

# Englewood, Colorado



## **Englewood Station/CityCenter Redevelopment, Revitalization, and Reinvention Virtual Public Meeting**

**April 27, 2021**

# CityCenter Redevelopment, Revitalization, and Reinvention: Meeting Format and Instructions

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## **Format: Power Point Presentation (~60 min.) followed by Questions and Group Discussion**

Meeting is being recorded and will be posted on the City of Englewood Meetings Portal.

Meeting attendees may enter questions into the chat box at any time. Questions in the chat box will be addressed at the beginning of the Questions and Discussion segment. Staff will start by going through each of the questions asked in the chat box.

Staff will then open up the floor to allow the audience to give verbal feedback on the information presented this evening.

Please use the “Raise Hand” icon to signal to the meeting moderator that you would like to make a comment. Wait for the meeting moderator to call your name. Each audience speaker will be allocated three minutes of speaking time.

Please visit our project webpage for more information:

[www.engaged.englewoodco.gov/citycenter-redevelopment](http://www.engaged.englewoodco.gov/citycenter-redevelopment)

Questions can also be submitted anytime by phone or email:

John Voboril

303-783-6820

[jvoboril@englewoodco.gov](mailto:jvoboril@englewoodco.gov)

# CityCenter Redevelopment, Revitalization, and Reinvention: Meeting Agenda and Presenters

Introduction.....	Brad Power, CD Director
Site History.....	John Voboril, Sr. Planner
Site History – Planner/Architect’s Perspective.....	Bill Moon & Sarah Komppa, Tryba Architects
CityCenter Redevelopment - Why.....	Dan Poremba, Chief Redevelopment Officer
Local Transit Oriented Development – Planner/Architect’s Perspective.....	Bill Moon & Sarah Komppa, Tryba Architects
Recent Steps Toward Redevelopment.....	Dan Poremba, Chief Redevelopment Officer
Recent Steps Toward Redevelopment – Planner/Architect’s Perspective.....	Bill Moon & Sarah Komppa, Tryba Architects
Recommended Rezoning Strategy.....	John Voboril, Sr. Planner
Questions and Discussion.....	All

# CityCenter Redevelopment, Revitalization, and Reinvention: Introduction by Brad Power, Englewood Community Development Director



# CityCenter Redevelopment, Revitalization, and Reinvention: Site History

**ENGLEWOOD CITY PARK: ZONED R-1-A  
(SINGLE FAMILY)**

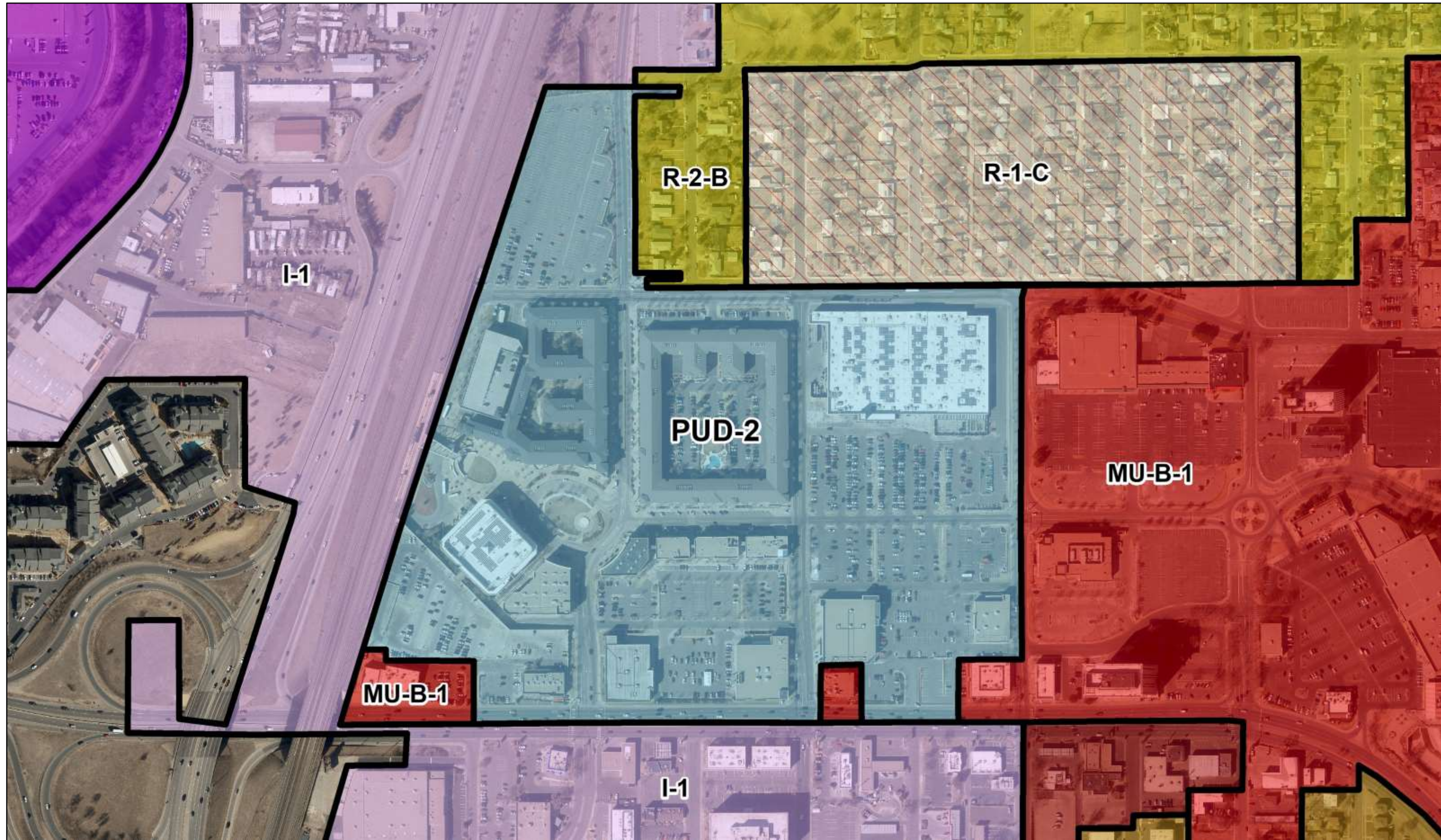


**CINDERELLA CITY MALL: ZONED B-1  
(BUSINESS)**



# CityCenter Redevelopment, Revitalization, and Reinvention: Site History

## ENGLEWOOD CITYCENTER: ZONED PUD (PLANNED UNIT DEVELOPMENT)



# CityCenter Redevelopment, Revitalization, and Reinvention: Site History



Opened in conjunction with the Southwest Light Rail Extension in year 2000

Metro Denver's first Transit-Oriented Development (TOD) ~ 1 M SF

- 438 residential units
- Civic Center: government offices, library, cultural arts
- Office
- Big Box Retail: Walmart, Ross, Office Depot, Petco, Sports Authority
- park-n-Ride: 910 shared spaces

## Special Features

- Public plaza featuring fountain, sculptures
- Small format retail/office Main Street

# CityCenter Redevelopment, Revitalization, and Reinvention: Site History – Planner/Architect’s Perspective

**SPECIAL GUEST  
PRESENTER:**

Tryba Architects

## 1. History of Englewood City Center



CINDERELLA CITY SHOPPING MALL, 1968



EARLY MASTER PLAN (NOT IMPLEMENTED)



HAND RENDERING STUDY, MUSEUM OF OUTDOOR ARTS



RTD TRANSIT FACILITY STUDY MODEL

Sunday, March 5, 2000 Denver Rocky

### WHAT'S GOING UP



**CityCenter Englewood**  
**Location:** 1000 Englewood Parkway (former site of the Cinderella City Shopping Mall)  
**Size:** 55 acres, 850,000 square feet  
**Cost:** \$155 million  
**Scheduled completion:** Englewood Civic Center (June) and the RTD SouthWest Corridor Light Rail Line (July) with phased completion thereafter  
**Contractor:** Saunders Construction Co. (site infrastructure), Calcon Constructors (Englewood Civic Center) and Colorado Structures Inc. (Wal-Mart)  
**Architect:** David Owen Tryba Architects, Kaufman-Meeke, CLC and Calthorpe and Associates  
**Developer:** Miller Weingarten Realty (retail) and Trammell Crow Realty (residential)  
**Notable:** The 55-acre CityCenter Englewood project will replace an obsolete 1.3 million-square-foot regional shopping mall. The public/private project is planned as a mixed-use, transit-oriented development that focuses on a central public place connected to: civic and cultural uses, a light-rail transit station, retail and office space, residential condominiums, a public library and outdoor performance space accented with outdoor sculptures. The Englewood Civic Center — which will house city administrative offices, the Englewood Public Library, Englewood Municipal Court and The Museum of Outdoor Arts — is being renovated from the former Foley's department store building at Cinderella City.



Steve Green/News Staff Photographer

**New construction at CityCenter Englewood, on the site of the old Cinderella City Mall.**

THE ROCKY MOUNTAIN NEWS, MARCH 5, 2000



# CityCenter Redevelopment, Revitalization, and Reinvention: CityCenter Redevelopment – Why

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## RECENT EVENTS AND TRENDS CONTRIBUTING TO DECLINE

- Personal shopping preference changes, trend toward online purchases.
- As consumer tastes changed, there was not enough density or mix of uses to keep CityCenter viable as an attractive people place.
- Many other newer TOD locations became available (competition).
- Former Weingarten Realty property foreclosed on in August of 2018.
- Long term vacancies fronting plaza and next to Harbor Freight.
- Fitness building vacated spring of 2020, Office Depot closing April 2021.
- Englewood Marketplace and Englewood Plaza to the east also experiencing vacancy issues, (additional vacancies expected soon).



# CityCenter Redevelopment, Revitalization, and Reinvention: CityCenter Redevelopment – Why

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## REDEVELOPMENT GOALS

- Reverse the negative impacts of a downward-trending, dated, low-density, retail-focused center.
- Add hotel, office and residential uses and density to an under-developed area that has lost its appeal and financial sustainability.
- Support a revitalized Central Business District (in tandem with the new DDA).
- Increase sales and property taxes and generate other City revenues (City receives no current revenues for the value of its real estate interests).
- Help retain and attract Englewood employers, residents and downtown retailers and restaurants.

# CityCenter Redevelopment, Revitalization, and Reinvention: Local Transit Oriented Development – Planner/Architect’s Perspective

## SPECIAL GUEST PRESENTER:

Tryba Architects

## 2. Transit Oriented Development Potential

- Transit Oriented Development **catalyzes** neighborhood investment
- Vibrant mix of land uses support **placemaking, activity and energy**
- Density is needed to **activate** open spaces and **support** retail amenities



# CityCenter Redevelopment, Revitalization, and Reinvention: Local Transit Oriented Development – Planner/Architect’s Perspective

**SPECIAL GUEST  
PRESENTER:**

Tryba Architects

## 2. TOD Comparisons Alameda Station



# CityCenter Redevelopment, Revitalization, and Reinvention: Local Transit Oriented Development – Planner/Architect’s Perspective

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## 2. TOD Comparisons

Broadway Station



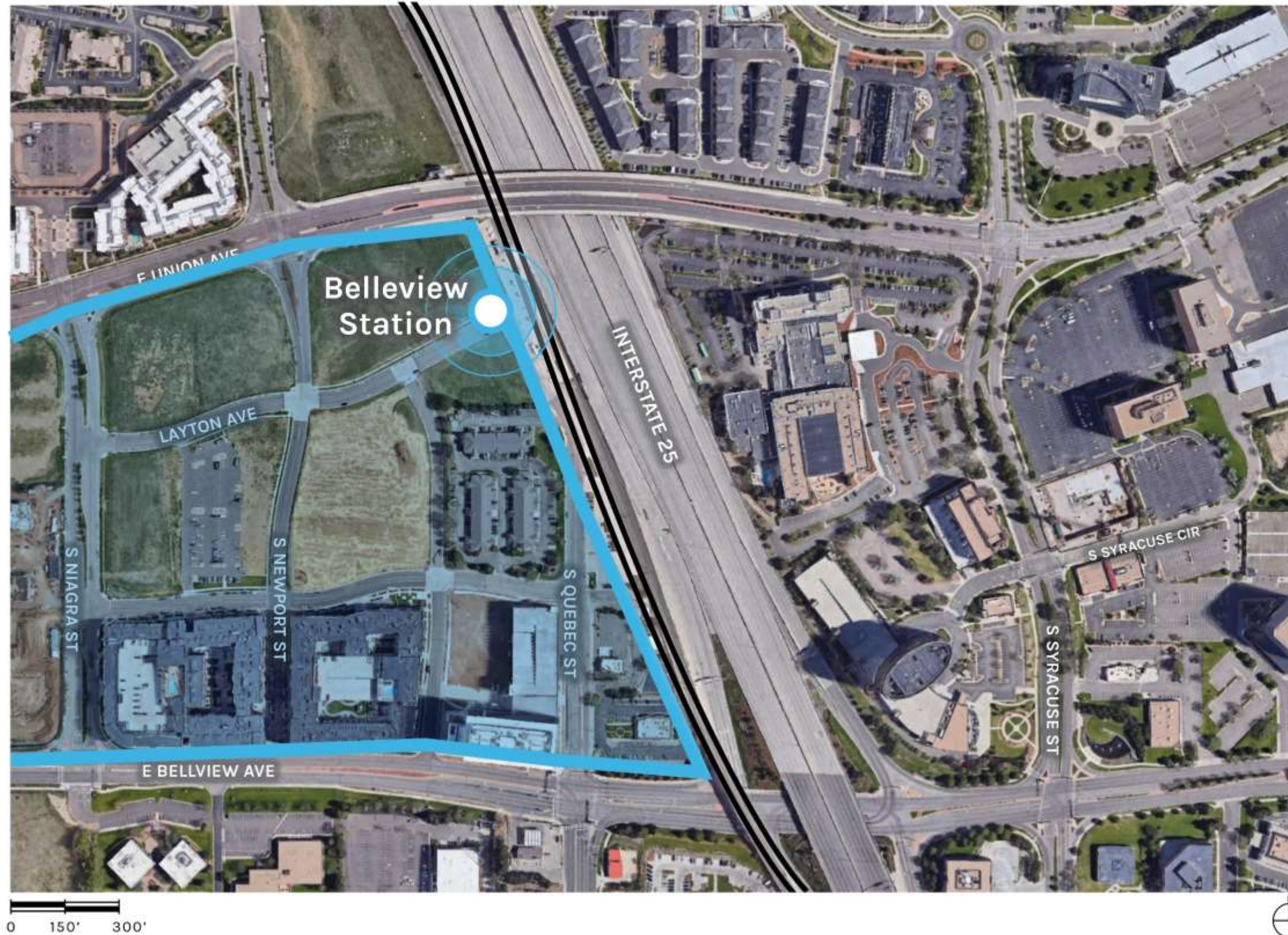
# CityCenter Redevelopment, Revitalization, and Reinvention: Local Transit Oriented Development – Planner/Architect’s Perspective

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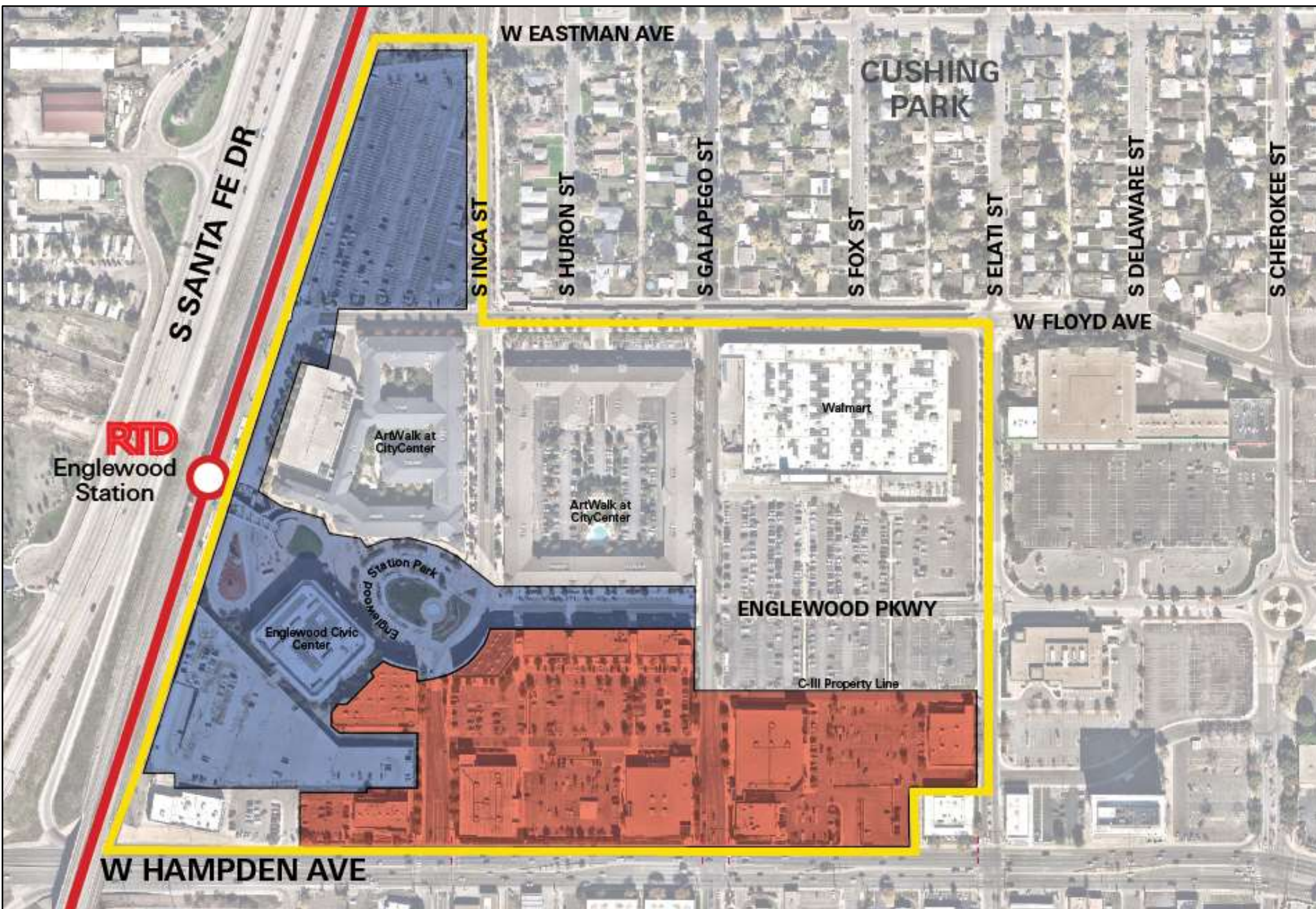
Tryba Architects

## 2. TOD Comparisons

### Bellevue Station



# CityCenter Englewood Redevelopment Planning and Zoning Regulations: Recent Steps Toward Redevelopment



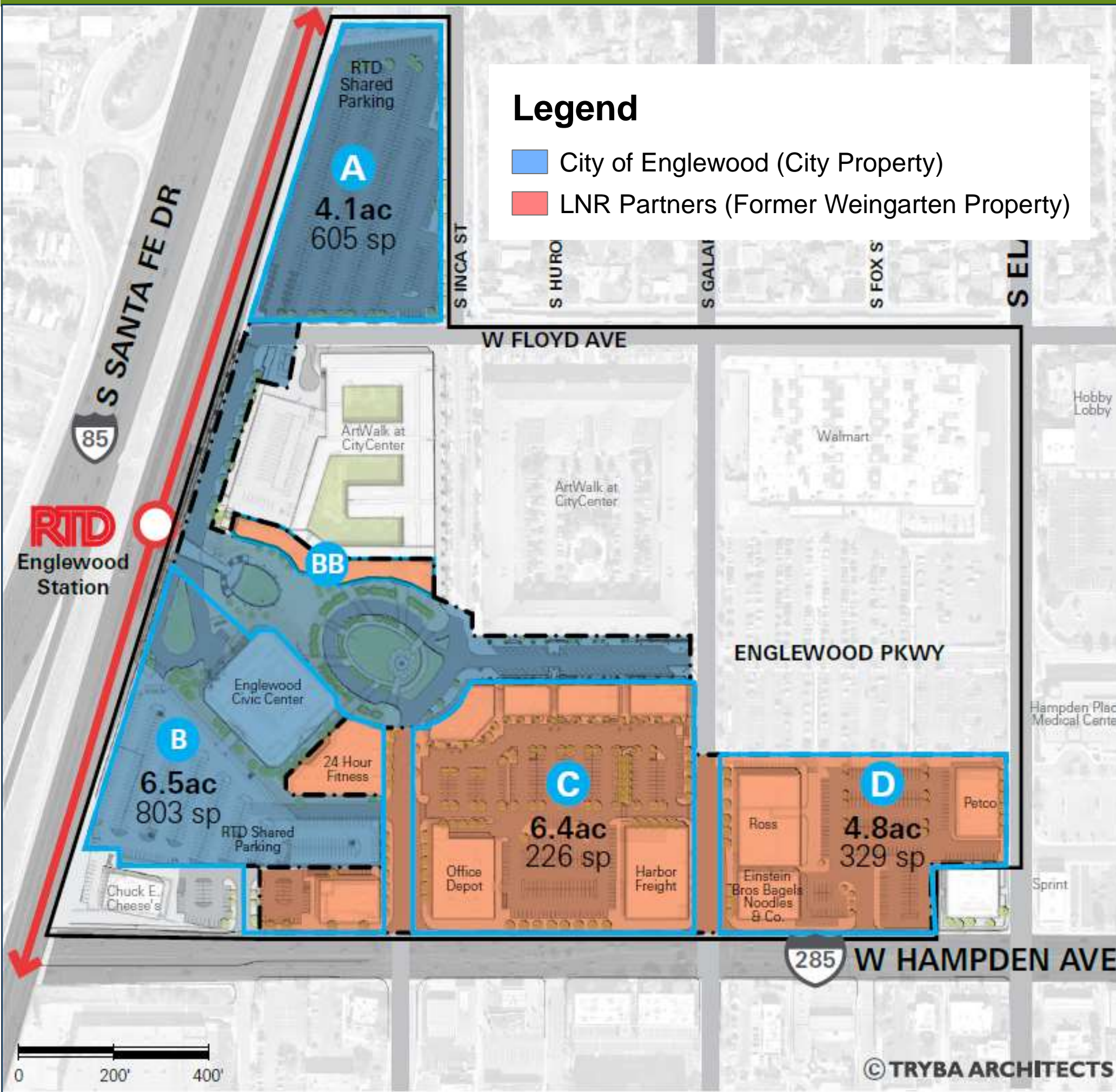
## PRELIMINARY DEVELOPMENT AGREEMENT (PDA)

- Combined City Property and Former Weingarten Property = 22 acres.
- Weingarten property foreclosure, bond holders role - LNR Partners.
- Selection of SKB as the City's Master Developer for the "City Property" (Followed 1-year competitive selection process).
- Preliminary Development Agreement (PDA) approved by Council on June 1, 2020 and extended on April 19, 2021
- Working toward and overall redevelopment plan and Master Development Agreement

### Legend

- City of Englewood (City Property)
- LNR Partners (Former Weingarten Property)

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recent Steps Toward Redevelopment



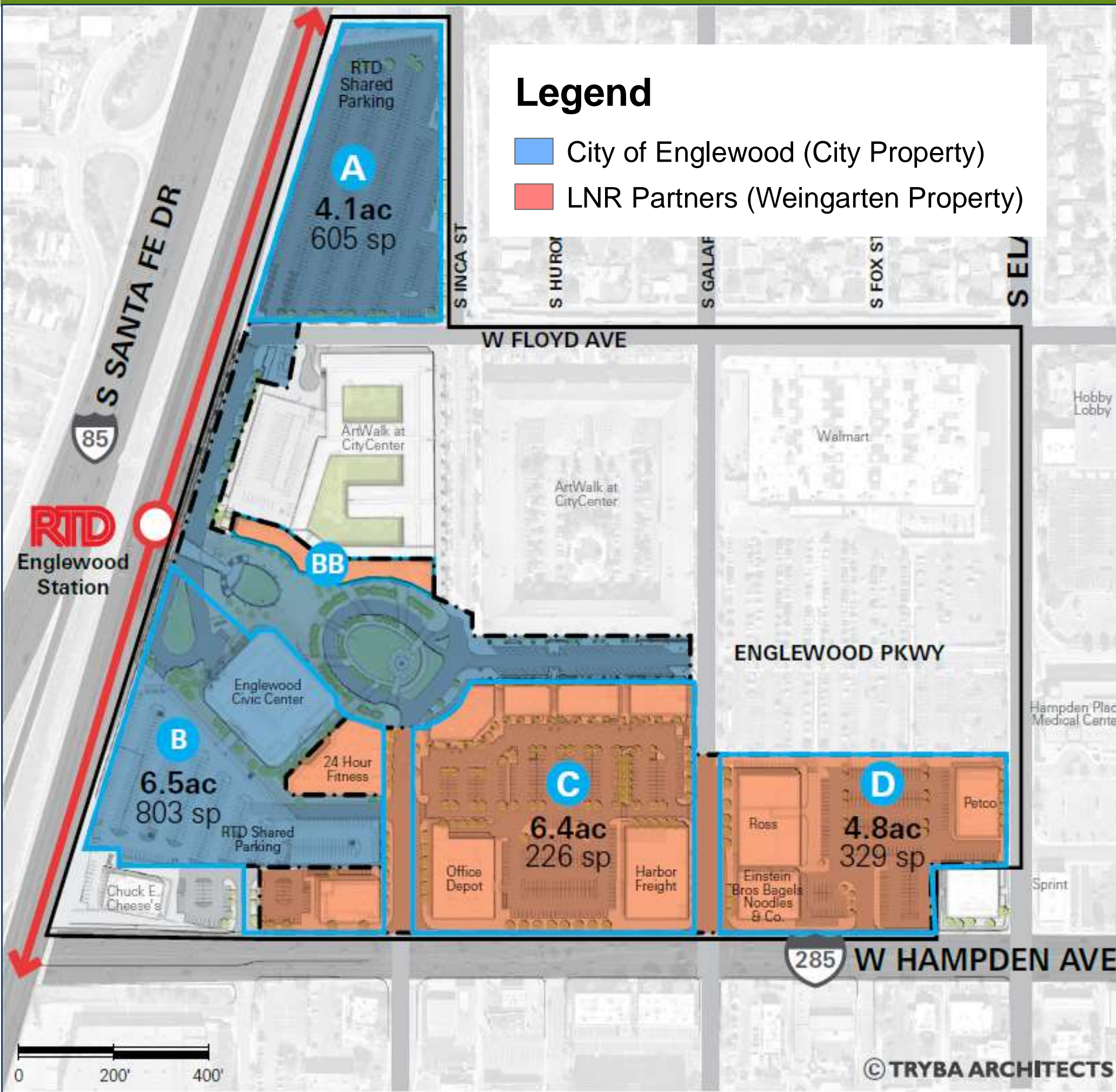
## FRAMEWORK AGREEMENT

Council authorized staff (October 12, 2020) to begin drafting Framework Agreement between the City and LNR Partners (former Weingarten property). The Framework Agreement will address three key elements:

1. Termination of the underlying ground lease to facilitate the transfer of fee simple interest in the former Weingarten property to three future buyers, including SKB (4 key parcels).
2. Rezoning CityCenter from PUD to MU-B-1.
3. Council's preliminary endorsement of a 350+/- multi-unit residential project on the south half of Block C (Office Depot-Harbor Freight).



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recent Steps Toward Redevelopment



## FRAMEWORK AGREEMENT

- Without the Framework Agreement commitment, LNR Partners would have attempted to lease current vacancies and then sell property as an as-is income property.
- The new leases would take the property out of play for redevelopment for 10-25 years and the City would have little control over this key property.
- The ground lease termination will encourage the redevelopment of a larger portion of CityCenter with an updated mix of uses and improvements.

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recent Steps Toward Redevelopment – Planner/Architect’s Perspective

**SPECIAL GUEST  
PRESENTER:**

Tryba Architects

## 3. Existing Site Plan



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recent Steps Toward Redevelopment – Planner/Architect’s Perspective

**SPECIAL GUEST  
PRESENTER:**

Tryba Architects

## 3. Site Redevelopment Potential



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recent Steps Toward Redevelopment – Planner/Architect’s Perspective

**SPECIAL GUEST  
PRESENTER:**

Tryba Architects

## 3. Future Vision

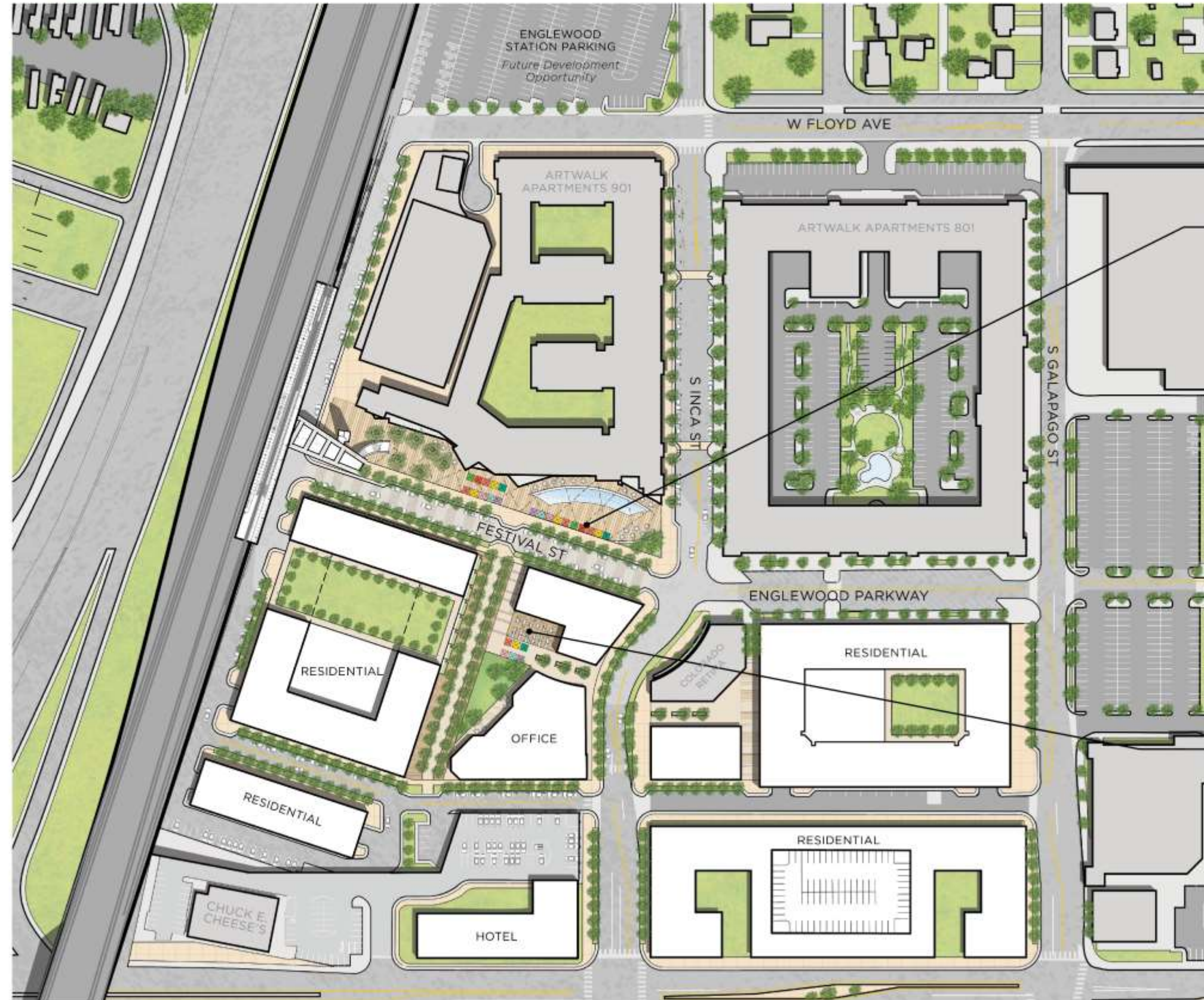


# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recent Steps Toward Redevelopment – Planner/Architect’s Perspective

**SPECIAL GUEST  
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Tryba Architects

## 3. Future Vision Open Spaces



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy



## 1. MU-B-1 Text Amendments

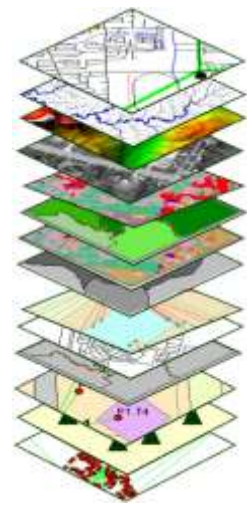
- Land Use – Hotel
- Land Use – Ground Floor Commercial

## 2. Formal base district rezoning from current Planned Unit Development (PUD) to MU-B-1

## 3. Create an evolving Transit Station Area (TSA) Overlay District that provides City representatives the flexibility to negotiate proposed site plans. Critical parameters needed to be specified:

- Residential Density and Parking
- Commercial Parking
- Building Height

Text amendments and formal base district rezoning/TSA overlay district processed as two concurrent cases.



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: MU-B-1 Text Amendments

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## LAND USES – HOTEL

- SKB interested in the possibility of a hotel
- MU-B-1 zoning does not permit hotels as an allowed use
- Review of past Englewood zoning codes reveal that hotel use regulations have varied considerably over time:

1940: R-3

1955: C-1, C-2

1963: R-3-B, B-1, B-2

1985: B-1, B-2

2004: MU-B-2, TSA, I-1, M-1 and M-2 (2009)

## Recommendation:

- Add all types of visitor accommodation (Hotel, Hotel-Extended Stay, Bed and Breakfast) as allowed uses in the MU-B-1 Zone District



## LAND USES – COMMERCIAL GROUND FLOOR REQUIREMENT

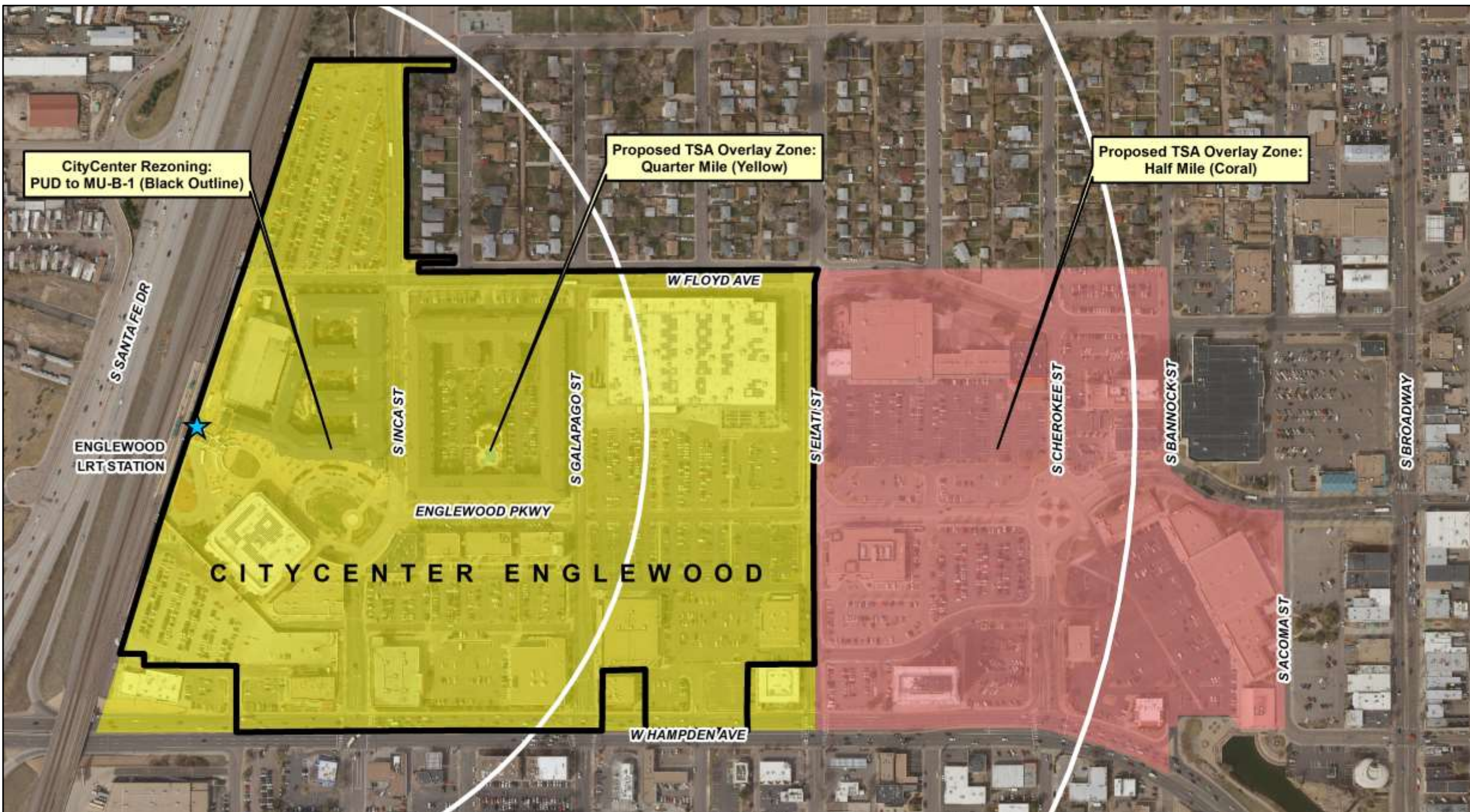
- The commercial ground floor requirement provision of the current zoning code has acted as a significant barrier to development.
- 51% or more of the ground floor must be used for commercial purposes (retail or office).
- Generally works well for historic Broadway frontage, but hinders development off of Broadway corridor.

### Recommendation:

- Limit the commercial ground floor requirement to the historic Downtown Broadway Main Street area only (3300, 3400, 3500 blocks).



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: TSA Overlay Boundary Tiers



## QUARTER MILE AND HALF MILE RADII

- Two areas roughly defined by the quarter mile and half mile radii distances from the station platform.
- Allow for greater development intensity closest to the station within the quarter mile radius.
- Establish regulations for residential density, parking, and building height for each tier.

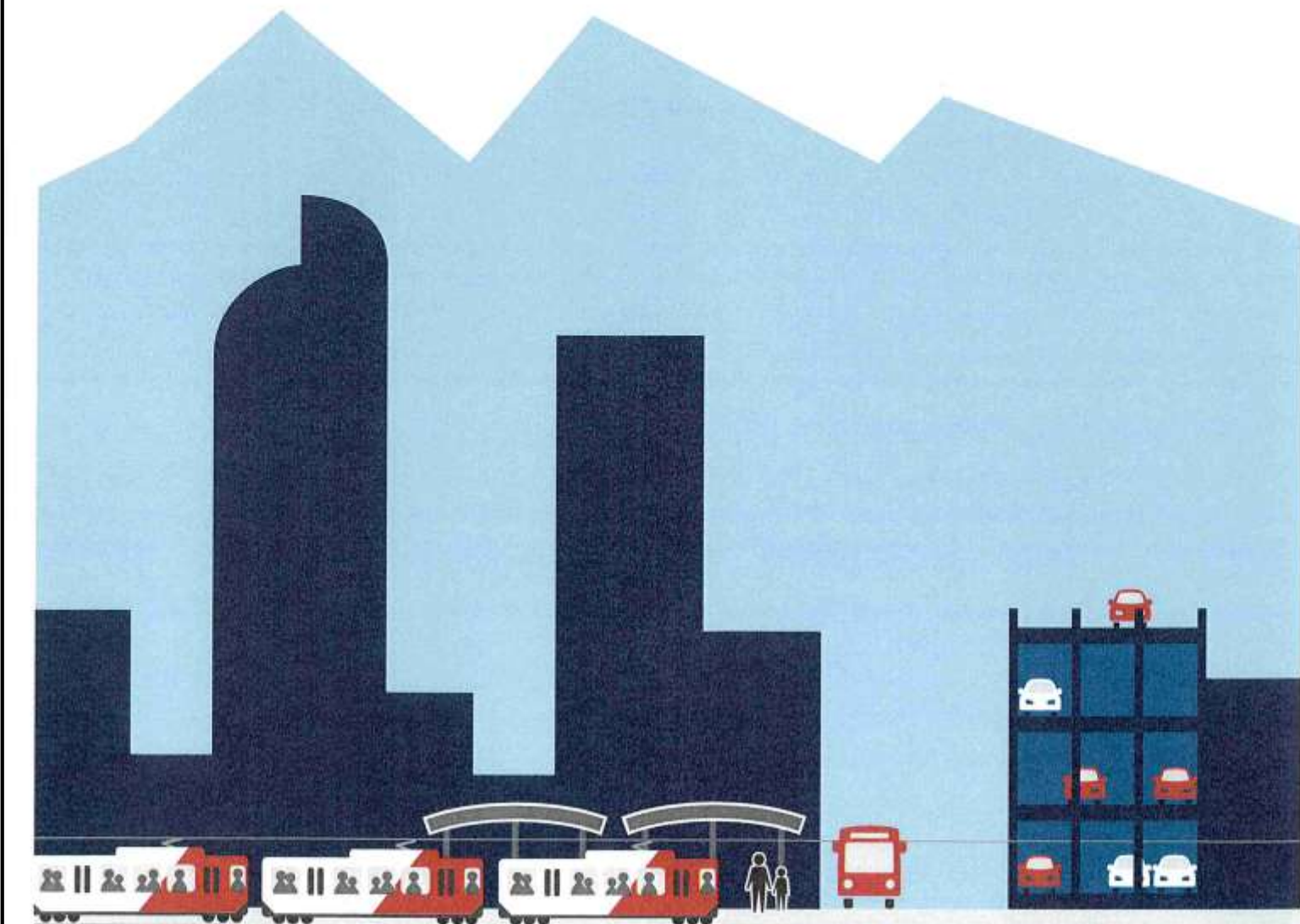
# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: Supportive Research

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## Residential Parking in Station Areas: A Study of Metro Denver



December 2020

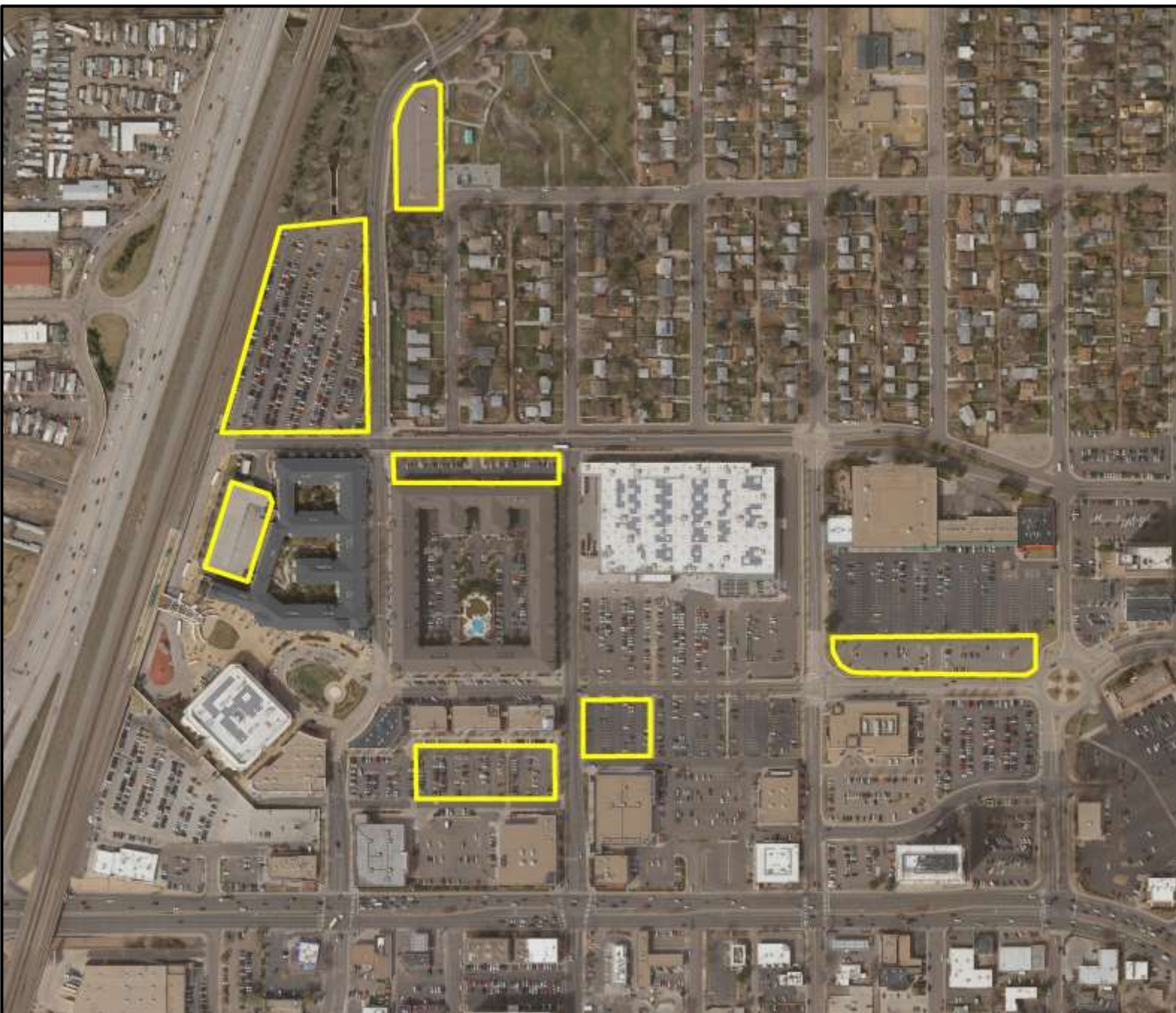


A recent RTD residential parking study offers very strong evidence that required residential parking near light rail stations is significantly underutilized.

- Parking counts conducted at 104 properties within ten minute walk of transit station, in April, 2020, during pandemic “Stay at Home Order”, Tuesday through Thursday, 10 AM to 3 PM.
- Market Rate: 40% of provided parking not utilized
- Market Rate: 1.23 spaces provided, .74 spaces utilized
- Income Restricted: 50% of provided parking not utilized
- Income Restricted: .72 spaces provided, .36 spaced utilized
- Follow up night time parking utilization counts conducted at 19 properties in September, 2020, for verification of April counts. September results were identical to April results.

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: Supportive Research

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## STRATEGIES EXPECTED TO BE EMPLOYED AT CITYCENTER

- Shared utilization of RTD park-n-Ride spaces with other uses that have compatible parking patterns.
- Expanding shuttle bus service (nights, weekends).
- Soliciting bike share companies to service Englewood Central Business Districts.
- Converting some free parking to reserved paid parking.
- Creating an Eco-pass Neighborhood.
- Utilization of un-used or under-used existing private parking spaces through parking agreements.

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: Supportive Research

## COMMERCIAL PARKING: COMPARISON WITH DENVER AND AURORA TOD PARKING REQUIREMENTS

<b>LAND USE</b>	<b>ENGLEWOOD EXISTING PARKING REQUIREMENT (No. of spaces)</b>	<b>DENVER TOD PARKING REQUIREMENT (No. of spaces)</b>	<b>AURORA TOD PARKING REQUIREMENT (No. of spaces)</b>	<b>% DIFFERENCE FROM ENGLEWOOD EXISTING PARKING REQUIREMENT</b>
Hotel (100 Units)	100	50	50	-50%
Office (10k)	34	13	10	-62 to -70%
Retail (10k)	34	13	15	-56 to -62%
Restaurant (10k)	100	20	30	-70 to -80%

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: Supportive Research

Colorado Center  
15 Stories, ~220 Feet



## BUILDING HEIGHT

- Conceptual images produced by LNR Partners show 5~6 story building.
- Current MU-B-1 maximum height is 100 feet, however, Chase and Wells Fargo Tower are ten stories, approximately 120 feet.
- Many local developers are choosing to build taller.



Belview Station  
15 Stories, ~190 Feet



Santa Fe Yards at Broadway Station  
10 Stories, ~130 Feet



DHA at 10<sup>th</sup> and Osage  
11 Stories, ~140 Feet

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: Supportive Research

## BUILDING HEIGHT: ENGLEWOOD BUILDING HEIGHT EXAMPLES



Waterford



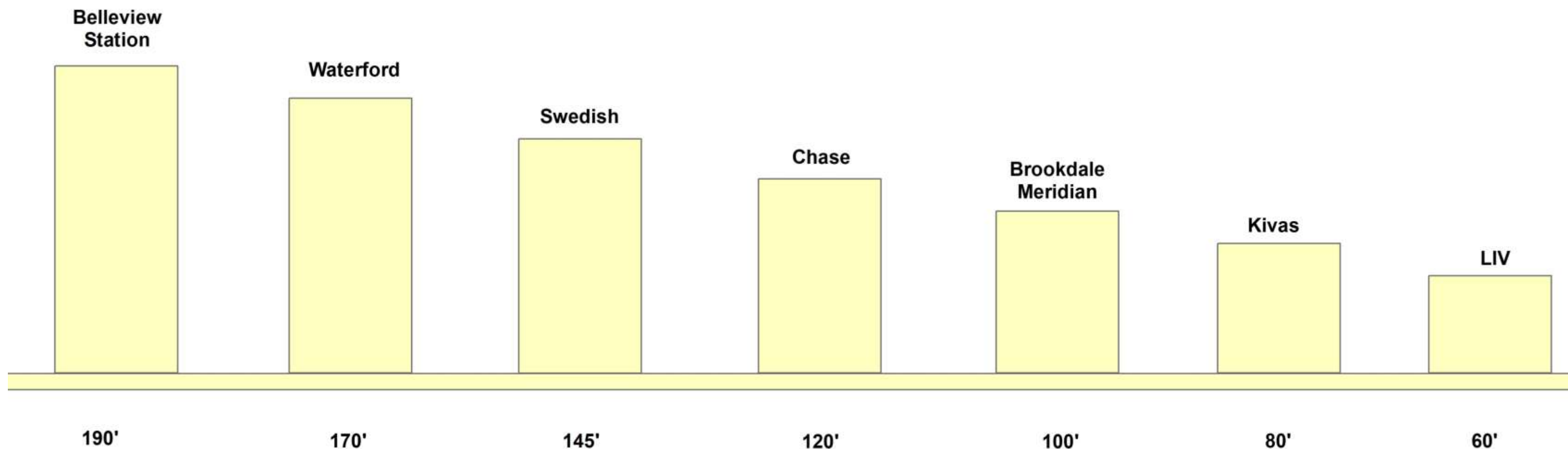
Chase Tower



Kivas



LIV Apartments



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: TSA Overlay Regulations



ArtWalk 801:  
47 units/acre



Bell Cherry Hills:  
72 units/acre



Oxford Station:  
70 units/acre



LIV Apartments:  
127 units/acre

## MULTI-UNIT RESIDENTIAL DENSITY AND PARKING

Englewood Light Rail Corridor Master Plan recommends a maximum residential density standard of 125 units/acre.

Recent apartment development projects typically feature 70 to 75 units/acre.

A maximum residential density of 125 units/acre would yield a total of 375 units on the potential LNR Partners parcel (3.0 acres).

Recommendation:

Minimum Residential Density: 75 units/acre  
Maximum Residential Density: 125 units/acre

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: TSA Overlay Regulations

## MULTI-UNIT RESIDENTIAL DENSITY AND PARKING

Setting a TOD residential parking standard will create a high level of certainty.

City Council has endorsed a 350 +/- multi-unit residential project on the south half of the Office Depot block.

At the proposed maximum density of 125 units per acre, the 3 acre site would yield 375 units.

To achieve this number of units, a parking ratio of 1 space per unit is necessary.

A higher parking ratio would make a density of 125 units per acre extremely unlikely to be achieved.



Bell Cherry Hills  
Multi-floor Parking @ 1.5 spaces per unit  
Residential Density: 72 Units/Acre



LIV Apartments  
First Floor Parking @ 1.0 spaces per unit  
Residential Density: 127 Units/Acre



# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: TSA Overlay Regulations

## MULTI-UNIT RESIDENTIAL DENSITY AND PARKING

Structured parking is more expensive than surface parking (\$10,000 versus \$35,000 per space)

The amount of required parking spaces will have a large impact on over all project cost.

- 375 units @ 1.0 spaces per unit = 375 spaces X \$35,000 = \$13,125,000
- 375 units @ 1.5 spaces per unit = 563 spaces X \$35,000 = \$19,705,000

Higher parking costs will render the CityCenter site as unattractive and uncompetitive.

A competitive and cost effective residential parking standard must be approved as part of the base rezoning.

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: TSA Overlay Regulations

## RESIDENTIAL DENSITY AND BUILDING HEIGHT

PARAMETER	EXISTING STANDARD	HALF MILE	QTR. MILE	QUARTER MILE ADJUSTMENTS	REGULATION TYPE
Residential Density - Maximum	Typically 50-70/acre	125/Acre	125/Acre*	May be negotiated higher through TSA Overlay	Standard By Right
Residential Density - Minimum	None	75/Acre	75/Acre		Standard By Right
Height	100 Feet	125 Feet	125 Feet*	May be negotiated higher through TSA Overlay	Standard By Right

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: TSA Overlay Regulations

## RESIDENTIAL PARKING

HOUSING TYPE	EXISTING STANDARD	HALF MILE	QTR. MILE	QUARTER MILE ADJUSTMENTS	REGULATION TYPE
Multi-unit Residential - Market Rate (100 Units)	1.5/unit (150 Spaces)	1/unit (100 Spaces)	.75/unit (75 Spaces)	May be negotiated lower through TSA Overlay	Standard By Right
Multi-unit Residential - Income Restricted (100 Units)	1.5/unit (150 Spaces)	.75/Unit (75 Spaces)	.5/Unit (50 Spaces)	May be negotiated lower through TSA Overlay	Standard By Right

## COMMERCIAL PARKING

LAND USE	EXISTING STANDARD	HALF MILE	QTR. MILE	REGULATION TYPE
Hotel (100 Units)	1/Unit (100 Spaces)	(-0-25%)	(-25-50%)	Guideline
Office/Retail (10k)	3.33/1,000 (34 Spaces)	(-0-25%)	(-25-50%)	Guideline
Restaurant (10k)	5/1,000 (50 Spaces)	(-0-25%)	(-25-50%)	Guideline

# CityCenter Redevelopment, Revitalization, and Reinvention Project: Recommended Rezoning Strategy: Anticipated Rezoning Schedule



- May: Final Planning and Zoning Study Session
- June: Planning and Zoning Public Hearing
- July: City Council Public Hearing
- August: City Council 1<sup>st</sup> and 2<sup>nd</sup> Reading

# CityCenter Redevelopment, Revitalization, and Reinvention: Questions and Discussions

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