

# Englewood CityCenter - Redevelopment Update

Public Meeting (conducted on Zoom)  
July 27, 2021 – 6:30 pm



# Welcome – Brad Power, Community Development Director

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# Englewood CityCenter - Public Meeting Format

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This public meeting is being conducted on Zoom. It is being recorded and will be posted on the City of Englewood Meetings Portal.

Estimated 60 minute presentation. 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.

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Please visit the project webpage for more information: [www.engaged.inglewoodco.gov/citycenter-redevelopment](http://www.engaged.inglewoodco.gov/citycenter-redevelopment). Questions can also be submitted anytime by phone or email to:

Dan Poremba  
Chief Redevelopment Officer  
303.762.2366  
dporemba@inglewoodco.gov

# CityCenter Redevelopment Update – Presentation Outline

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Welcome .....	Brad Power, Community Development Director
Meeting Format and CityCenter Overview.....	Dan Poremba, Chief Redevelopment Officer
Site History – Planner/Architect’s Perspective.....	Sarah Komppa and Bill Moon, Tryba Architects
CityCenter – What Changed and Why Redevelop?.....	Dan Poremba
CityCenter History & Transit Oriented Development Potential .....	Sarah Komppa and Bill Moon
Local Transit Oriented Development – Comparable Case Studies.....	Sarah Komppa and Bill Moon
Redevelopment Strategy #1 - Master Developer Role for SKB.....	Dan Poremba
SKB Background.....	John Olivier, SVP of Development, SKB
Redevelopment Strategy #2 – Framework Agreement with LNR Partners.....	Dan Poremba
Current Site Plan & Future Vision (incl. Civic Center Bldg., Active Public Spaces)...	Sarah Komppa, Bill Moon and John Olivier
Additional Redevelopment Keys (RTD, Public Finance, EDDA Roles, Rezoning)....	Dan Poremba (John Voboril, Senior Planner)
Questions and Discussion.....	Nancy Fenton, Department Administrator, to help coordinate

# Englewood CityCenter Overview



# Englewood CityCenter Overview

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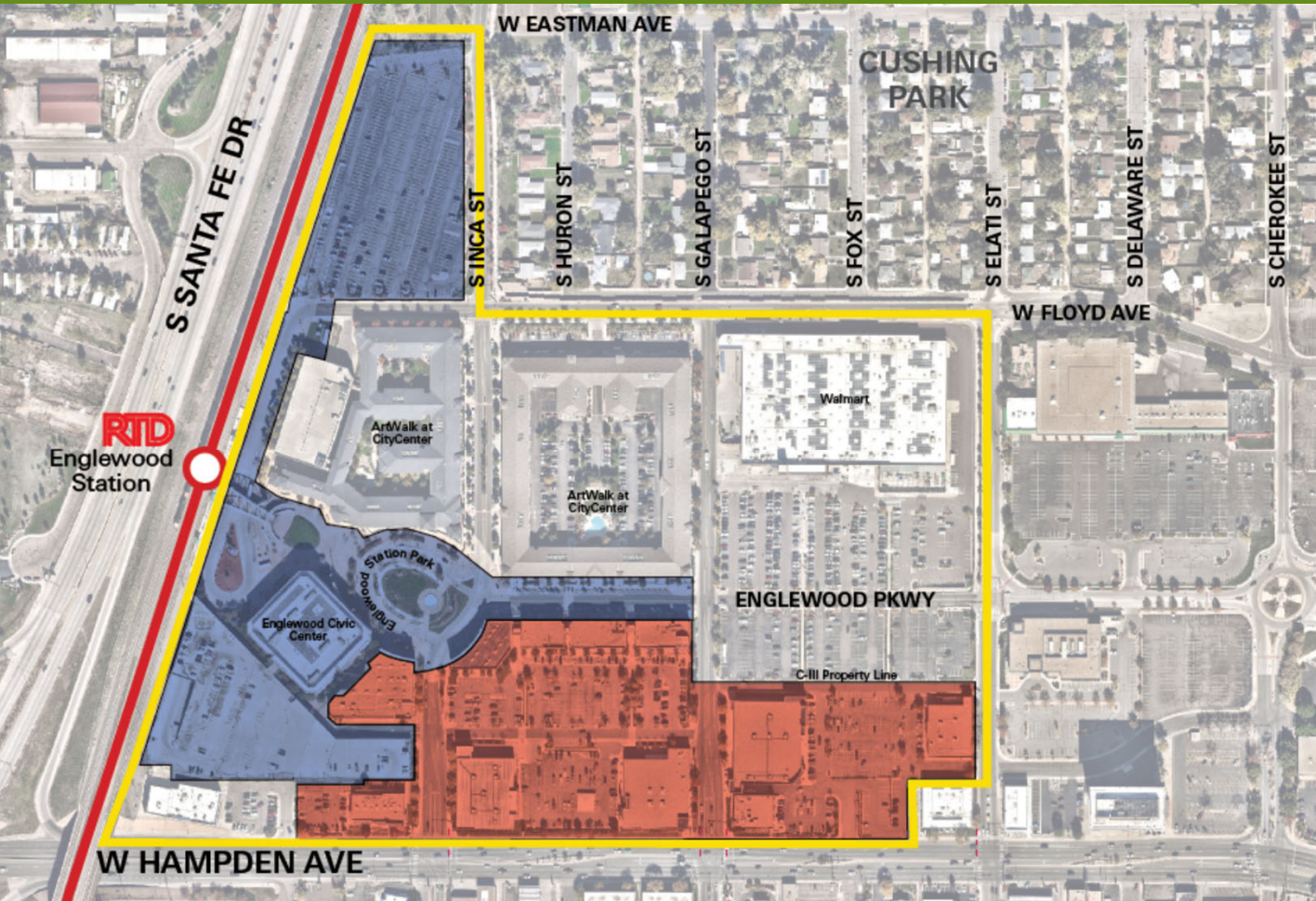
Developed on the former location of the Cinderella City Mall. Opened in conjunction with the Southwest Light Rail Extension in year 2000

Metro Denver's first Transit-Oriented Development (TOD)

- One-million square feet of development
- 438 residential units
- Civic Center: City Government Offices, City Library, Museum of Outdoor Arts
- Big Box Retail: Walmart, Ross, Office Depot, Petco, Sports Authority
- Small format retail/office on Englewood Parkway
- Park-n-Ride: 910 spaces shared RTD parking spaces
- Special Features: public plaza featuring fountain, sculptures



# Overview - City Property & Former Weingarten Property



## Legend

- City of Englewood/EEF
- Former Weingarten Property
- CityCenter Boundary

# Englewood CityCenter - What Changed?

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- Personal shopping preferences changed - continuing trend toward online retailing
- Not enough density or mix of uses to keep CityCenter viable as an attractive, urban setting with a “sense of place”
- Many other newer TOD locations became available (lots of competition)
- Former Weingarten Realty property foreclosed on in August of 2018
- Long term vacancies fronting plaza and Englewood Parkway
- 24-Hour Fitness vacated spring of 2020, Office Depot closed April 2021
- COVID-pandemic impacts
- Englewood Marketplace and Englewood Plaza to the east also experiencing vacancy issues, (additional vacancies expected soon).



# CityCenter - Why Redevelop?

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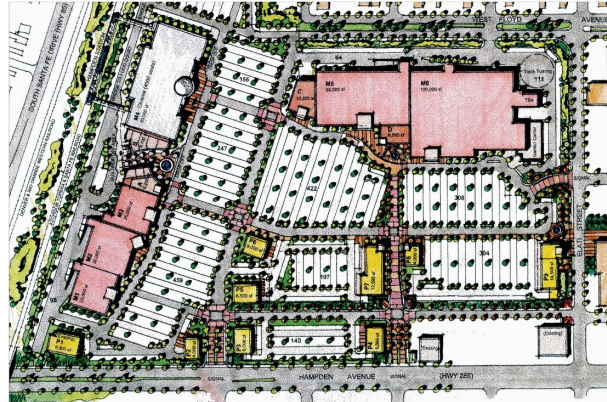


- Reverse the negative impacts of a downward-trending, dated, low-density, retail-focused center
- Add hotel, office and residential uses and density to an under-developed area that has lost its appeal and financial sustainability
- Revitalize the entire Downtown area (in tandem with the new Englewood Downtown Development Authority)
- 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 History - Tryba Architects



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-Meekes, 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

**New construction at CityCenter Englewood, on the site of the old Cinderella City Mall.**  
 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 Groes/News Staff Photographer

THE ROCKY MOUNTAIN NEWS, MARCH 5, 2000

# CityCenter - Planner/Architect Perspective

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**GUEST  
PRESENTER:**  
Tryba Architects

## Transit Oriented Development – Value and 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 - Planner/Architect Perspective

**GUEST PRESENTER:**  
Tryba Architects

## 2. Englewood Station Comparison to Other TODs



# CityCenter - Planner/Architect Perspective

**GUEST PRESENTER:**  
Tryba Architects

## TOD Comparisons – Alameda Station



# CityCenter - Planner/Architect Perspective

GUEST PRESENTER:  
Tryba Architects

## TOD Comparisons – Broadway Station



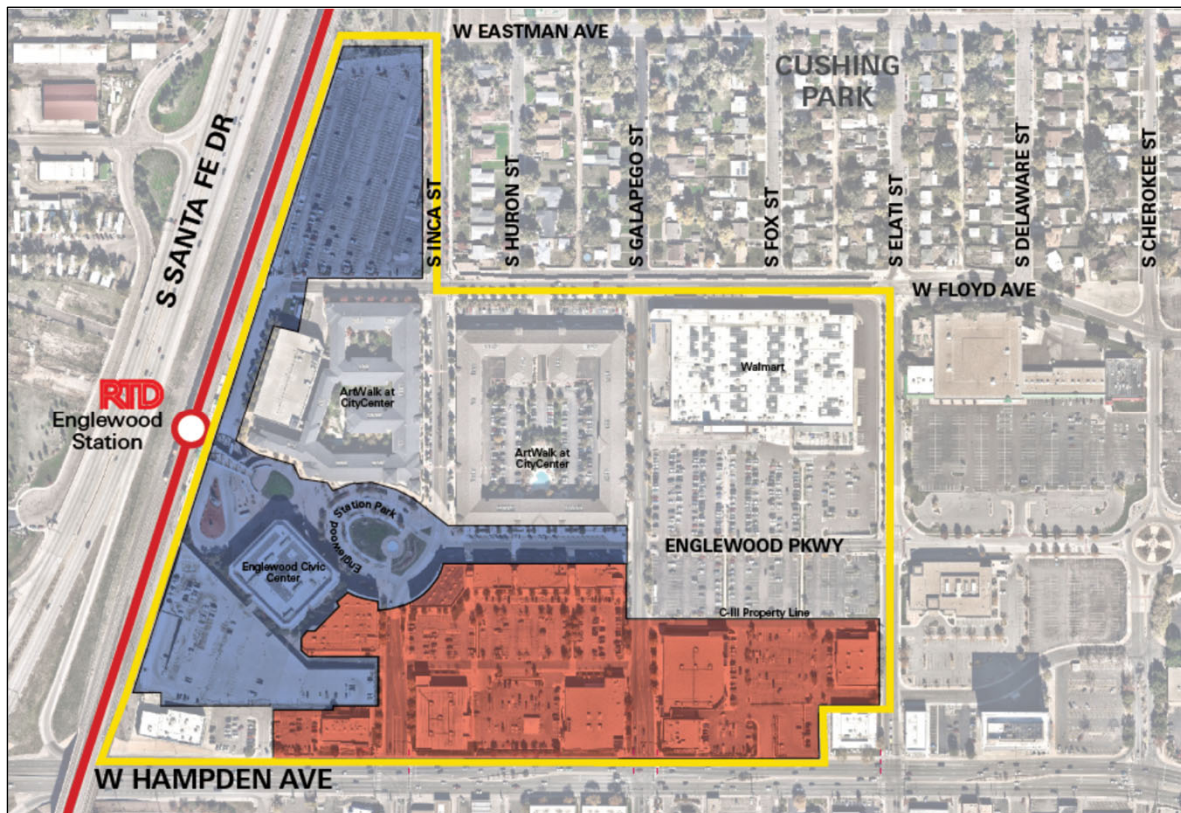
# CityCenter - Planner/Architect Perspective

**GUEST PRESENTER:**  
Tryba Architects

## TOD Comparisons – Belleview Station



# CityCenter - Redevelopment Strategy Elements



## Legend

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

## #1 - MASTER DEVELOPER ROLE

- Foreclosure of the Weingarten Property occurred in August of 2018
- City Council elected to initiate a master developer selection process to protect the City's property interests
- Selection of SKB as the master developer for the "City Property" (blue) followed a 1-year competitive selection process
- Preliminary Development Agreement with SKB approved by Council on June 1, 2020 and extended on April 19, 2021
- COVID-pandemic timing impacts
- Working toward a Redevelopment Plan and Master Development Agreement



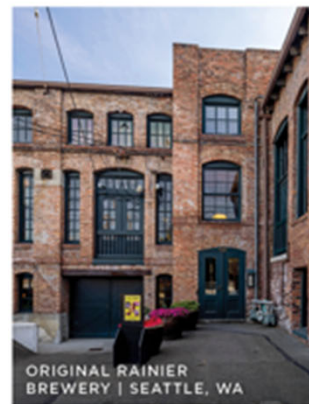
# Master Developer, SKB Background – John Olivier

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## Who We Are

SKB is a leading **real estate developer and operator** in the western United States.

- Established in 1993, we are focused on five major urban markets
- Current managed portfolio: 5M square feet
- Total transactions to date: 29.3M square feet
- Redevelopment portfolio totaling \$4.5B of investment
- Strong long-term relationships with experienced capital partners



# Master Developer, SKB Background – John Olivier

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## Our Approach

We are an **experienced and disciplined** commercial real estate investment **team**.

- Focused heavily in the Denver and Portland markets
- Vested in creating “the next great neighborhood” with experienced local teams
- Experienced with development and repositioning of office, retail, industrial, mixed-use, and multi-family
- Plan and develop with long-term operations and management in mind

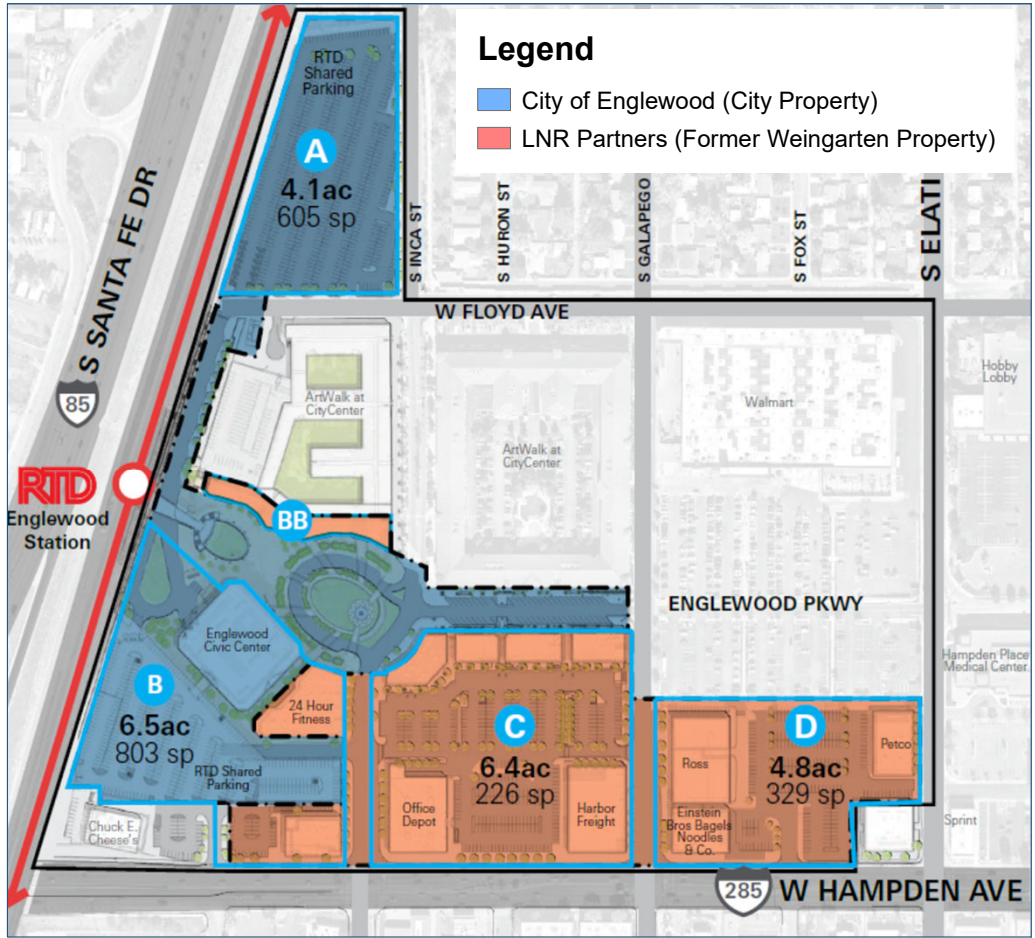


# Master Developer, SKB Background – John Olivier

## Elevating Transportation Oriented Communities



# CityCenter - Key Redevelopment Strategy Elements



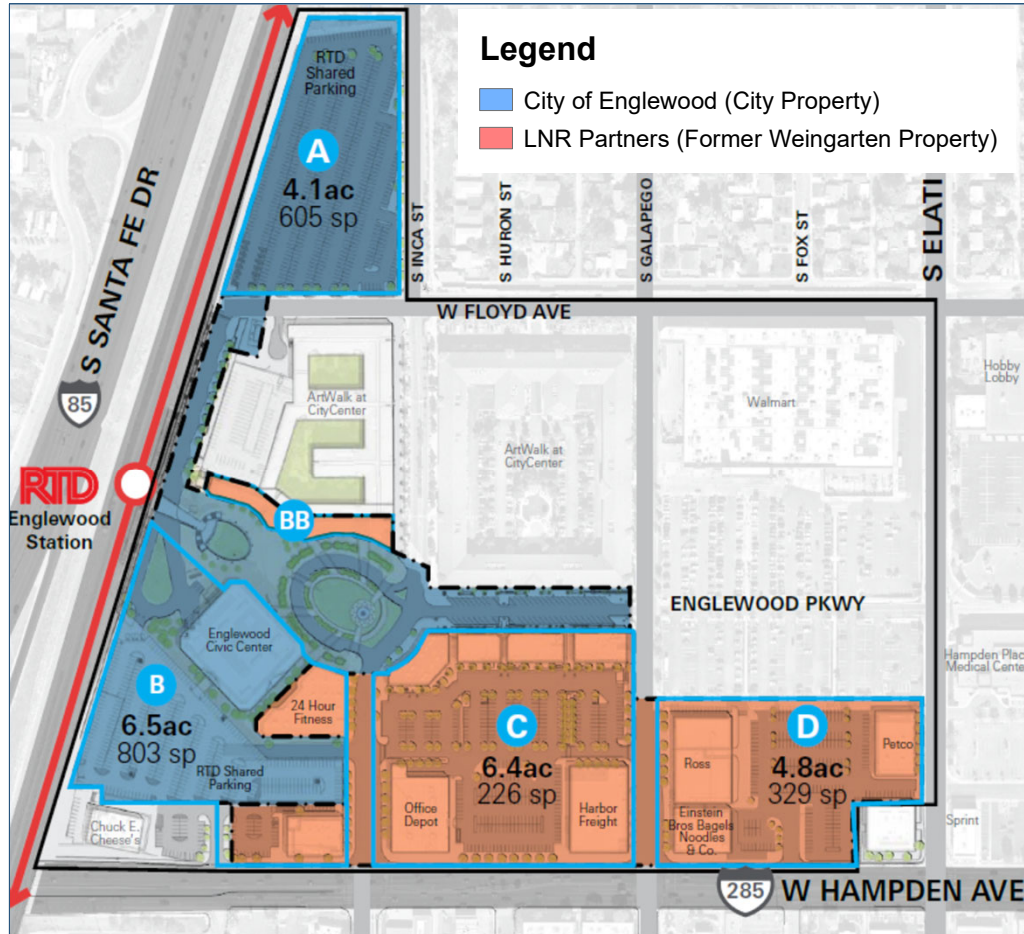
## #2 FRAMEWORK AGREEMENT WITH LNR PARTNERS FOR THE FORMER WEINGARTEN PROPERTY

- City Council prefers to see the City Property and the Former Weingarten Property redeveloped together
- In October 2020, City Council authorized staff to begin negotiating a Framework Agreement between the City and LNR Partners. This Agreement addresses three key elements:
  - Termination of the underlying ground lease to transfer ownership interest in the Former Weingarten property to three future buyers, including SKB (4 key parcels).
  - Rezoning CityCenter from PUD to MU-B-1.
  - Council's preliminary endorsement of a 350+/- multi-unit residential project on the south half of Block C (Office Depot-Harbor Freight).

# CityCenter - Key Redevelopment Strategies

## FRAMEWORK AGREEMENT WITH LNR PARTNERS - HYPOTHETICAL RESULTING TRANSACTIONS

- On Parcel B, the 24-Hour Fitness and Tokyo Joes buildings would be conveyed to a transferee selected by LNR and approved by the city (anticipated to be SKB) along with the plaza retail space in the western ArtWalk apartment building (Parcel BB),
- The south half of Parcel C would be conveyed to an apartment developer selected by LNR with city input/approval,
- The north half of Parcel C would be conveyed to a selected transferee approved by the city (anticipated to be SKB),
- Parcel D would be conveyed to a transferee selected by LNR, with some City input, that would likely hold the property for income purposes based on the fact that Ross and Petco have longer term leases.
- Developer Covenant negotiated with each transfer.



# CityCenter - Key Redevelopment Strategy Elements

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## ALTERNATIVE WITHOUT THE FRAMEWORK AGREEMENT

- Without the Framework Agreement, LNR Partners would have leased up current vacancies and then sold the 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 the property
- The ground lease termination will encourage the redevelopment of a larger portion of CityCenter with an updated mix of uses and improvements
- City currently receives no annual value for the ground lease since it was prepaid for up front
- City would have relatively little control over the property for the next 54 years.

# CityCenter - Current Site Plan

**GUEST PRESENTER:**  
Tryba Architects



# CityCenter - Future Vision – Civic Center Challenges

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**GUEST  
PRESENTER:**  
Tryba Architects



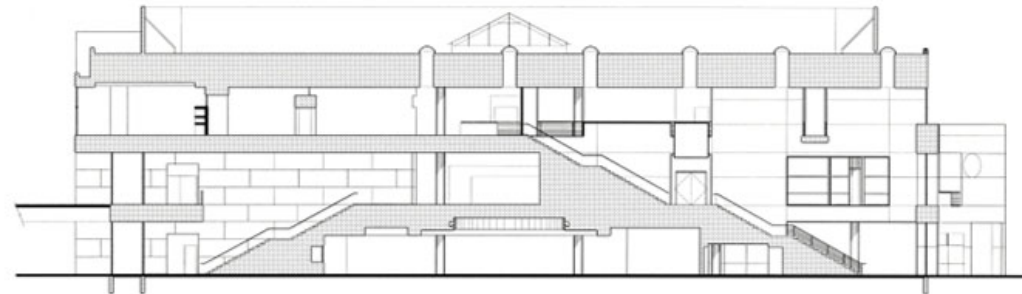


# CityCenter - Future Vision – Civic Center Challenges

**GUEST  
PRESENTER:**  
Tryba Architects



200'  
(Typical = 110'-130')

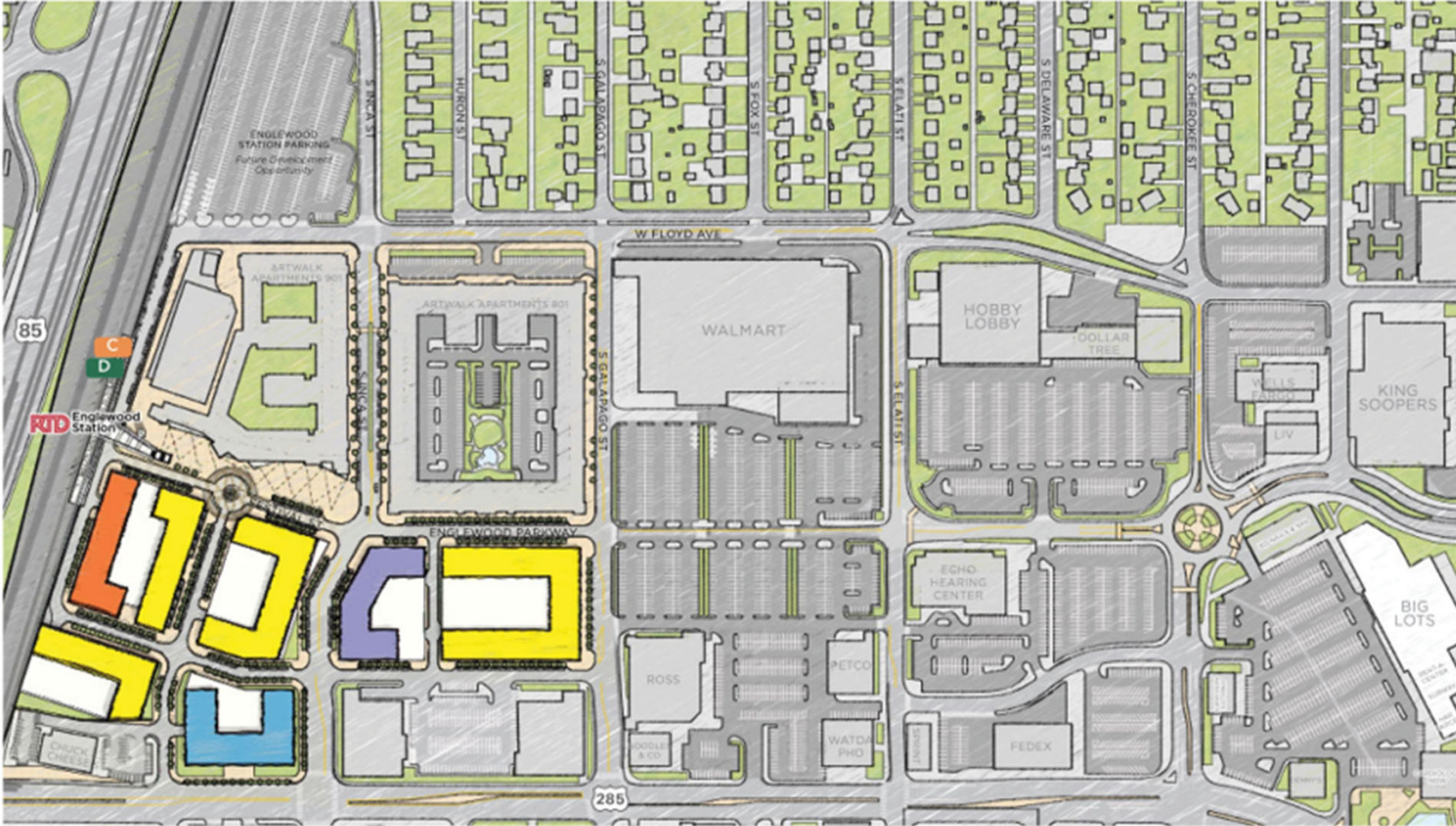


50,000 SF EXISTING  
FLOORPLATES

25,000 – 30,000 SF  
TYPICAL IN MARKET

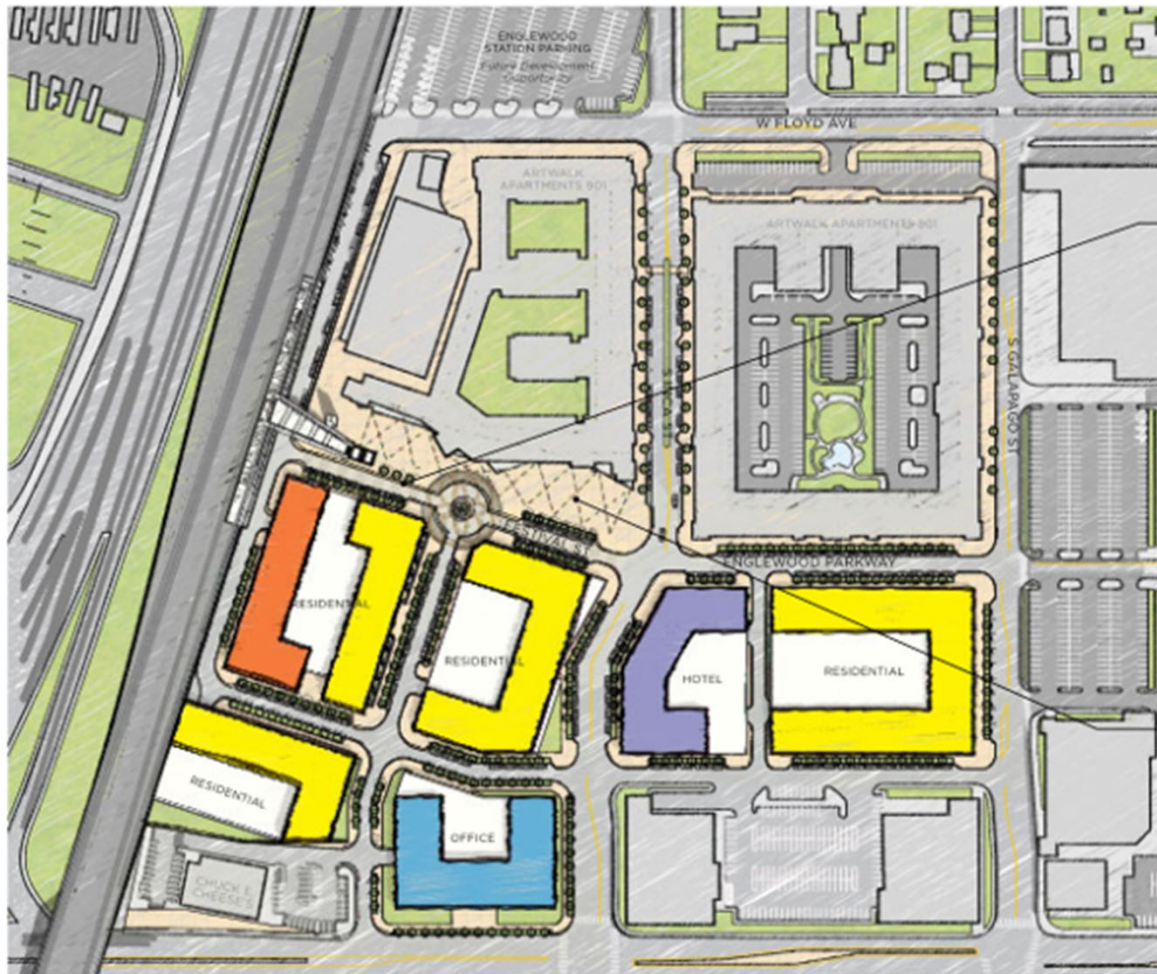
# CityCenter - Future Vision

**GUEST PRESENTER:**  
Tryba Architects



# CityCenter Future Vision – Active Public Spaces

**GUEST PRESENTER:**  
Tryba Architects



# CityCenter Future Vision - Active Public Spaces

**GUEST  
PRESENTER:**  
Tryba Architects



# CityCenter - Additional Redevelopment Keys

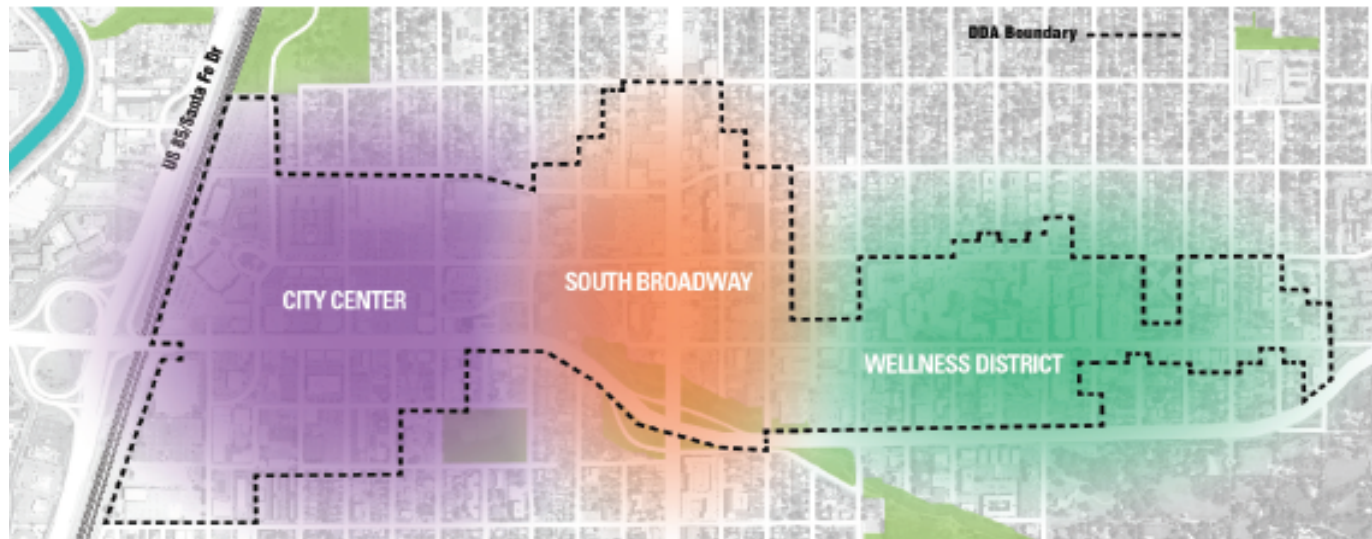
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1. Pursuing a **reduction in the 910 shared RTD parking spaces** required to be provided under the 2002 Permanent Transit Easement
  - RTD shared parking is extremely underutilized and it takes up the most valuable property adjacent to Englewood Station
2. **Public finance tools**, including Englewood Downtown Development Authority bonding for public improvements.
  - Important EDDA debt authorization election on November 2, 2021
3. **Englewood Downtown Development Authority role** as champion of Downtown Englewood
  - Brand, market and promote all of Downtown
  - Better connect and integrate CityCenter, South Broadway and the Wellness District
4. **CityCenter Rezoning**: In process. Moving from many months of Planning and Zoning Commission work to the City Council portion of the rezoning process

# CityCenter - Downtown Development Authority

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## One Downtown with Three Interconnected Areas



### CityCenter

Home to the Englewood Civic Center, offices, modern housing options and light rail access to the metroplex

### South Broadway

A walkable Main Street of restaurants, boutiques, entertainment and essential businesses

### Wellness District

A health and wellness hub anchored by Craig Hospital, Swedish Medical Center and numerous restaurants, homes and retail services



Englewood Downtown Development Authority TIF-backed bonding for public improvements will be key for CityCenter redevelopment

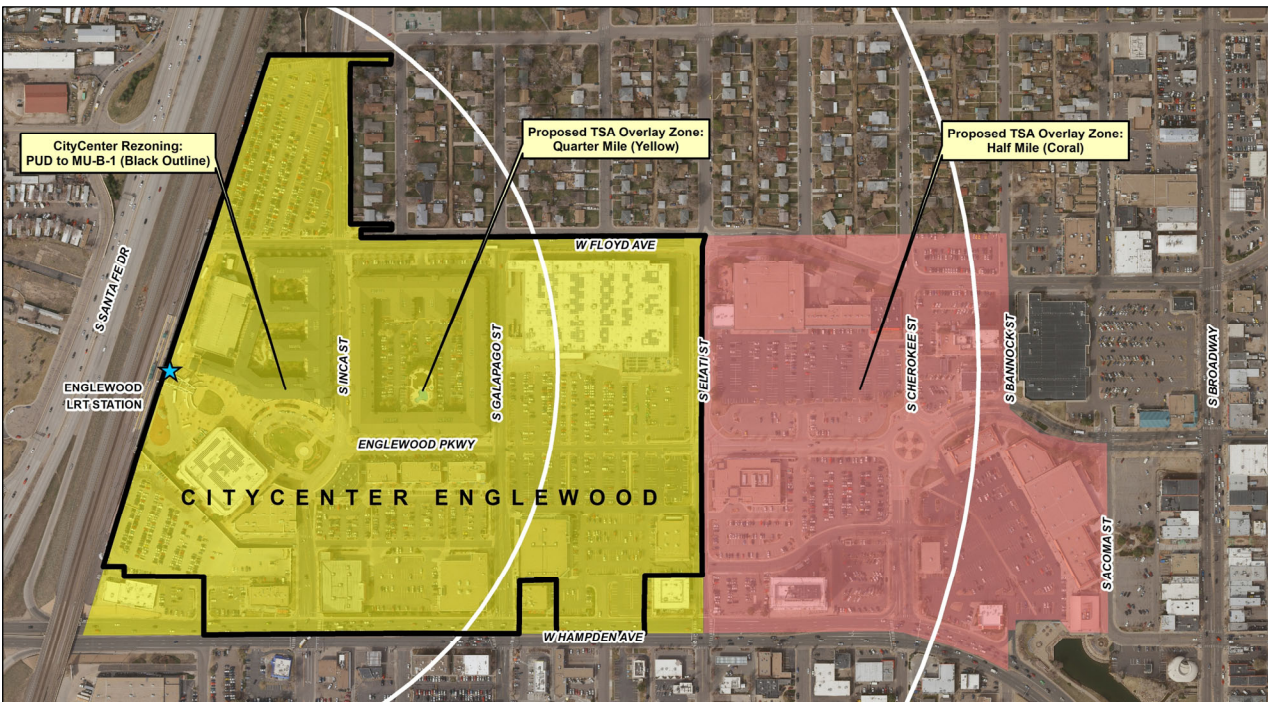
- Important EDDA debt authorization election on November 2, 2021 – Only for qualified electors

EDDA recently received the Governor's Award for best downtown planning in Colorado (through DCI)

Recently awarded first grant: \$150,000 Main Street grant from CDOT will be used to improve the South Broadway paseos and connecting crosswalk

# CityCenter Area - Rezoning

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## 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.

# CityCenter Area - Rezoning

CityCenter Area rezoning is a condition of the Preliminary Development Agreement with SKB and the pending Framework Agreement with LNR.

## 1. USES

- Adds hotel uses to the MU-B-1 zoning category (not currently included)
- Eliminates requirement of ground floor retail within CityCenter area and limit the commercial ground floor requirement to the historic Downtown Broadway main street area only (3300, 3400, 3500 blocks).

## 2. HEIGHTS

- 100' maximum changed to 125' (same as the Wells Fargo building)
- Taller heights can be negotiated in the quarter-mile area via TSA Overlay provisions

## 3. RESIDENTIAL DENSITIES

- Establishes a minimum density of 75 units per acre
- Establishes a maximum density of 125 units per acre
- Higher densities can be negotiated within the quarter-mile area via the TSA Overlay provisions



# CityCenter Area - Rezoning

## 4. PARKING

- Reduces the minimum residential parking required from 1.5 to 1.0 spaces per unit in the half-mile area and from 1.5 to .75 spaces per unit in the quarter-mile area (further reductions for affordable housing)
- Office and retail parking reduced from 3.33 spaces per 1,000 SF by 0-25% in the half-mile area and by 25-50% in the quarter-mile area
- Comparable reductions for hotel and restaurant parking requirements
- Rationale is based on the reduced parking demand at TOD locations and the extremely large pool of excess parking available for nighttime and weekend parking

## 5. CREATE AN EVOLVING TRANSIT STATION AREA (TSA) OVERLAY DISTRICT that provides City representatives the flexibility to negotiate proposed site plans, based on input from a design advisory committee.

- Building Height
- Residential Density
- Parking Requirements

# Questions and Discussion

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