Denver, the mayor's office created the NDCC and invested in Brighton Boulevard and other infrastructure projects. In Redmond, the visioning for Marymoor Village was initiated by City Council, and they had a close hand throughout the entire process.

- **CONSIDERATION:** *With potential momentum occurring at City Center, this could be an ideal time to elevate Oxford Station as a priority, as it will likely follow or be concurrent with City Center redevelopment. Has City Council made Oxford Station a priority?*

4. PRIVATE MONEY FOLLOWS PUBLIC INVESTMENT

Investing in multi-million dollar projects, like Brighton Boulevard and pedestrian bridges to overcome physical neighborhood barriers, was key in the RiNo success story. Without these public investments, the transformation would look very different. The city's investment of \$40 million is said to have created more than \$850 million in private investment. In Marymoor Village, the city has invested in upgrades to wastewater infrastructure and in the Recreation Center in the neighborhood.

- **CONSIDERATION:** *Look for opportunities to invest in the public realm or public amenities. This can be with streetscape upgrades, ensuring sufficient infrastructure is available to handle additional development, or perhaps creating a public park or plaza. Reinvestment and upgrades to the Recreation Center may also be an opportunity. Are any of these being considered in the city budget cycle?*

5. BUILD ON UNIQUE CHARACTER

Both RiNo and Marymoor Village have kept or plan to reuse some existing buildings to keep the industrial history and character intact. In RiNo, this is most apparent along Larimer Street, which has seen a lot of reinvestment and adaptive reuse. This area is also dominated by colorful murals, which make it an attraction and destination. Reusing buildings is sustainable and can keep costs down for leasees as well.

- **CONSIDERATION:** *In particular, the buildings in the northern segment (Kenyon to Nassau) may present an opportunity for adaptive reuse. While these buildings are not architecturally significant, they are a dense collection of businesses, have low vacancy, and have potential to evolve overtime.*



6. AFFORDABLE HOUSING CANNOT BE AN AFTERTHOUGHT

Affordable housing is, and will continue to be a challenge for years to come. It is not enough to plan for density. RiNo learned this lesson and some say it was too little too late. The 38th & Blake incentive zoning is intended to deliver affordable housing, but it is not being used to the extent some thought it would. It also came about through the realization that the majority of new housing being built was not attainable to the average citizen.

- **CONSIDERATION:** *Could the City of Englewood be proactive and purchase property to ensure that affordable housing gets delivered? Are there other policies in place, like linkage fees that contribute to affordable housing developments or inclusionary zoning? Be proactive and start looking for developers that do affordable housing and have success in Low Income Housing Tax Credits.*

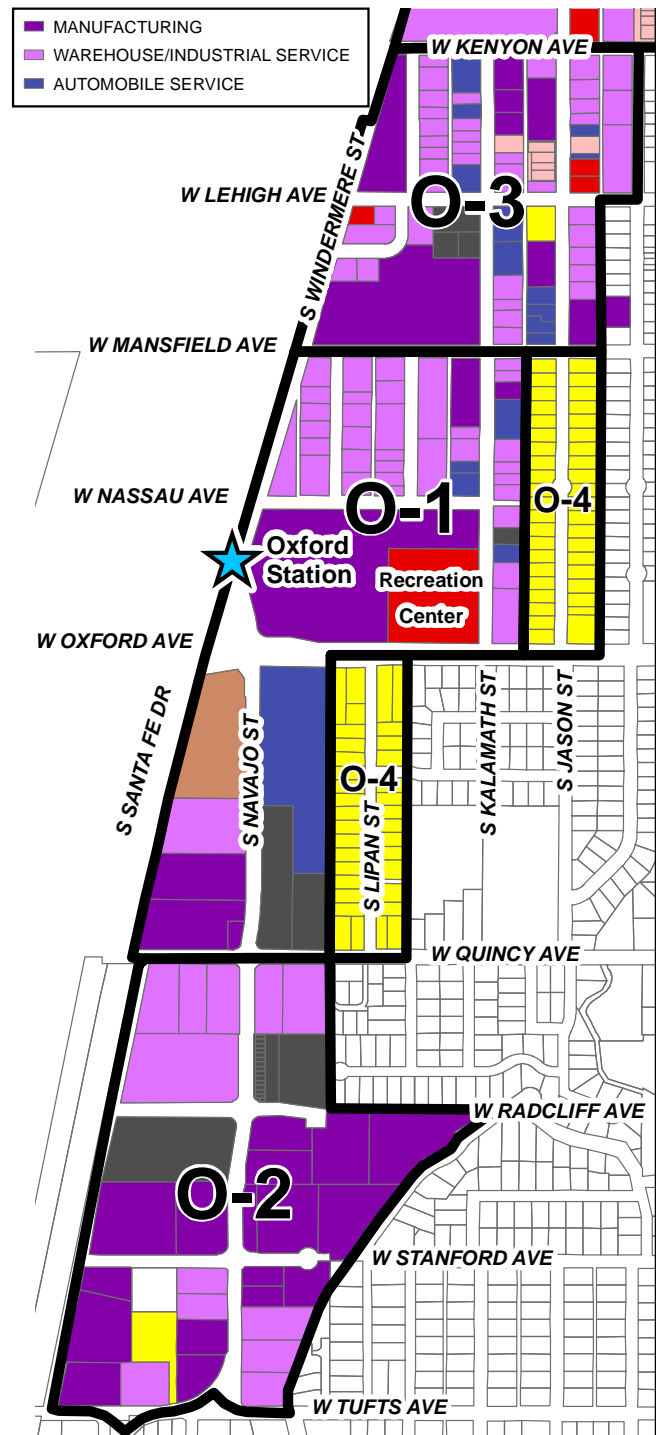


EXISTING CONDITIONS ANALYSIS

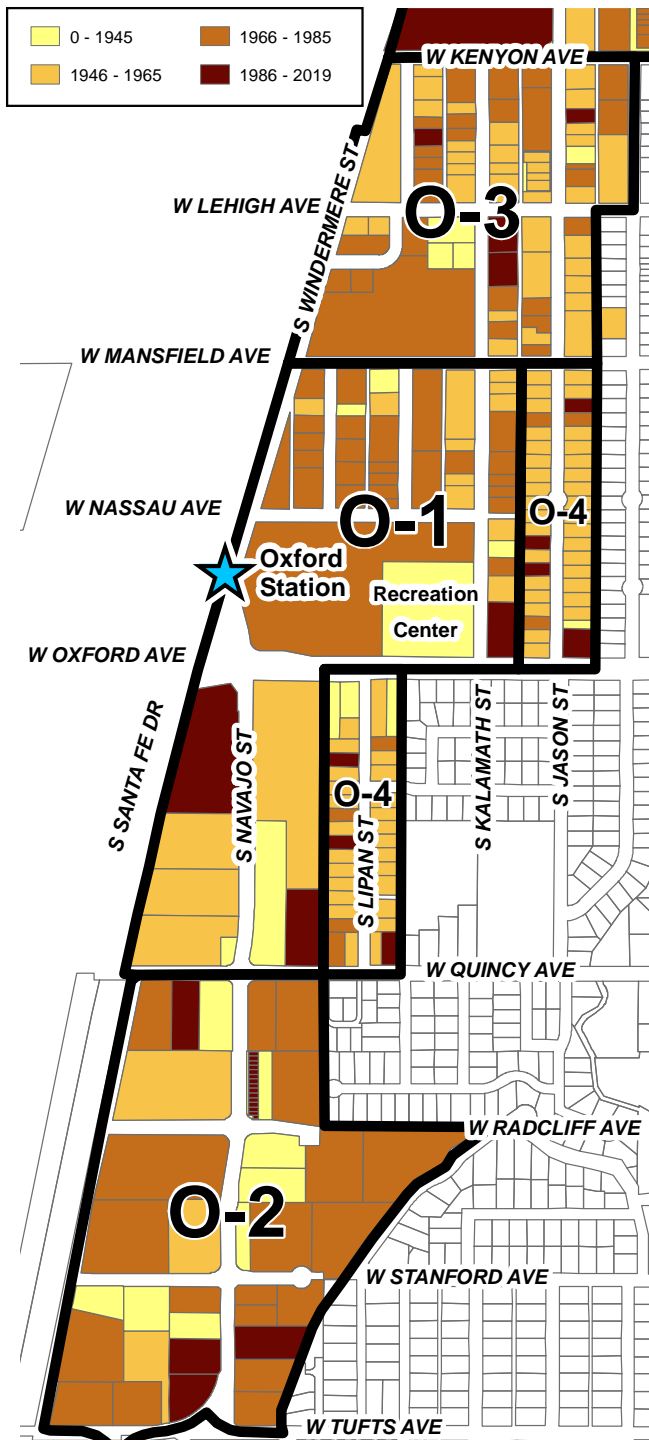
GIS Mapping Analysis

In order to quickly analyze land patterns in the Oxford Station area, a series of GIS data layers were created and used to highlight key themes. The following are a series of GIS maps that highlight:

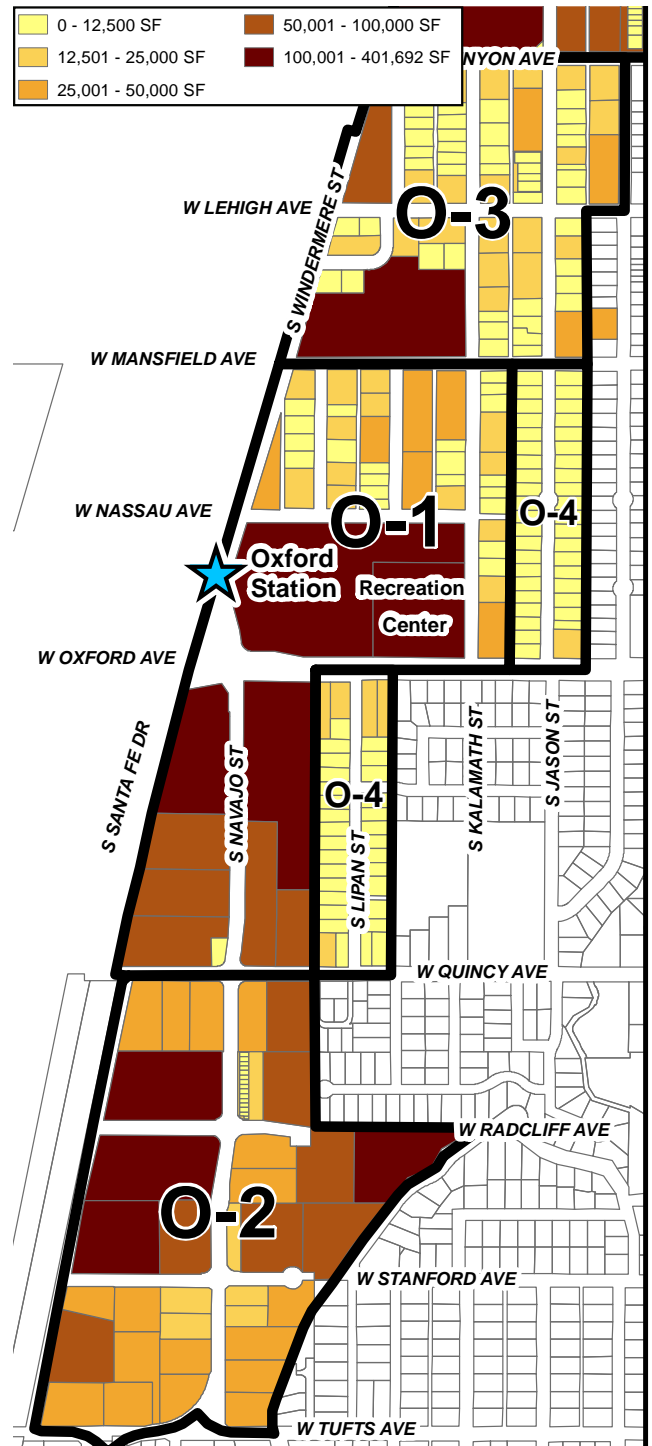
- **Land Use** - What types of uses are existing? What uses might be desired for the long-term vs. what uses are likely to change?
- **Building Age** - How old are the structures in the study area? Are any of historic significance?
- **Lot Size** - How big are the lots? What is an ideal redevelopment project size?
- **Land Value** - What are the land values? How does this impact redevelopment opportunities?
- **Improvement Value** - Have there been recent improvements to properties, and what are they worth? How does this impact redevelopment opportunities?
- **Employees Per Parcel** - How many employees are there in each parcel? How does this impact how we consider redevelopment potential?
- **Employees Per Acre** - What is the density of employees on a certain lot comparative to the lot size?



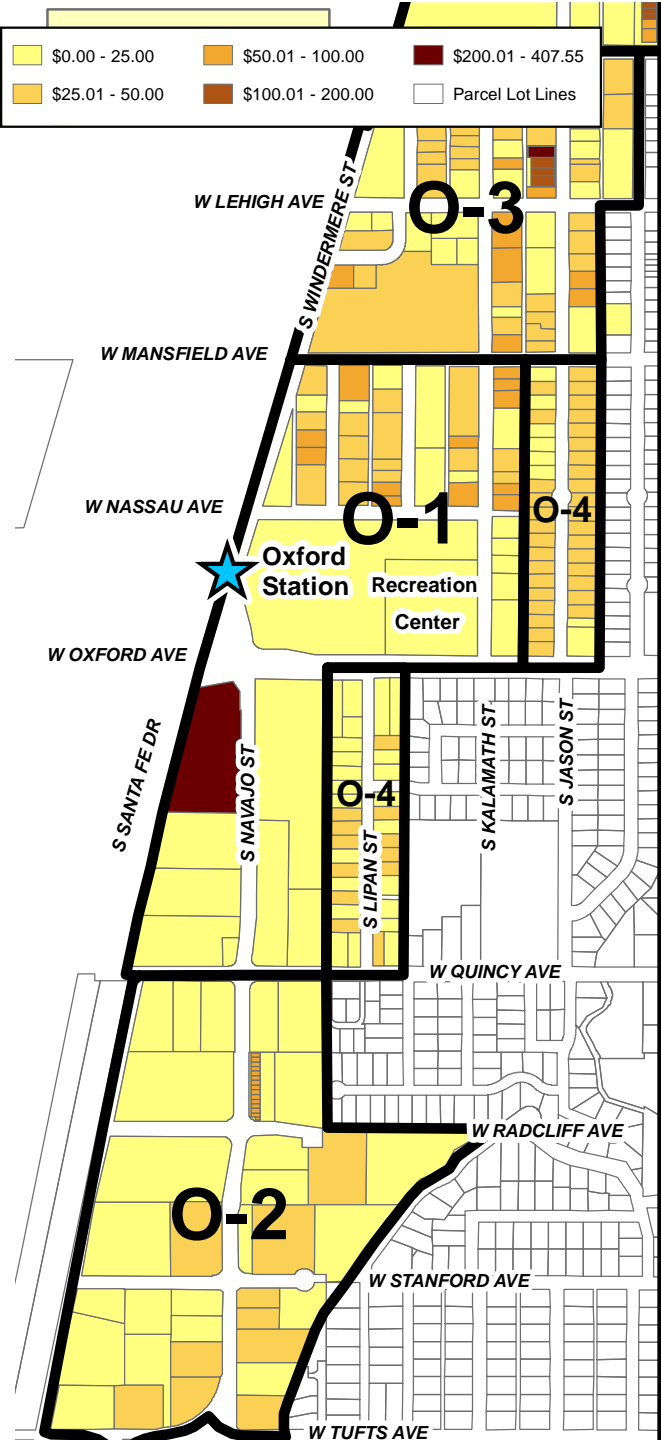
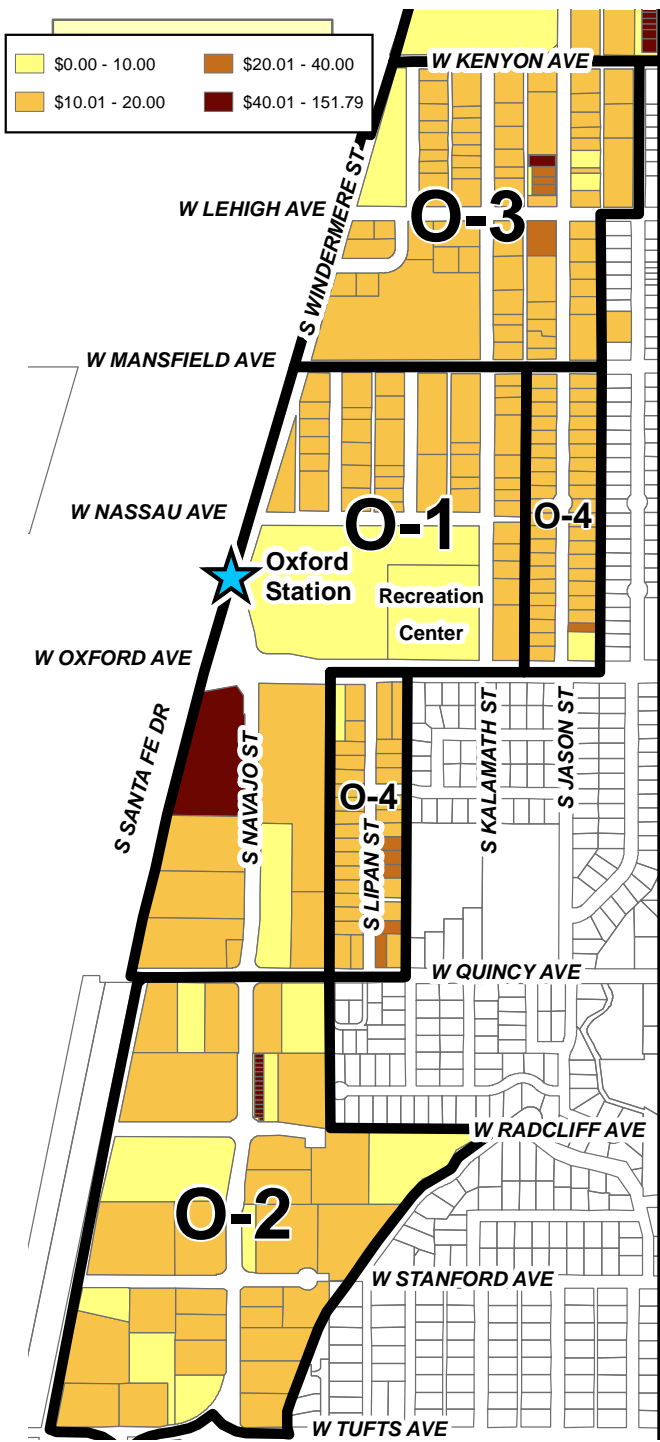
LAND USE - Oxford Station is primarily manufacturing, warehouse/industrial service, and automobile service uses. The Recreation Center and Oxford Station Apartments stand out as different uses.



BUILDING AGE - The majority of structures were built prior to 1985. There are only a few buildings constructed in the past 20-30 years.

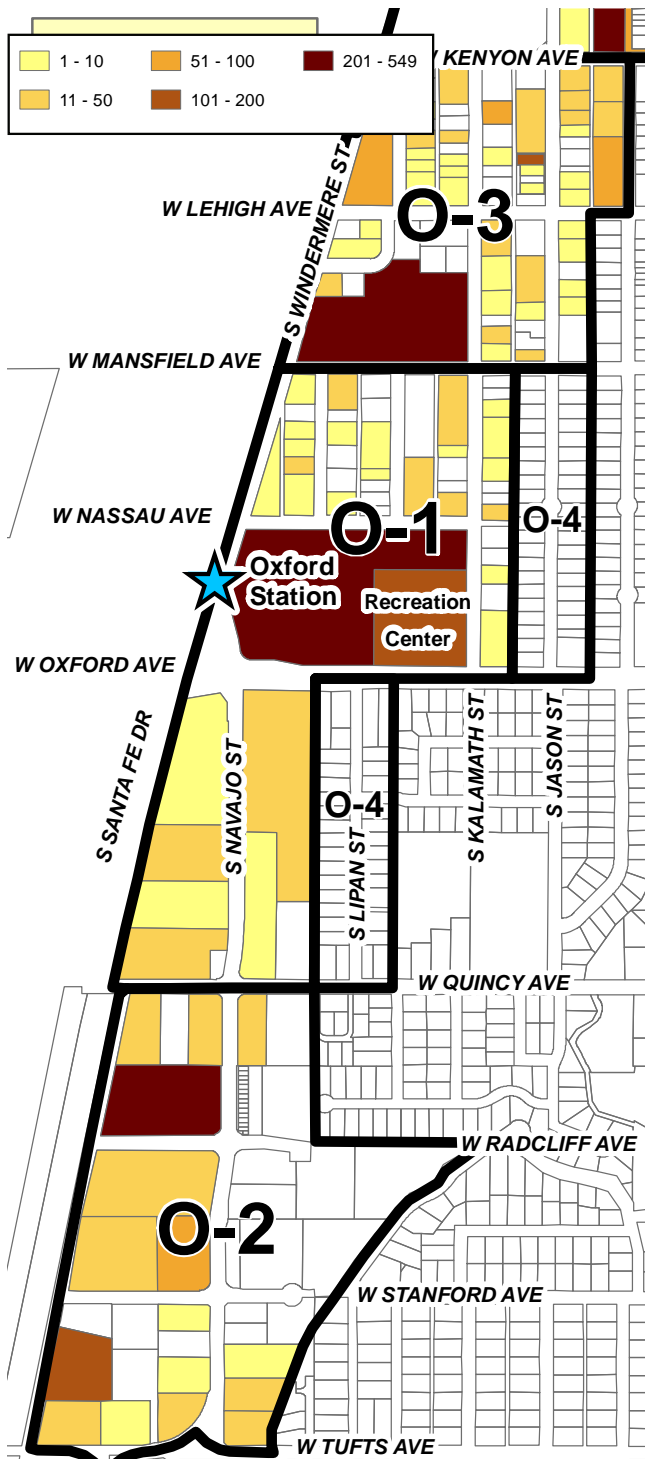


LOT SIZE - North of Oxford Avenue, the majority of parcels are very small, except for major employers like Meadow Gold, Ouray, and the Rec Center. South of Oxford is the opposite - primarily large parcels. Larger parcels may indicate more readiness for redevelopment.

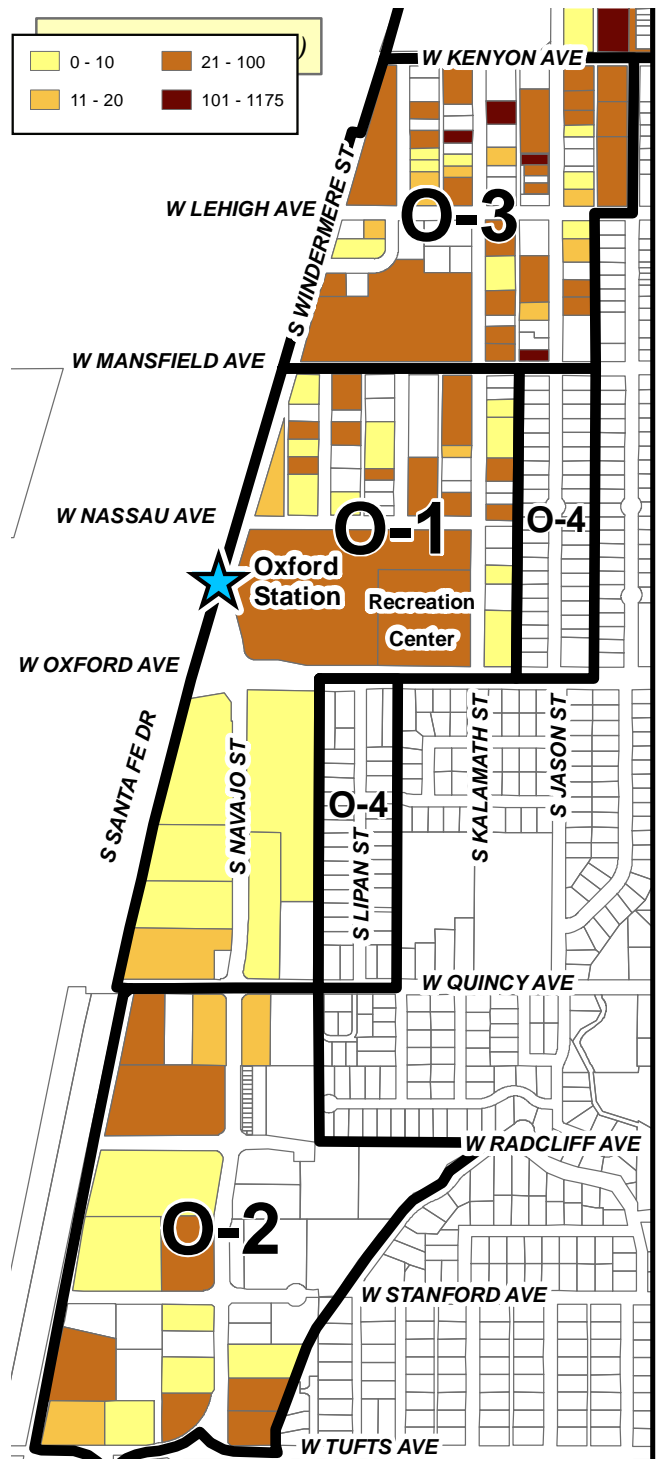


LAND VALUE - Land values in the area are consistently in the \$10-\$20/SF range, according to assessor's data. The Oxford Station Apartments has the highest land value and many industrial parcels are less than \$10/SF.

IMPROVEMENT VALUE - Again, there is a distinction between north and south of Oxford Avenue. North of Oxford, improvement values are higher than south of Oxford, generally.



EMPLOYEES PER PARCEL - North of Oxford, Meadow Gold, Ouray, and the Rec Center have a high concentration of employees. South of Oxford, O'Briens Concrete and Red Book Solutions has a high concentration of employees.

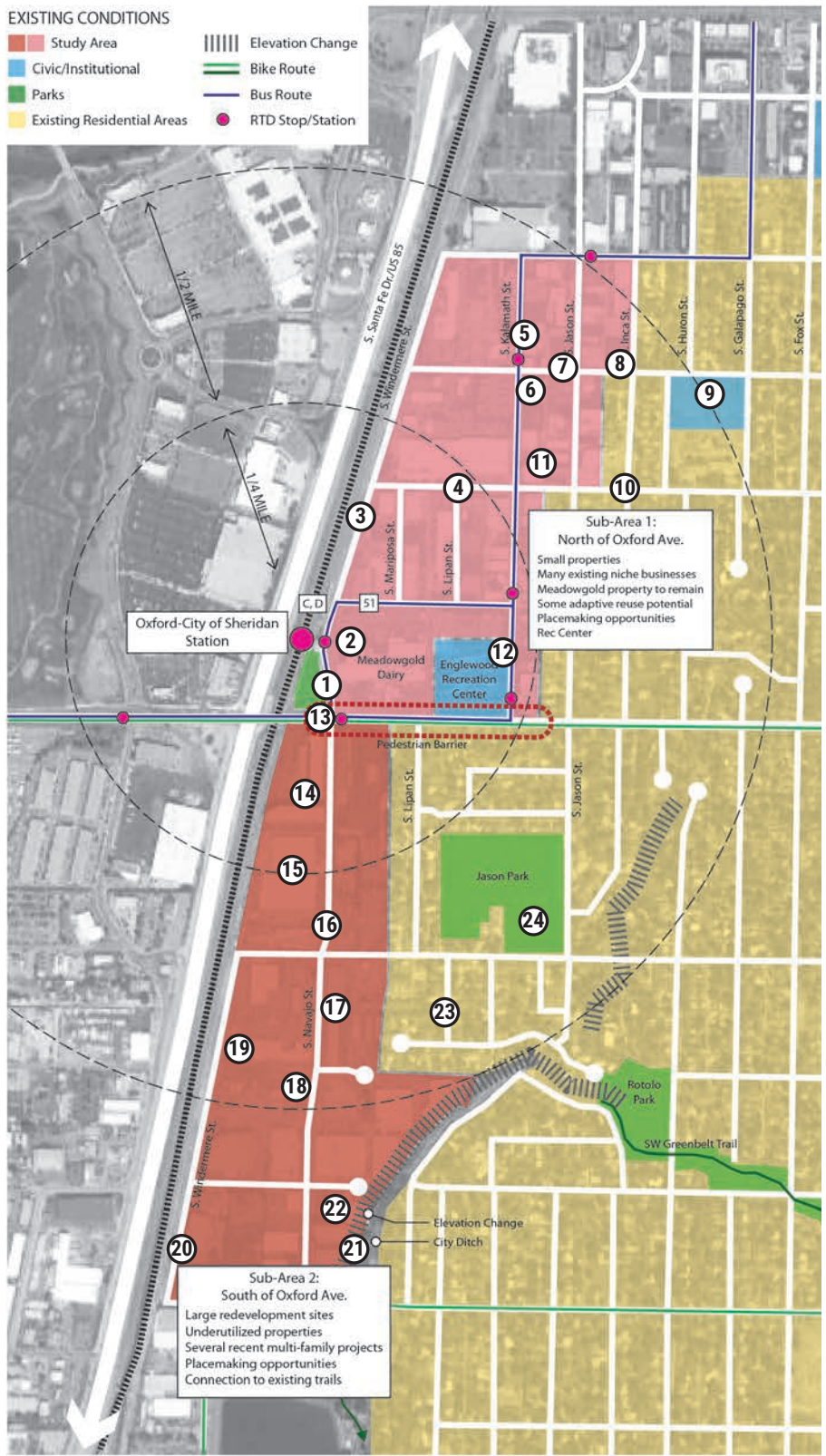


EMPLOYEES PER ACRE - Generally, the density of employees is greater north of Oxford compared to south of Oxford.

Existing Conditions Analysis

EXISTING CONDITIONS

- Study Area
- Civic/Institutional
- Parks
- Existing Residential Areas
- Elevation Change
- Bike Route
- Bus Route
- RTD Stop/Station



KEY ELEMENTS:

- *Wide roadways, high vehicle speeds*
- *Oxford is a barrier*
- *Station is an asset, but difficult to reach on foot or bike*
- *Lack of and underutilized public space*
- *Small-scale niche businesses north of Oxford with good pedestrian character*
- *Several large industrial employers*
- *Large parcels with underutilized land south of Oxford*
- *Elevation change south of Oxford is a natural buffer to residential areas*
- *Englewood Recreation Center*

Existing Conditions Photos | NORTH OF OXFORD AVENUE



① The land directly adjacent to the transit station is underutilized and inaccessible.



② Meadow Gold, directly across from the transit station, is a major employer in the area.



③ South Windermere Street is typically used for transit riders to park and ride.



④ Ouray is another major employer in the area, located on Mansfield Avenue.



⑤ Kalamath Street, north of Lehigh has a dense collection of buildings and businesses, some with unique character.



⑥ There are multiple Classic and European autobody shops in the neighborhood.



⑦ A few businesses have expressive art displayed on their walls.



⑧ A U.S. Post Office in the study area serves the neighborhood.



⑨ A new Early Learning Childhood Education center is located a half mile from the transit station in the study area.



⑩ A variety of modest housing types are available in adjacent residential areas.



⑪ Alleys are present in most blocks north of Oxford Avenue.



⑫ The Recreation Center is a great neighborhood amenity and destination.

Existing Conditions Photos | SOUTH OF OXFORD AVENUE



13 Oxford Avenue is difficult to cross as a pedestrian and feels unsafe. A new pedestrian bridge is being designed.



14 Oxford Station Apartments is the newest development located at Oxford and Navajo. It is 4-stories over surface parking.



15 A new multifamily housing development is under construction next to Oxford Station Apartments.



16 Navajo Street has narrow, attached sidewalks, on-street parking, and two travel lanes. The on-street parking is underutilized.



17 Most of the businesses are industrial with large parking areas and yards. Some are active during the weekday, others are not.



18 Some lots are used for storage or waste and appear to be abandoned and/or blighted.



19 A concrete pumping business is located at South Windermere and Radcliff Avenue.



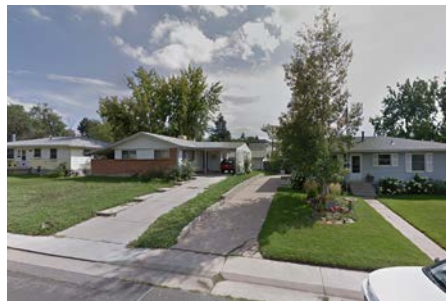
20 A trail is planned adjacent to Windermere connecting pedestrians and bicyclists to the transit station.



21 The "city ditch" is located on the eastern edge of the study area.



22 Much of the southern end of the study area is set below the city ditch bluff.



23 Homes in the area are typical first-ring suburb, post-war ranch style homes.

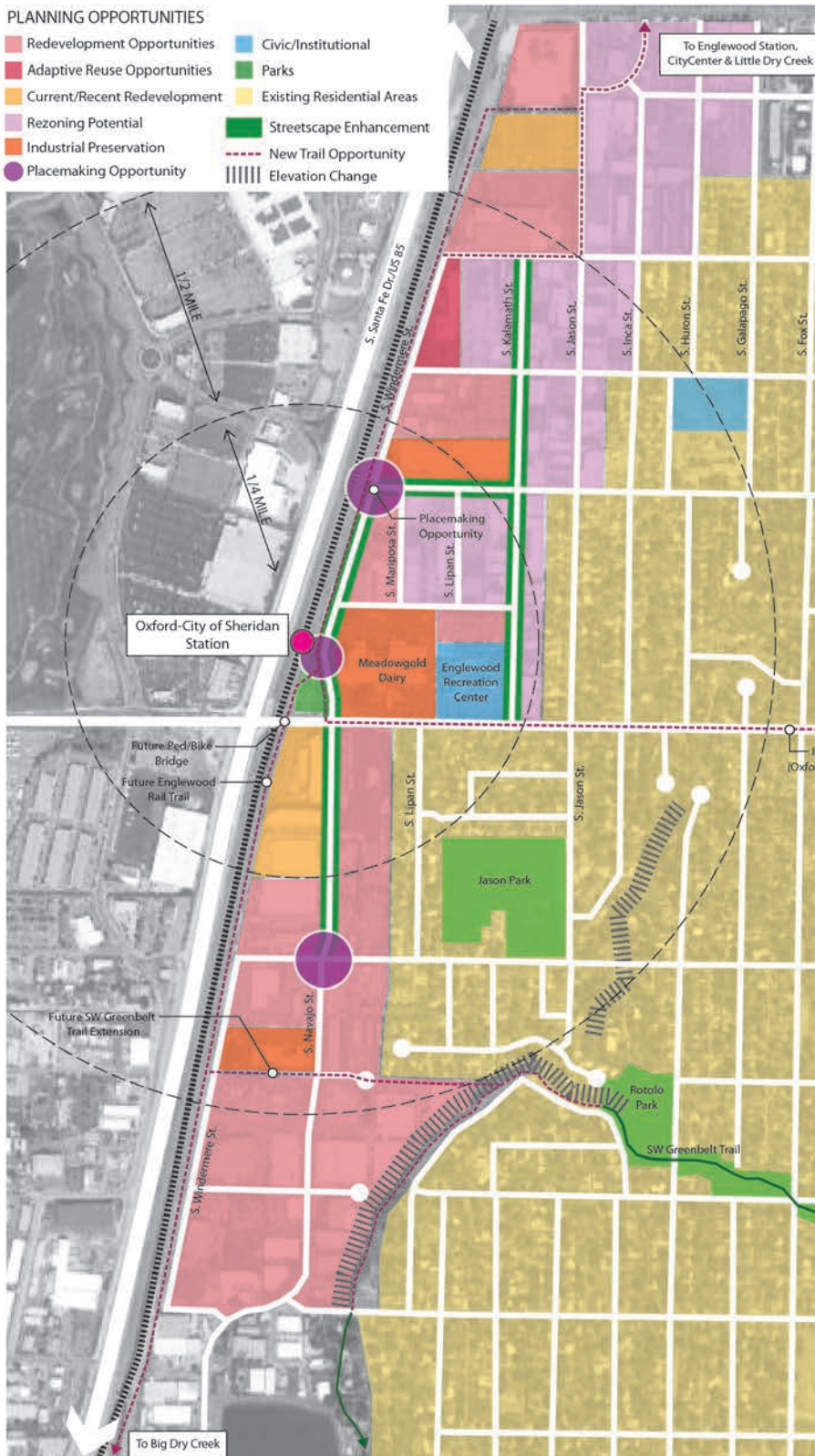


24 Jason Park, just east of the study area on Quincy Avenue, is the closest neighborhood park.

OPPORTUNITIES & ALTERNATIVES

PLANNING OPPORTUNITIES

■ Redevelopment Opportunities	■ Civic/Institutional
■ Adaptive Reuse Opportunities	■ Parks
■ Current/Recent Redevelopment	■ Existing Residential Areas
■ Rezoning Potential	■ Streetscape Enhancement
■ Industrial Preservation	- - - New Trail Opportunity
■ Placemaking Opportunity	 Elevation Change



This study seeks to create several high-level planning concepts for the Oxford Station area that may inform a future small area plan, zoning revisions and begin to make recommendations for future public realm investment to guide redevelopment and adaptive reuse. Due to the highly different character of the areas north and south of Oxford Avenue, the planning concepts are focused accordingly. These concepts were developed and refined with City of Englewood staff through a collaborative planning workshop in January 2021.

Opportunities

KEY ELEMENTS:

- *Preserve high employment industrial sites*
- *Leverage several large, single-ownership redevelopment opportunities, especially south of Oxford*
- *Key adaptive reuse sites to preserve character*
- *Preserve small business character but encourage more variety and activation*
- *Use public infrastructure improvements to drive investment and create “place”*
- *Consider north and south of Oxford as unique neighborhoods*
- *Build out the Rail Trail and connect to existing neighborhoods and trail network*
- *Encourage walking and biking, slow vehicle traffic*

“Oxford Hub” | NORTH OF OXFORD AVENUE

The Oxford Hub concept leverages the unique assets and mid-century architectural character of the blocks between Nassau and Mansfield Avenues by focusing investment in small public realm improvements within a rejuvenated creative district.



KEY FEATURES:

- *New neighborhood squares on S. Kalamath Street create active edges and “nodes”.*
- *Streetscape and public realm improvements along S. Lipan and S. Mariposa Streets.*
- *Retains small-scale, mid-century architectural character of existing buildings.*
- *Encourage preservation of existing auto-focused niche businesses while allowing for adaptive reuse of structures for food and beverage uses, maker spaces and other creative industry uses.*
- *Green infrastructure improvements along Mansfield Avenue.*
- *Safety improvements to intersection of Oxford Avenue and S. Navajo Street.*
- *Activate and enhance light rail station plaza and adjacent park through programming, public art, food trucks, etc.*

PEDESTRIAN ENHANCEMENTS	INDUSTRIAL USES TO PRESERVE	NEW/ENHANCED PUBLIC SPACE
FUTURE RAIL TRAIL	POTENTIAL REDEVELOPMENT SITES - 10.5 ac	GREEN STREETS
ENHANCED BIKE LANES	POTENTIAL ADAPTIVE REUSE - 26.5 ac	ACTIVE/ENHANCED EDGES





Allowing new uses to existing buildings, such as breweries and restaurants, would provide amenities for existing employees as well as nearby residential neighborhoods to walk or bike to.



Artist residences and live/work are compatible residential additions to light industrial areas.



Intersection improvements, with small active spaces, and green infrastructure improvements are wonderful neighborhood amenities and can spur economic development.



Reusing existing buildings can maintain the character while diversifying uses.



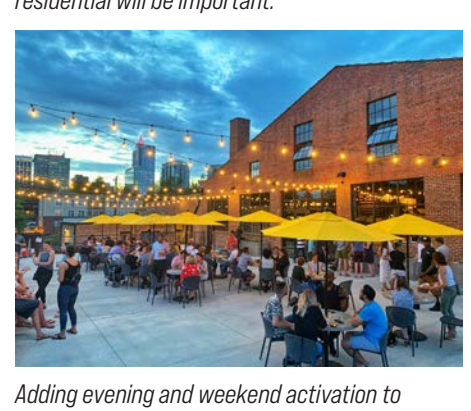
Allowing residential uses to be mixed in with existing uses can add vibrancy and activity to the area.



Sensitive transitions to existing low-scale residential will be important.



Streets like Mariposa and Lipan have potential to be transformed into shared space streets with a unique identity.



Adding evening and weekend activation to existing structures can create a creative "Hub" for the Oxford Station area.

“Windermere Promenade” | NORTH OF OXFORD AVENUE

The Windermere Promenade concept aims to create a linear public space along Windermere Street that blends multi-modal transportation with a new public amenity. This public space could function as a shared street that slows vehicular traffic while prioritizing pedestrian and bicyclists and providing added public amenities such as seating, café space, gardens, street trees and other features.



KEY FEATURES:

- *New promenade public space along Windermere Street from the light rail station to Kenyon Avenue.*
- *Incorporate future Englewood Rail Trail and enhanced pedestrian amenities.*
- *Expanded public plaza space at intersection of Windermere Street and Mansfield Avenue.*
- *Focus active edges, in both redevelopment and adaptive reuse of existing structures, along Windermere Street and Mansfield Avenue.*
- *Green infrastructure improvements along Mansfield Avenue and S. Kalamath Street.*
- *Safety improvements to intersection of Oxford Avenue and S. Navajo Street.*
- *Activate and enhance light rail station plaza and adjacent park through programming, public art, food trucks, etc.*





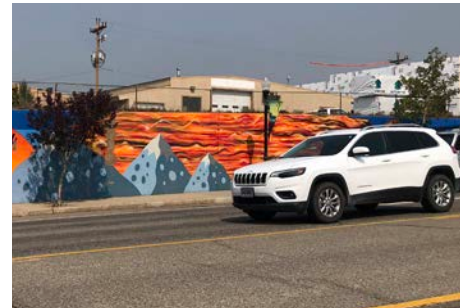
Transforming Windermere into a multi-modal “promenade” has potential for economic development near the transit station while preserving existing major employers.



Activating the light rail station plaza with unique uses, such as a coffee shop or ice cream parlor, can add vibrancy and enhance a sense of safety at the station.



Incorporating shared use, green infrastructure streets and activating them with complementary uses to employees and nearby residents will add value to the neighborhood.



A wall with a mural surrounding Meadow Gold adjacent to the transit stop could protect the industrial use while adding interest to the street.



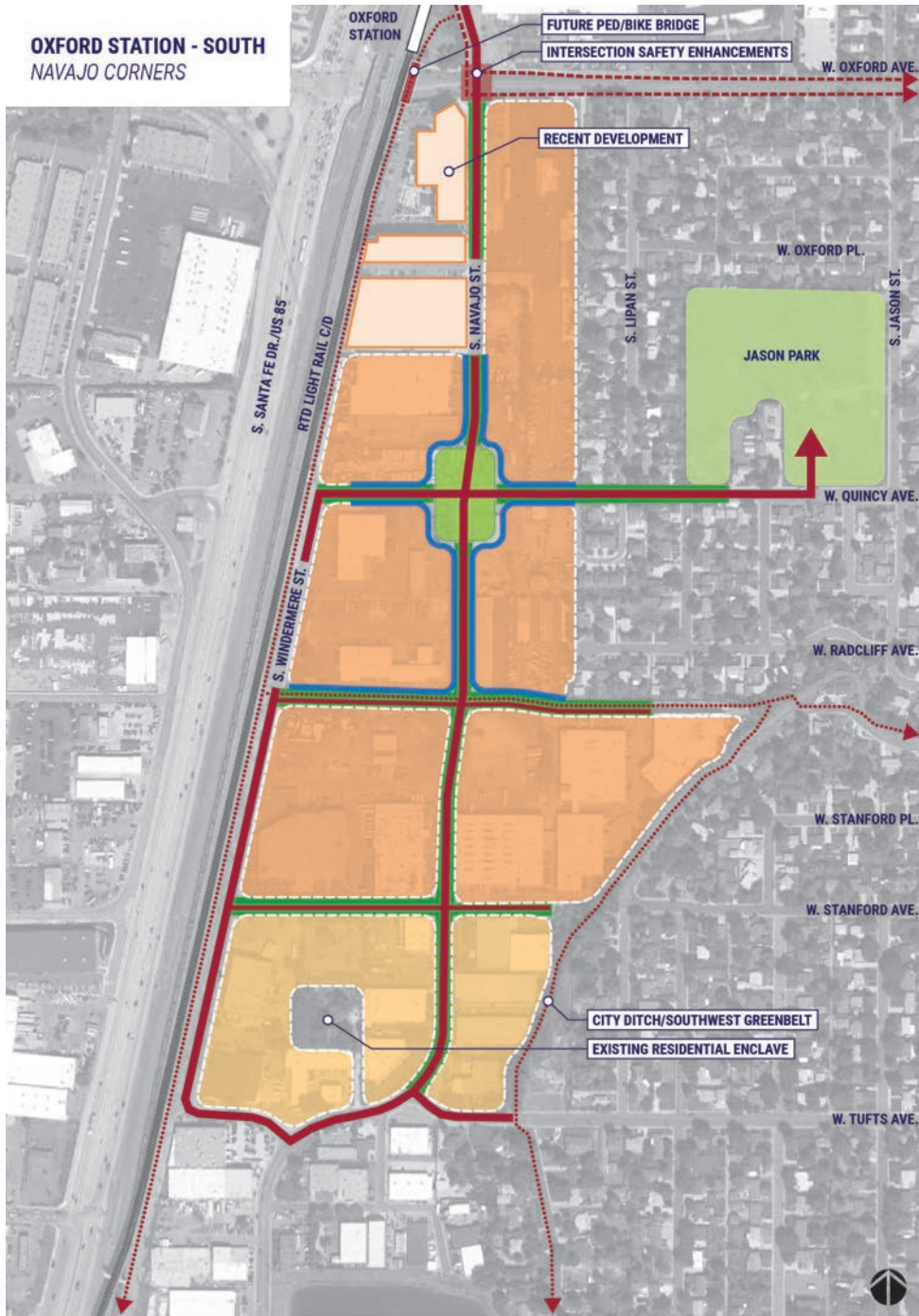
Incorporating existing buildings into redevelopment projects is a great way to add density and vitality while preserving character.



Reusing existing buildings can maintain the character while diversifying uses.

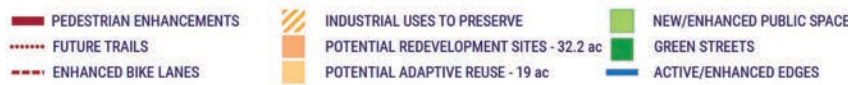
“Navajo Corners” | SOUTH OF OXFORD AVENUE

Navajo Corners strives to utilize and reimagine the large, underdeveloped land south of Oxford Avenue by creating a neighborhood center at the intersection of S. Navajo Street and Quincy Avenue. By requiring corner setbacks for new development at these corners and implementing traffic calming measures, a neighborhood plaza with active edges and retail uses is created at the four corners.



KEY ELEMENTS:

- Create new, neighborhood-scale public space with building set backs at the intersection of S. Navajo Street and Quincy Avenue.
- Traffic calming and pedestrian improvements along both S. Navajo Street and Quincy Avenue, connecting to Jason Park.
- Green infrastructure improvements to Quincy, Radcliff and Stanford Avenues.
- Multi-use trail connection between the City Ditch and a future Englewood Rail Trail along Radcliff Avenue.
- Safety improvements to intersection of Oxford Avenue and S. Navajo Street.





A “four corners” neighborhood node at the intersection of Quincy and Navajo could become a neighborhood hub of activity when industrial uses transform over time.



Pedestrian improvements like streetscape and wayfinding features would make Navajo Street and others more pedestrian friendly.



Industrial uses could transform into a variety of housing types over time.



Adding neighborhood-oriented commercial uses, like restaurants, would help activate the southern area.



Amenities for pedestrians and bicyclists would encourage sustainable transportation.



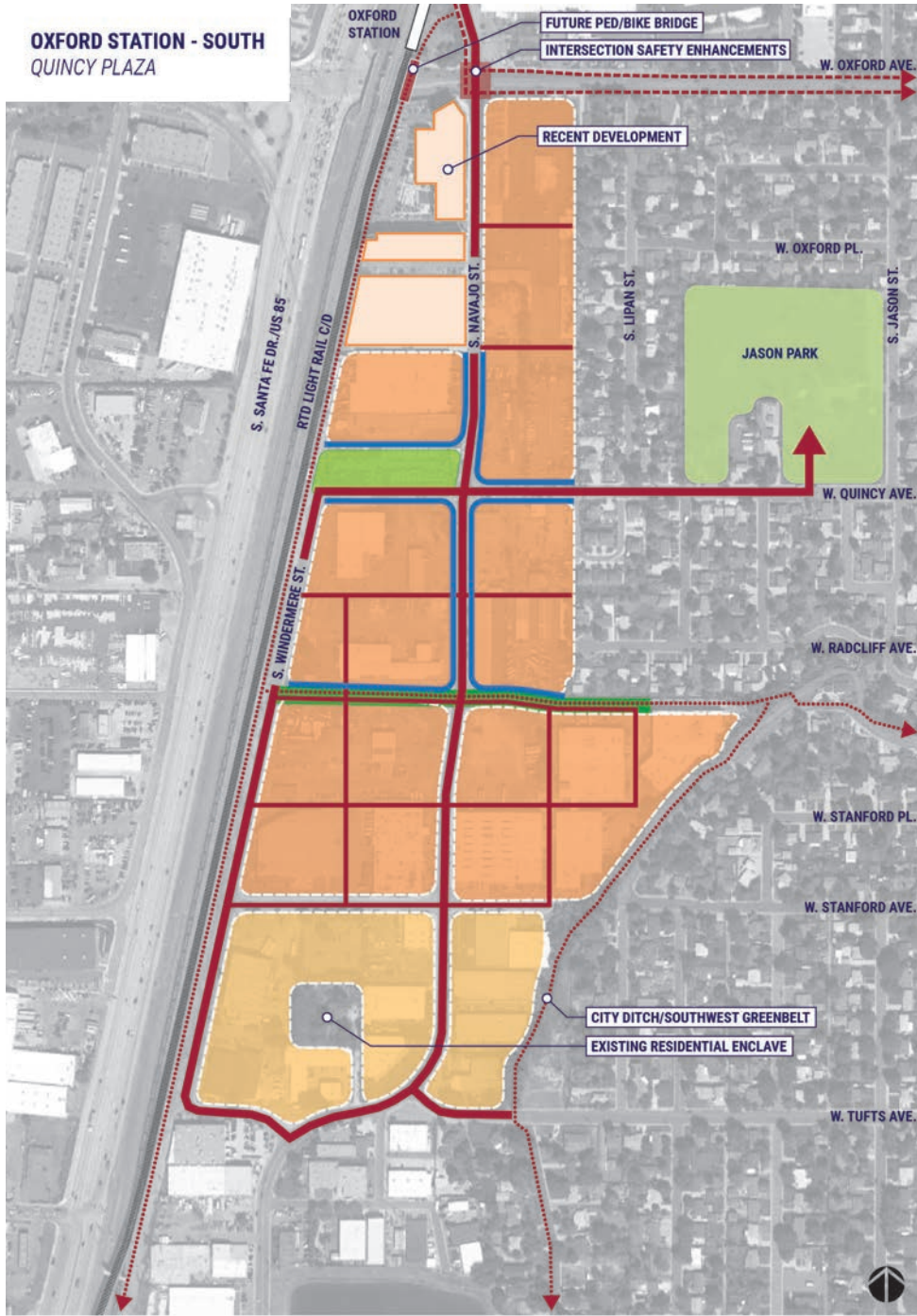
Green streets can serve multiple functions, such as: treating stormwater, providing a buffer between pedestrians and cars, providing habitat for urban wildlife, and contributing to a more active street.



A multi-use trail connection between the City Ditch and future Englewood Rail Trail would bisect the new south end neighborhood.

“Quincy Plaza” | SOUTH OF OXFORD AVENUE

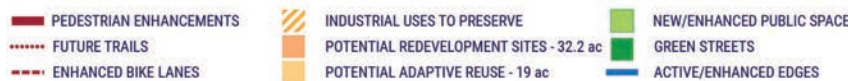
Quincy Plaza would make use of a large underutilized parcel north of Quincy Avenue and west of S. Navajo Street to create a public square as a centerpiece for a new transit-oriented district south of Oxford Avenue. This block of Quincy Avenue would become a shared street running through a large plaza with active edges on both the north and south sides.



OXFORD STATION - SOUTH
QUINCY PLAZA

KEY ELEMENTS:

- Urban public space/plaza along Quincy Avenue - “Quincy Plaza”.
- Quincy Avenue becomes a shared street through the urban plaza faced with retail uses.
- Traffic calming and pedestrian improvements along both S. Navajo Street and Quincy Avenue, connecting to Jason Park.
- Active edges and retail uses along S. Navajo Street, Quincy Avenue and the new Quincy Plaza.
- Green infrastructure improvements to Radcliff Avenue.
- Reconnected street/alley grid throughout the south of Oxford district.
- Multi-use trail connection between the City Ditch and a future Englewood Rail Trail along Radcliff Avenue.
- Safety improvements to intersection of Oxford Avenue and S. Navajo Street.





A new urban public space and plaza along Quincy Avenue would complement Jason Park, being flanked with active uses and higher density residential to keep it active during days and nights.



Quincy Avenue would become a shared street through an urban plaza.



New transit-oriented residential uses could help activate the area and provide much-needed housing diversity, while also being compatible with lower-scale neighborhoods to the east.



A series of alleys, streets, or mews would provide additional connectivity and access to properties, as they redevelop.



Iconic public art could help activate the plaza.



A connection to the future Englewood Rail Trail is made through the neighborhood from City Ditch.

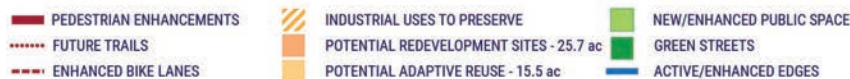
“Radcliff Quarter” | SOUTH OF OXFORD AVENUE

The primary focus of the Radcliff Quarter concept is a renewed public realm along Radcliff Avenue and the creation of a creative campus for artists, makers and small entrepreneurs within the current industrial zone at Radcliff and S. Navajo. Existing circulation within the block becomes a network of intimate pedestrian ways where the energy of the creative campus spills out. Radcliff Avenue is transformed into a green, multi-modal linear park and the central public space for the new neighborhood.



KEY ELEMENTS:

- Linear urban public space along Radcliff Avenue.
- New creative campus for artists, makers and small entrepreneurs.
- Traffic calming and pedestrian improvements along both S. Navajo Street and Quincy Avenue, connecting to Jason Park.
- Active edges and retail uses along S. Navajo Street, Radcliff Avenue and within the new creative campus.
- Multi-use trail connection between the City Ditch and a future Englewood Rail Trail along Radcliff Avenue.
- Make safety improvements to intersection of Oxford Avenue and S. Navajo Street.

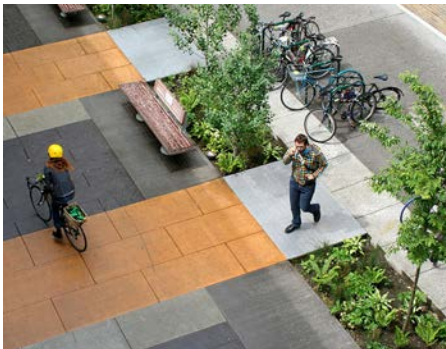




A new creative campus anchors the south end in "Radcliff Quarter" alternative by combining new buildings with old and opening onto existing alleyways could create an iconic neighborhood destination and hub of activity.



New transit-oriented housing developments can help anchor the south end and provide a transition to neighborhoods to the east as industrial uses transform over-time.



The proposed enhanced east-west public space should be pedestrian and bicycle friendly and connect to the future Englewood Rail Trail.



Adding sculptures to the east-west trail connection can add vibrancy.



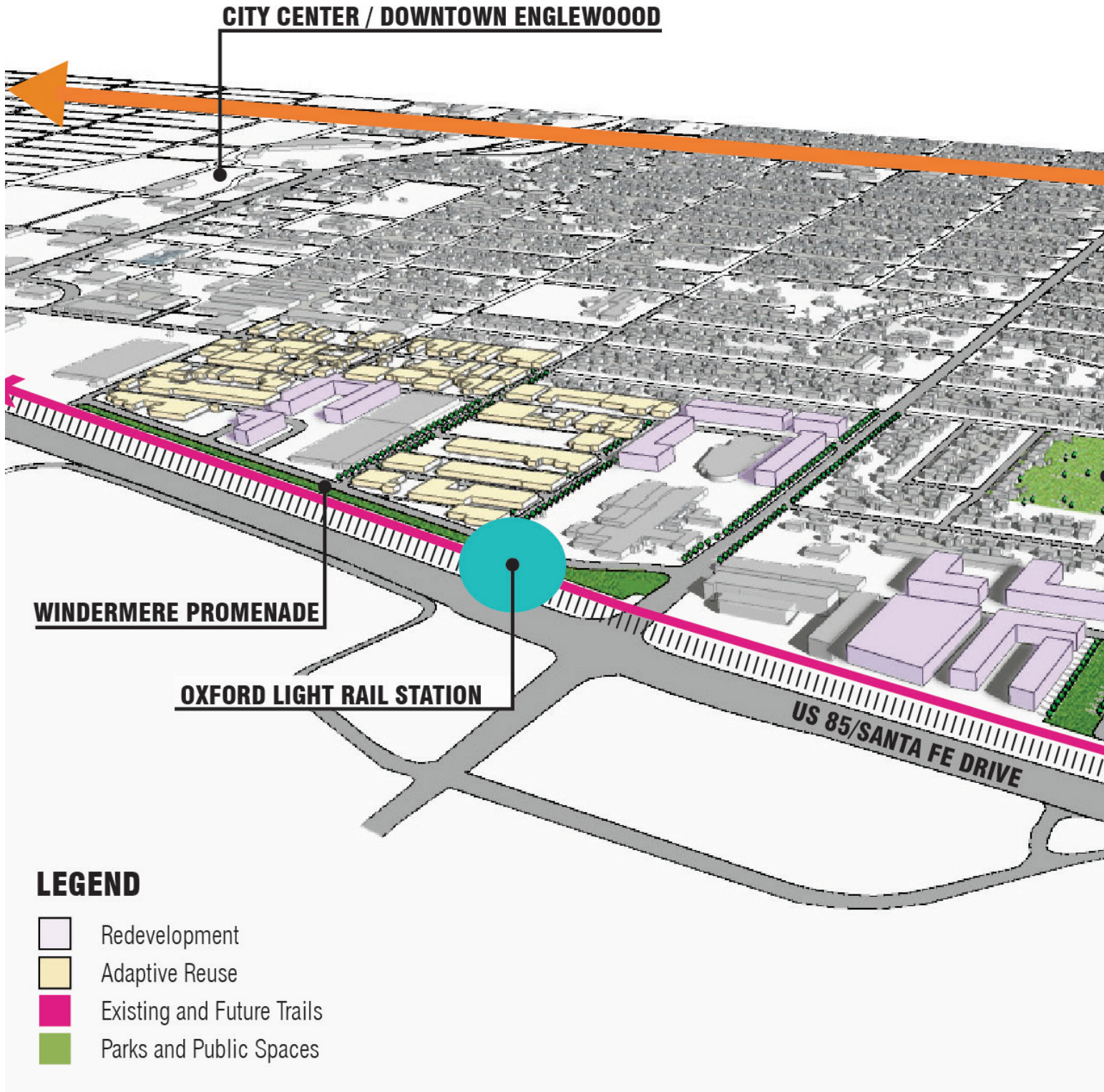
A variety of housing types with multiple opportunities for connectivity and access are proposed.



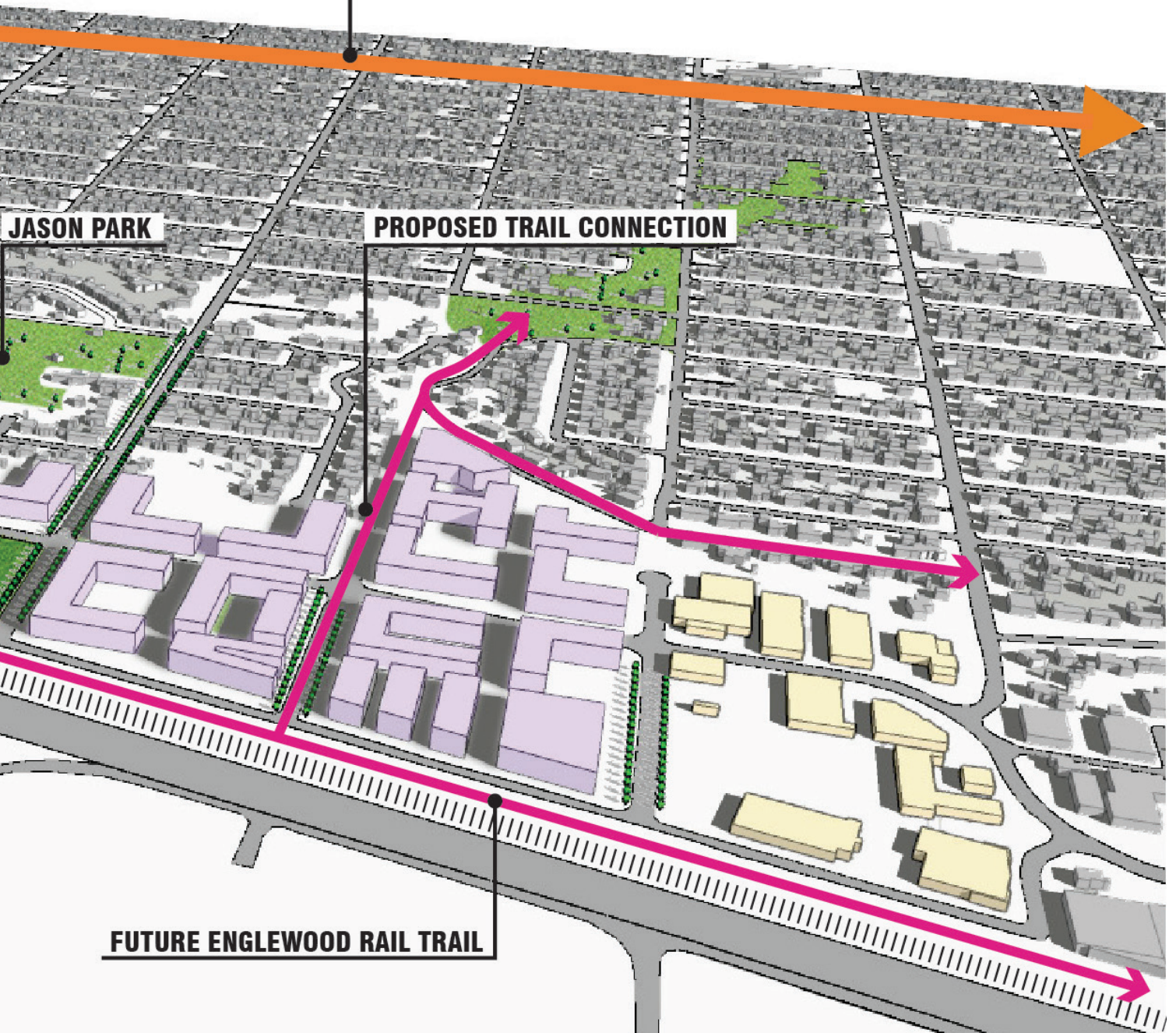
The proposed creative campus should include shared outdoor space that can be activated by adjacent uses.

Conceptual Rendering | OXFORD STATION STUDY AREA

This view, looking east, illustrates both the development and public realm potential of the overall Oxford Station study area under a combination of the “Windermere Promenade” and “Quincy Plaza” alternatives. Future planning studies should analyze the right mix of development, adaptive reuse and community desires for outcomes around Oxford Station.



SOUTH BROADWAY CORRIDOR



JASON PARK

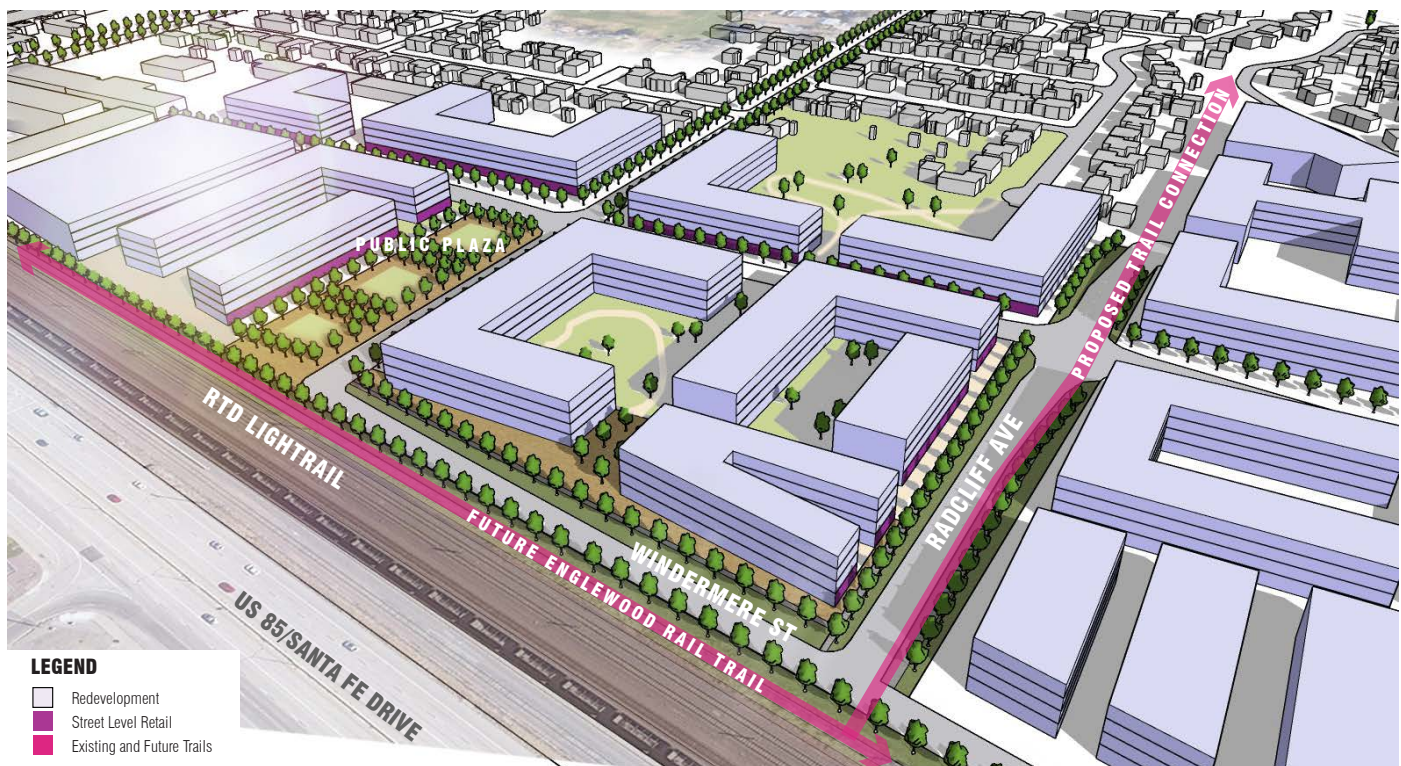
PROPOSED TRAIL CONNECTION

FUTURE ENGLEWOOD RAIL TRAIL

KEY FINDINGS AND NEXT STEPS

The Oxford Station area has many assets that can be leveraged to create a unique and lively urban transit-oriented neighborhood. The presence of industrial and commercial employers and many of the architectural assets should be protected and encouraged to remain so that as the district evolves, this unique character is not erased. There is also great potential for larger redevelopment projects to better utilize land near the transit station for a mix of housing options, neighborhood retail and creative industry. Strategic investment in both infrastructure and the development of new public spaces and amenities can encourage economic development and ensure the district has a high-quality public realm for decades to come. Striking the right balance to encourage a mix of uses while preserving the unique industrial character of this district, and identifying urban design and infrastructure improvements should be the goal of future planning efforts.

Future work for the Oxford Station Light Rail Corridor area should include a full small area plan or station area plan to conduct a more detailed analysis of potential redevelopment and adaptive reuse opportunities. Such a plan would also make more detailed urban design recommendations and develop a full planning opportunities framework to guide future public and private investment in the district. It should also make target zoning recommendations that include the creation of a new zone district, zoning overlays to accomplish redevelopment and reuse goals, and/or urban design guidelines that would apply to new development and redevelopment in order to accomplish the goals of the plan. Most importantly, future planning efforts should include robust community engagement strategies to give businesses, property owners and residents a voice in the future of the station area.



Detailed perspective of future public realm and development potential south of Oxford Avenue.

OXFORD STATION INDUSTRIAL T.O.D. STUDY

ENGLEWOOD, CO | APRIL 2021

