

## **ENGLEWOOD TRANSIT STATION AREA SPECIFIC PLAN**

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## 1.1: INTRODUCTION

In 1968, the Cinderella City Mall opened for business in the City of Englewood, Colorado (a first ring suburb of the Denver Metropolitan Area), at the northeast corner of the intersection of US Highways 285 (W Hampden Avenue) and US Highway 85 (S Santa Fe Drive). The Cinderella City Mall was at the time the largest indoor mall located west of Mississippi River, and would serve as a primary cultural identifier for the Englewood community. However, as time passed, and waves of development spread further south beyond Englewood's sphere of influence, regional mall competitors such as Southglenn, and Southwest Plaza, eroded the competitive position of the Cinderella City Mall in the market place. Sales tax receipts began to decline in the late 1980's and by the late 1990's, the mall had lost most of its major tenant anchors.

The City of Englewood gained control of the mall property and began to plan for the site's future by embracing the new Southwest Light Rail Transit extension along South Santa Fe Drive. The resulting development, constructed in 2001, was known as CityCenter Englewood. CityCenter Englewood represented the Denver region's first transit-oriented development. The CityCenter development included a new Englewood Civic Center and library within a repurposed department store building, a 438-unit multi-unit residential development, a town center piazza and small-scale retail street, a collection of big box retailers, and a park-n-Ride facility to serve light rail patrons.

At the twenty-year mark for the CityCenter Englewood development, it is evident that some features of the development have been less successful than others. The multi-unit residential apartments have been relatively successful with a high occupancy rate, and Walmart remains the greater community's preeminent shopping destination. At the same time, there have been concerns about the operational costs of occupying and maintaining a relatively large government presence within an aging former department store building. The existing piazza retail space has not lived up to the original vision of lively, active commercial space. Finally, the smaller big box retail properties, due to changes in the nature of the retail market, were recently unable to support the original development financing, which led to the foreclosure of these buildings. It is now clear that there is a strong impetus for the City to reinvent CityCenter. The reinvention of CityCenter requires the reinforcement of the transit-oriented development principles through an increased residential population, and intensification of employment and local neighborhood-serving retail.

## **1.2: PURPOSE AND SCOPE**

The Englewood Transit Station Area (TSA) Specific Plan regulates and guides new development within the Plan area. The Englewood TSA Specific Plan establishes the intended design character and regulations that implement the City's vision for a transit-oriented district positioned between the Englewood Light Rail Transit Station and the historic South Broadway Main Street corridor. The Englewood TSA Specific Plan establishes a series of policy and design principles, standards, and guidelines that will serve as a roadmap to inform the development of design concepts that effectively achieve the City's vision for a transit-oriented development district adjacent to Englewood Station.

## **1.3: PLAN ADMINISTRATION**

The Englewood TSA Specific Plan is a regulatory document that establishes and defines the Englewood TSA Specific Plan Overlay District. Development in the Plan overlay district area must comply with the policy design principles, standards, and guidelines of this Plan. The City Manager or designee shall have the discretion to determine whether alternative interpretations of these regulatory elements shall be permitted or will require a request for a variance.

## **1.4: PROJECT LOCATION AND CONTEXT**

The Englewood TSA Specific Plan Overlay area includes a significant portion of the CityCenter and South Broadway sub-districts of the Englewood Downtown Development Authority area, extending roughly one-half mile from the Englewood Station platform. Englewood Station is located on the Southwest Light Rail Transit line connecting the southwest suburbs of Denver with the major employment center of Downtown Denver. The Englewood Station platform is located at the intersection of US Highway 85 (S Santa Fe Drive) and US Highway 285 (W Hampden Avenue). US Highway 285 serves as the principal arterial for the south side of the Denver Metropolitan Area, in the form of a limited access freeway to the southwestern suburbs and the Rocky Mountains, and connecting eastward to the Denver Technological Center, a preeminent regional employment center.

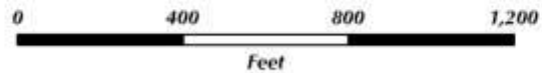
The Englewood TSA Specific Plan Overlay District area includes the entirety of the CityCenter site, as well as similar supporting properties to the east, forming a continuous land area stretching west-east from the Englewood Station platform to the edge of the historic South Broadway Main Street corridor. The northern boundary of the site generally lies along West Floyd Avenue, while the southern boundary is formed by US Highway 285 (West Hampden Avenue).



Figure 1-1: Englewood Transit Station Area (TSA) Overlay District Boundary

**Legend**

 Englewood TSA Overlay Boundary	 Original CityCenter Development Boundary
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## 1.5: SPECIFIC PLAN VISION

The vision for the Englewood TSA Specific Plan begins with Englewood Forward: The 2016 Englewood Comprehensive Plan. The vision outlined in the comprehensive plan is complemented by the vision laid out in the recently completed Englewood Downtown Matters Plan of Development.

### **Englewood Forward: The 2016 Comprehensive Plan**

The following strategies are laid out in the Englewood Station/CityCenter neighborhood assessment.

#### Off Broadway Corridor:

- Encourage more housing in and around Downtown and Englewood CityCenter by creating a minimum height and density. A greater critical mass of residents — including households that are not in family raising years – can support more retail and entertainment businesses and their presence contributes to lively street level activity.
- Develop a financing district such as a Downtown Development Authority; combination of TIF capability and mill levy without blight or eminent domain is ideal.

#### Englewood Station/CityCenter Area:

- Strengthen the retail “street at CityCenter by improving visual access from both Hampden Avenue and Englewood Station and adding additional supportive uses. Particularly pursue technology, entertainment, health, and pet related retailers that are expanding and highly desirable to Englewood’s demographic groups.
- Create a Master Plan for Englewood CityCenter and Downtown that looks to reconfigure vehicle access to transit & parking to increase user’s exposure to retail and enhance the streetscape.
- Attract a retail anchor with appropriate incentives that counterbalances the Historic Downtown.
- If City functions and offices are relocated, strive to place them in a more central position between CityCenter and Downtown, reinforcing the link between the two.

## **Downtown Development Authority: Downtown Matters Plan of Development**

Both the 2015 *Englewood Light Rail Corridor Next Step Study* and *Englewood Forward: The 2016 Englewood Comprehensive Plan* contained recommendations for the creation of a Downtown Development Authority for the purpose of planning and funding public improvements, programming, maintenance, and marketing activities for an area that included CityCenter, South Broadway, and Medical Districts. The 2020 Englewood Light Rail Corridor Next Step Study focused primarily on a public planning process and corresponding plan of development that led to a formal ballot proposal for the creation of the Downtown Development Authority District. The planning process and plan of development were branded as Downtown Matters.

The following strategies are described for the CityCenter Sub-area in the Downtown Matters Plan of Development.

### Economy and Jobs Considerations

- Attract a hotel for business visitors, hospital patrons and community members.
- Attract more multifamily residential homes near transit.
- Attract anchor employers to existing and new office space, leveraging CityCenter’s walkability and transit access as key amenities.
- Strengthen the retail “street” in CityCenter (Englewood Parkway) by improving visual access from the transit station, adding additional supportive uses, and using placemaking as an economic development tool.

### Public Space Enhancements and Placemaking

- Leverage DDA resources and collaborate with adjacent property owners to enhance and beautify the pedestrian experience along Englewood Parkway to encourage future, high-quality redevelopment and create a straight and visually accessible vehicular and primary pedestrian route between South Broadway and Englewood Station.
- Work with developers and the City to enhance and improve the piazza at Englewood Station.
- Create a high-quality and intuitive greenway link between the two existing sections of Little Dry Creek, through various place enhancing projects such as trail connections, linear parks, civic gathering places or “green streets.”
- Create a dedicated trail connection between the existing Dry Creek Park to the South Platte River trail connection point.
- Work with CDOT to improve the walkability, accessibility, and appearance of the Hwy 285 sidewalk edge.

### Mobility and Transportation

- Encourage the highest intensity of residential development on sites nearest Englewood Station.
- Protect and maximize views to the Rocky Mountain front range with building forms. Focus retail uses along Englewood Parkway and near Englewood Station.
- Utilize best practices of urban design to preserve views to Englewood Station and maximize a quality pedestrian environment.
- Create a visible connection between the commercial district and the Englewood light rail station.
- Enhance Englewood Parkway with dedicated pedestrian, bicycle, and greenway improvements.
- Implement managed curb lanes or other measures of right-of-way flexibility along Englewood Parkway to support mobility options relevant to future development conditions and densities.

### Land Use

- Encourage the highest intensity of residential development on sites nearest Englewood Station.
- Protect and maximize views to the Rocky Mountain front range with building forms.
- Focus retail uses along Englewood Parkway and near Englewood Station.
- Utilize best practices of urban design to preserve views to Englewood Station and maximize a quality pedestrian environment on all streets.



## **CHAPTER 2: REGULATING PLAN**

### **2.1: Regulating Plan Intent**

This chapter sets forth the overall development framework and use of land within the Specific Plan area. The regulating plan establishes the future street network, development blocks, and generalized land uses. In keeping with the vision of a vibrant, mixed-use, urban, and transit-oriented district, the regulating plan provides a large degree of flexibility. The regulating plan also establishes development intensity standards that are commensurate with immediate access to robust mass transit.

#### Principles

1. Establish a vibrant, mixed-use transit station area overlay district that acts as a community and regional destination.
2. Foster a synergistic mix of land uses that includes commercial, residential, employment and civic uses.
3. Encourage land uses to be vertically mixed to provide a range of activities and a diverse population.
4. Reinforce activity in key areas with active ground floor retail or office uses.
5. Encourage restaurants to provide outdoor dining along public plazas and greenspaces.
6. Provide neighborhood retail and services that meet the everyday needs of downtown's residents and workers and reduce car dependence.
7. Foster a diverse commercial environment that supports a range of affordability and businesses.
8. Provide a diversity of housing types and affordability. It is an important City Council objective that meaningful affordable housing opportunities be negotiated and implemented in future development approvals.

## **2.2: Land Use and Framework Plan**

The Englewood TSA Specific Plan establishes an overall framework for public ways and private uses within the Englewood TSA Overlay District. Figure 2-1: Land Use and Framework Plan delineates public ways and development blocks for public and private use. The public ways are based on a street network that establishes a fine grain street and block system to emphasize circulation for all modes of travel through the transit station area overlay district. The development blocks are sized to not only promote this ease of circulation but to also accommodate a wide variety of land uses and associated building types.

The Plan Framework is designed to integrate existing uses and parcels into the downtown street network and block system. Future street connections and development blocks shall follow the rights-of-way and block system established in this Plan as redevelopment of existing uses occurs and allows for completion of the street network.

### **2.2.1: Permitted Land Uses**

Development blocks shown in Figure 2-1: Land Use and Framework Plan have been assigned generalized land use designations. Individual land use categories are regulated by the Unified Development Code Table of Allowed Uses under the MU-B-1 zone district.

### **2.2.2: Activated First Floor Frontage Requirements**

The Englewood TSA Overlay District is envisioned as having a highly active public realm with city streets that are designed for substantial pedestrian activity. In order to support this vision, it is imperative that ground-floor uses in certain District areas provide spaces that activate and engage residents and visitors alike. The Plan identifies ground-floor frontages on which activated uses are required. The Plan also identifies locations where such activated frontages are strongly encouraged.

Ground-floor activated spaces shall be provided along street frontages where indicated in Figure 2-1: Land Use and Framework Plan. Where indicated, ground-floor activated spaces are strongly encouraged. Activated spaces shall have a minimum width of 25 feet and a minimum depth of 50 feet measured perpendicular to the property line from the exterior face of the building facing the street.



Figure 2-1: Land Use and Framework Plan

**Legend**

Multi-unit Residential	Commercial Mix	Required Activated First Floor Frontages
Multi-Unit Residential-Commercial Mix	Green Space	Encouraged Activated First Floor Frontages



### **2.3: Development Intensity Standards and Guidelines**

Development intensity regulations have been developed to establish appropriate transit-oriented development standards that meet the City's expectations regarding the level of acceptable development intensity. Varying development intensity standards have been established for areas within the quarter to one half mile radius of the Englewood LRT Station platform, and for areas within the quarter mile radius of the Englewood LRT Station platform. Boundaries of the quarter mile and half mile station areas are depicted in Figure 2-3: Transit Station Area Quarter Mile and Half Mile Zones.

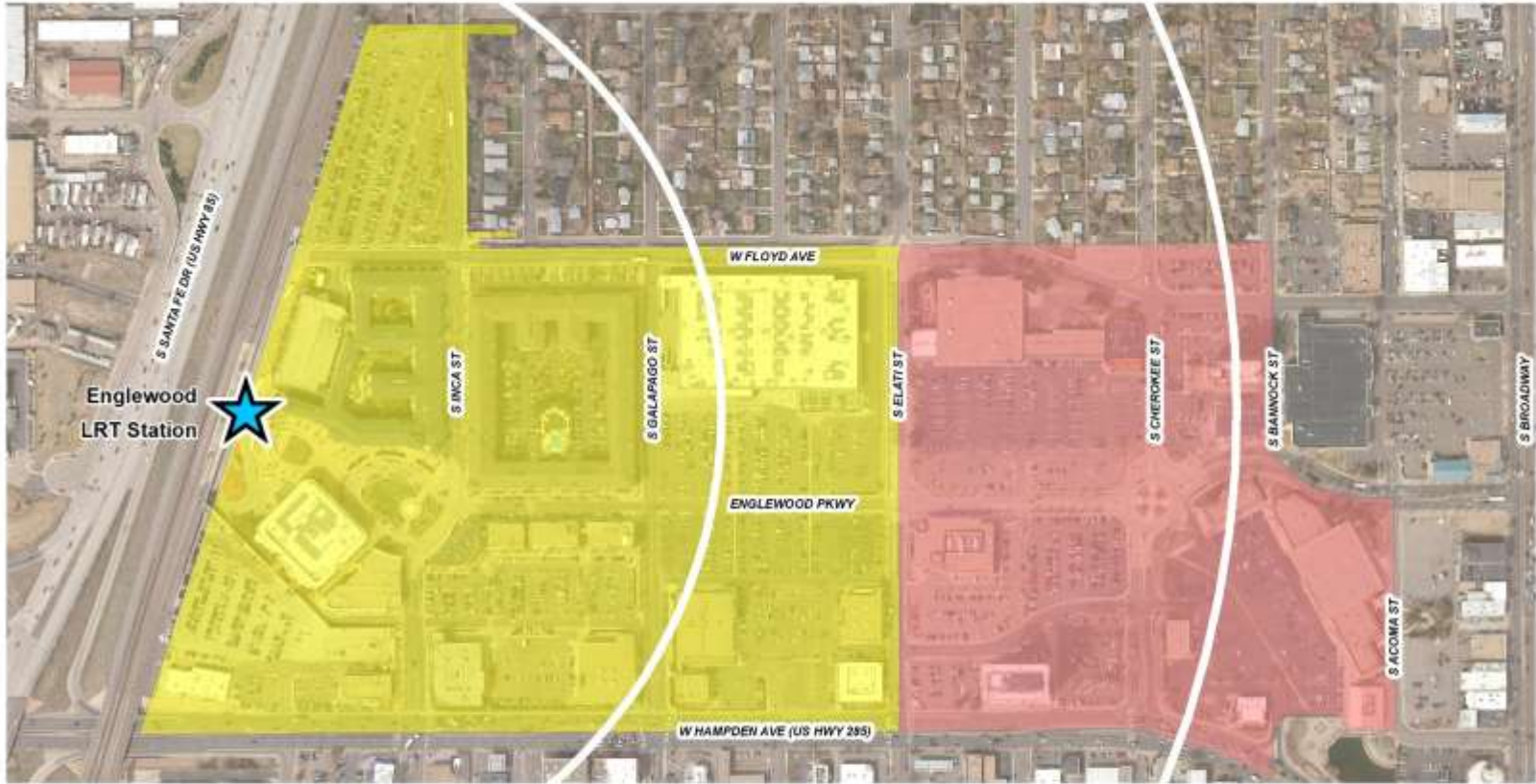
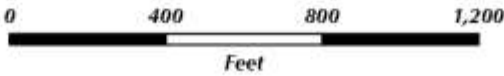


Figure 2-2: Transit Station Area Quarter Mile and Half Mile Zones



**Table 2-1: Development Intensity Regulations**

<b>PARAMETER</b>	<b>AUTOMOBILE DEPENDENT STANDARD</b>	<b>HALF MILE ZONE</b>	<b>QUARTER MILE ZONE</b>	<b>QUARTER MILE ADJUSTMENTS</b>	<b>REGULATION TYPE</b>
Residential Density - Maximum	Typically 50-70 Units/Acre	125 Units/Acre	125 Units/Acre*	May be negotiated higher through site plan approval process	Standard by Right
Residential Density - Minimum	None	75 Units/Acre	75 Units/Acre		Standard by Right
Building Height - Maximum	100 Feet	100 Feet	100 Feet*	May be negotiated 25% higher through site plan approval process <sup>1</sup>	Standard by Right
Building Height - Minimum	None	2 Stories	2 Stories		Standard by Right
Residential Parking - Market Rate	1.5 Spaces/Unit	1.0 Spaces/Unit	.75 Spaces/Unit	May be negotiated lower through site plan approval process	Standard by Right
Residential Parking - Income Restricted	1.5 Spaces/Unit	.75 Spaces/Unit	.5 Spaces/Unit	May be negotiated lower through site plan approval process	Standard by Right
Hotel Parking	1.0 Spaces/Room	Up to 25% reduction	Up to 50% reduction		Guideline for Negotiation
Office/Retail Parking	3.33 Spaces/1,000 SF	Up to 25% reduction	Up to 50% reduction		Guideline for Negotiation
Restaurant Parking	5 Spaces/1,000 SF	Up to 25% reduction	Up to 50% reduction		Guideline for Negotiation

<sup>1</sup> In exchange for income restricted housing units within the proposed building through the administrative site plan approval process, or without income restricted housing units as a major amendment subject to public hearing process and City Council approval.

## 2.4: Lot Standards

Division of platted blocks is anticipated as the Englewood TSA Specific Plan area develops. Subdivision of blocks into smaller lots is encouraged to create variation in development scale and building form. All lots created shall front onto a public street with a minimum lot frontage of 25 feet and minimum lot depth of 100 feet. Development comprising liner buildings of a parking structure or anchor building may be excluded from the minimum lot depth.

## 2.5: Setbacks

Setbacks will generally adhere to the following parameters:

Front Adjacent Street:	5 and no more than 15 feet
Side Adjacent Street:	5 and no more than 15 feet
Side Adjacent Alley or Easement:	5 feet
Side Adjacent Side:	0 feet
Rear:	5

## 2.6: Minimum Lineal Street Frontage

Building frontages are required to cover a minimum distance of 75% of the length of the front lot line, measured adjacent to and parallel with the front lot line. Building frontages are required to cover a minimum distance of 25% of the length of the side lot line adjacent to a street, measured adjacent to and parallel with the side lot line.

## CHAPTER 3: CIRCULATION DESIGN

### 3.1: Circulation Design Intent

The Englewood Light Rail Transit Station opened in the year 2000, in conjunction with the redevelopment of the former Cinderella City Mall into the Denver Region's first transit-oriented development, CityCenter Englewood. At the time of station development, it was generally assumed that the bulk of transit ridership would access the station by personal automobile, with parking provided through agreements between the City of Englewood and the Regional Transportation District. It was also assumed that the provision of parking for transit riders would be beneficial to the CityCenter development and the City as a whole, bringing potential shopping customers to the site. However, the design of the park-n-Ride facilities in relation to the location of CityCenter retailers allowed light rail park-n-Ride patrons to avoid walking past CityCenter retailers when making their way on foot from their car to the station and vice versa. It is now generally accepted that park-n-Ride patrons are less beneficial to the economic prospects of CityCenter retailers than actual residents living in close walking proximity to both light rail and nearby retail and service-providing businesses. It is the City's intention to work with RTD to reduce the amount of park-n-Ride spaces provided, more efficiently allocate the remaining park-n-Ride spaces throughout the area, looking at shared parking strategies, converting in some cases free parking to paid parking, and converting surface parking to structured parking, all in order to intensify the development level of the CityCenter site.

CityCenter was originally intended to be pedestrian-friendly with ample sidewalk widths, streetscape furnishings, landscaping, and art. However, the quality of pedestrian amenities often declined further away from the station. Dedicated bicycle facilities were limited to the development of the Little Dry Creek Trail connection between the Broadway main street and the Mary Carter Greenway/South Platte River Trail. The City added a shuttle bus route from Englewood Station to Swedish Medical Center and Craig Hospital a few years after the CityCenter development was completed.

The Englewood TSA Specific Area Plan incorporates a number of recommendations from previous Station Area Master Plan/Next Step Study planning efforts in order to more fully achieve a true multi-modal environment. These previous recommendations include improvements to transit, bicycle, pedestrian, and automobile access.

#### Principles

1. Highlight connections and foster access to transit throughout the transit station area.
2. Ensure bicycle and pedestrian mobility is safe, connected, and easy to navigate.
3. Utilize creative solutions and accommodations to support bike use.
4. Foster multi-modal connectivity between key destinations and activity areas, civic spaces, parks and transit through clearly-marked connections and wayfinding.
5. Facilitate connections to surrounding neighborhoods and developments with enhanced crossings and street connections.



6. Ensure the street network maximizes internal connections and circulation options, and that block sizes support the urban form and character of downtown.
7. Design streets to foster an active, engaging pedestrian environment.
8. Employ technologies that assist in wayfinding, parking access, and transit ridership.

### **3.2: Transit Access**

In order for the Englewood LRT Station to most effectively attract ridership, existing station conditions and connective access must be significantly improved.

#### **3.2.1: Connecting Bus Stop Bays**

The existing connecting bus stop bays located immediately adjacent to the station platform are envisioned to remain in this location. However, the existing one way in/out bus access and turnaround may potentially be fully reconnected to the street network grid to open the roadway up to automobile circulation and access in order to better accommodate and support surrounding commercial uses. Additional bus routing changes may also be instituted in consultation with the Regional Transportation District (RTD).

#### **3.2.2: Shuttle Bus (Englewood Trolley)**

The redevelopment of CityCenter and the establishment of a Downtown Development Authority will allow improvements to be made to the existing shuttle bus system. Improvements are envisioned to be made in terms of reduced headway waiting times, expansion of service hours to include nights and weekends, and vehicle and technology upgrades.

#### **3.2.3: Station Platform**

Improvements to the station platform will include wind shelters that will protect waiting transit riders from fierce winds and blowing rain and snow.

#### **3.2.4: park-n-Ride Facilities**

It is the City's intention to work with RTD to reduce the amount of park-n-Ride spaces provided, more efficiently allocate the remaining park-n-Ride spaces throughout the area, looking at shared parking strategies, converting in some cases free parking to paid parking, and converting surface parking to structured parking, all in order to intensify the development level of the CityCenter site.

#### **3.2.5: Connecting Bicycle and Pedestrian Infrastructure**

The City is moving forward with planning efforts to eventually construct the Englewood Rail Trail, including bicycle/pedestrian bridges over Hampden Avenue and Dartmouth Avenue, as well as a potential bicycle/pedestrian bridge over South Santa Fe Drive. The City should also

advocate for a South Santa Fe Drive flyover at Floyd Avenue to allow multi-modal access to the South Platte River area at ground level through future corridor planning processes.

### **3.3: Bicycle and Pedestrian Network**

Englewood Parkway will continue to serve as the primary retail spine and enhanced pedestrian route from the Broadway main street to Englewood Station. Major improvements are needed beginning at the Walmart property and continuing east to Broadway.

Bicycle routes identified in the Englewood Walk and Wheel Master Plan include Englewood Parkway and Floyd Avenue as east-west routes, and Elati Street as the primary north-south route. These routes will include enhanced forms of dedicated bicycle lanes.

Beginning at the Little Dry Creek Plaza located at South Acoma Street and West Hampden Avenue, the Little Dry Creek Trail continues in a zig-zag fashion along the grid street network before crossing underneath Santa Fe Drive and finally connecting with the Mary Carter Greenway along the South Platte River. The existing Little Dry Creek route through the grid street network may be redesigned in conjunction with the on-street bicycle network improvements.

### **3.4: Street Network**

New streets are envisioned to better connect the existing grid network in close proximity to the station. The Transit Station Area Plan envisions breaking the most southwestern block that includes the existing Civic Center into four smaller blocks through the development of new north-south streets, and a new east-west street.

To the east, the Transit Station Area Plan envisions road diet redesigns of portions of Floyd Avenue west of Elati Street, and Cherokee Street/Englewood Parkway. Englewood Parkway will be straightened when the existing Englewood Marketplace site is redeveloped.

## **CHAPTER 4: BUILT FORM DESIGN**

### **4.1: Built Form Design Intent**

The current CityCenter format represents the first generation of transit-oriented development within the Denver Metropolitan Region. The areas closest to the station featured residential apartments located on relatively large parcels, with residential densities, building heights, and parking standards that were more suburban than urban in nature. Second generation transit-oriented developments around the Denver Metropolitan Region are consistently being designed with residential densities and building heights that are decidedly more urban. The infill redevelopment approach that will be necessary to rejuvenate CityCenter will require a distinctly urban character. Special attention must be given to the design qualities of both private architectural buildings and public spaces in order to activate and program the new development sites.

#### Principles

1. Ensure building placement and frontage along the street reflects an urban downtown character.
2. Maintain a consistent street frontage or “street wall” throughout the downtown area.
3. Utilize building architecture to announce gateways, key intersections and public spaces.
4. Create architectural variation along a block face through diversity of massing, articulation and architectural detailing.
5. Create a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using ample fenestration, awnings and frequent building entries.
6. Ensure that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.
7. Design parking structures so they do not dominate the built environment.
8. Encourage a variety of building and development types throughout the site.

## **4.2: Architectural Standards and Guidelines**

The architectural standards and guidelines address the massing, character, and composition of exterior building elements.

### **4.2.1: Building Massing and Scale**

#### Principles

1. Encourage a human-scaled urban environment that includes a varied and changing visual experience for pedestrians.
2. Maximize energy efficiency and create opportunities for effective sustainable design.

#### Design Standards

1. Wall surface planes larger than 15,000 square feet shall be provided with facets, recesses or projections that break the flat facade into visually separate parts and shall be of sufficient dimension to create depth and variation of light and shadow.
2. Vertical and horizontal articulation of buildings shall also be achieved by using scaling elements such as materials, color, and/or fenestration changes, variations in parapet walls, integrating balconies, terraces, or arcades, and/or employing upper story step backs.

#### Design Guidelines

1. Buildings should be designed using varied upper story step back heights and tower locations.
2. Additional step backs should be considered for buildings on the south or east sides of streets in order to provide more sun penetration to ground level.
3. Rooftop amenities, such as decks, pools, gardens, etc. should be designed and oriented in a direction that does not create noise disturbance to adjacent neighborhoods in excess of noise ordinance limits.
4. Through-block gaps and passageways in building mass above the podium levels should be used where they would provide visual interest and/or maximize views.

## 4.2.2: Activated Building Edges

### Principles

1. Promote activated building edges that encourage pedestrian activity along Englewood Parkway and at the corners of streets (minimum of 50 linear feet) intersecting with Englewood Parkway.
2. Promote boundary frontages to define the street edge on all other street frontages not included in principal 1 above.

### Design Standards

1. Generous ground floor to ceiling heights (14 ft. floor to floor height minimum, 20 ft. floor to floor height suggested) shall be provided to suit retail uses and promote visual prominence.
2. There shall be no ground floor parking structures between the street edge and buildings.

### Design Guidelines

Activated edges should:

1. Provide extensive ground floor glazing and frequent entrances.
2. Be composed of articulated, human-scaled facades.
3. Be 20-ft non-residential ground floor height where possible.
4. Include canopies and trellises to emphasize entrances. The design of awnings or canopies from one building to the next should be diverse, but also compatible with the architecture and streetscape design.
5. Awnings should be sized and located so as to minimize right-of-way tree impact.
6. Awnings should be self-supported without columns projecting into the sidewalk.
7. Include stoops, raised porches, terraces and small quasi-public open spaces.

Boundary frontages should:

1. Include building edges brought to the sidewalk with minimal setbacks.
2. Include scaling elements to break up the mass of buildings.
3. Be articulated and humanly scaled at the ground floor.

### **4.2.3: Building Materials**

#### Principles

1. Enrich the building facade with materials and finishes that are durable and sustainable.
2. Encourage the use of low maintenance materials.

#### Design Standards

The building shall be clad in, but not limited to, the following materials:

1. Brick, stone, clay tile, or terra cotta
2. Architectural precast concrete
3. Hard-coat stucco above the first floor
4. Architectural metal and cladding systems
5. Glass
6. Concrete masonry with an architectural finish
7. Durable synthetic materials such as cement board or composite cladding above the first floor as approved by design review committee

The following materials shall not be permitted:

1. Vinyl siding
2. Painted wood siding
3. Exterior insulation and finishing systems (EIFS)
4. Glass block

#### Design Guidelines

1. The compatibility of material combinations should be considered.

2. The incorporation of sustainable materials should be considered.
3. The use of highly reflective metal materials which cause glare is discouraged.
4. The use of highly durable materials on the first floor is encouraged.



#### 4.2.4: Building Fenestration

##### Principles

1. Encourage transparency to activate the public realm at ground level.
2. Provide adequate light and ventilation for commercial and residential users.
3. Promote a healthier internal environment with adequate natural light.
4. Contribute to facade scaling and composition.
5. To limit glare from highly reflective glazing.
6. To encourage a visible link between interior functions and street activity.

##### Design Standards

1. Ground floor retail space fronting on a street shall incorporate transparent glass for a percentage of the lineal street frontage of the first floor. These windows shall be a minimum of five feet (5') high and mounted not more than three feet six inches (3'6") high above the interior floor level for a total height of eight feet six inches (8'6").
2. A sixty percent (60%) minimum building lineal zone of transparency measured adjacent to and parallel with the front lot line is required.
3. A twenty-five percent (25%) minimum building lineal zone of transparency measured adjacent to and parallel with the front lot line is required.
4. The minimum non-residential window/wall area above the first floor shall be 40%.
5. The minimum residential window/wall area above the first floor shall be 30%.
6. Windows above the first floor shall have a maximum reflectance of 19%.
7. Windows above the first floor shall have a minimum visible light transmittance factor of .6.
8. It is permitted to treat the glazing with fritting or translucence.

##### Design Guidelines

1. Glazed openings above the first floor greater than 40 sf should be subdivided by mullions.

2. The use of operable windows in both residential and commercial applications is encouraged.

#### **4.2.5: Building Composition**

##### Principles

1. Promote harmonious and compatible building facades.
2. Encourage building forms that respond to their context.
3. Encourage buildings that are responsive to sun and sky exposure.
4. Avoid large expanses of undifferentiated facade.

##### Design Standards

1. Wall surface planes larger than 15,000 square feet shall be provided with facets, recesses or projections that break the flat facade into visually separate parts and shall be of sufficient dimension to create depth and variation of light and shadow.

##### Design Guidelines

1. Buildings should be designed using varied upper story step back heights and tower locations.
2. Through-block gaps and passageways in building mass above the podium levels should be used where they would provide visual interest and/or maximize views.
3. Step-backs are encouraged on buildings on the south and east street frontage to promote sun exposure.

#### 4.2.6: Building Scaling Elements

##### Principles

1. Encourage a human-scaled urban environment that creates a varied and changing visual experience for pedestrians.
2. Create human-scaled elements through changes in plane, texture, and detail.
3. Discourage large expanses of undifferentiated facades.

##### Design Standards

1. Scaling elements shall occur both vertically and horizontally as part of a coherent facade composition.
2. Building facades facing the street, shall include at least three of the following elements:
  - A change in material.
  - A change in color.
  - A system of horizontal and vertical scaling elements.
  - A system of reveals of at least  $\frac{3}{4}$ " by  $\frac{3}{4}$ ".
  - Changes in plane of at least 24".
  - A repeating pattern or ornament or art.
  - An expression of the building structure representing columns and spandrels.

##### Design Guidelines

1. Scaling elements should support the emphasis of entries and corners.
2. Building structural elements, such as floors and columns, should be reflected in the façade design.
3. The use of sills, lintels, mullions and plane changes may be used to scale the building facade.

#### **4.2.7: Primary Pedestrian Entrances**

##### Principles

1. Provide clear and well-defined access to buildings that activates the streetscape.
2. Emphasize primary building entrances.

##### Design Standards

1. Primary building entries shall be articulated in a way that differentiates them from secondary entries.
2. Service entries shall be visually differentiated from primary and secondary entries.

##### Design Guidelines

1. Primary entries should be incorporated into the building form.
2. Primary entries may be emphasized with canopies, faade treatments, and massing to provide clear wayfinding for users and visitors.

#### **4.2.8: Tenant Pedestrian Entrances**

##### Principles

1. Encourage a clear distinction between primary and secondary access points and a hierarchy of entries to clarify way-finding.

##### Design Standards

1. Tenant and resident access points shall be treated as secondary entries.
2. Service access points shall appear distinct and less emphasized than secondary entries.
3. Each ground floor tenant space and residence fronting the street shall have an entrance on the street.

##### Design Guidelines

1. Tenant and resident entries should be integrated into the facade design.
2. Service entries should be de-emphasized.

#### **4.2.9: Vehicle Entrances**

##### Principles

1. Provide readily identifiable parking and service access.
2. Promote safe pedestrian encounters with entering and exiting vehicles.
3. Minimize the disruption of a pedestrian-centric streetscape by vehicles.

##### Design Standards

1. Pedestrian entries shall be a minimum of 20-ft from vehicle entries.
2. Pedestrian and vehicular entries shall not be combined.

##### Design Guidelines

1. Driveways that support single tenants or individual residences should be avoided.

#### **4.2.10: Accessibility and Universal Design**

##### Principles

1. Make all buildings usable to the broadest range of residents and visitors as possible, regardless of age and ability.

##### Design Standards

1. Accessible features shall be integrated into the building and facade design, in accordance with the Americans with Disabilities Act.

#### **4.2.11: Building Porches, Patios, and Stoops**

##### Principles

1. Integrate residential uses with the active public realm while maintaining a sense of privacy.
2. Activate the streetscape along residential frontages.
3. Ensure that patios, porches, and stoops are usable spaces.

##### Design Standards

1. Steps shall not extend into the public ROW.
2. Porches and patios shall be a minimum of 7-ft in width and 5-ft in depth.

##### Design Guidelines

1. Porches and patios should create a sense of defensible space while being visibly open to the streetscape.
2. Rooftop amenities, such as decks, pools, gardens, etc. should be designed and oriented in a direction that does not create noise disturbance to adjacent neighborhoods in excess of noise ordinance limits.



#### **4.2.12: Canopies, Shading Devices, and Trellises**

##### Principles

1. Provide focal points for entries and weather protection for visitors, tenants, and residents.
2. Integrate canopy and trellis design with the building facade.

##### Design Standards

1. Canopies/shading devices shall be permitted to be fabricated from the following materials:
  - Metal or metal panel systems
  - Glass
  - Fabric
2. Trellises shall be permitted to be fabricated from the following materials:
  - Wood
  - Metal shapes and metal fabrications
  - Masonry columns and posts
  - Columns or posts for trellises or canopies shall not be permitted in the public right of way

##### Design Guidelines

1. Canopies and trellises should be used as shading devices to reduce glare and shade pedestrians.
2. Canopies may be used to define entries and a hierarchy of building access.
3. Shading devices should be integrated with building design.
4. Canopies should be used to supplement tenant identity, not as primary signage.
5. The design of awnings or canopies from one building to the next should be diverse, but also compatible with the architecture and streetscape design. Awnings should be sized and located such as to minimize right-of-way tree impact. Awnings should be self-supported without columns projecting into the sidewalk.

#### **4.2.13: Balconies and Railings**

##### Principles

1. Encourage the integration of balconies and railings into the building design.
2. Promote balconies that encourage active use, providing “eyes on the street”.

##### Design Standards

1. Balconies shall have a minimum depth of 5-ft and a minimum width of 5-ft.
2. Balconies shall be recessed, projecting, or rooftop.
3. Balcony railing materials above ground floor shall be permitted to be:
  - Metal shapes or fabrications
  - Glass

##### Design Guidelines

1. Balconies should be a functional size to encourage regular use.
2. Railings should be integrated into the overall facade design.
3. Design consideration should be given to balcony soffits to encourage an attractive façade when viewed up from the street.

#### **4.2.14: Solar or Wind Power Equipment**

##### Principles

1. Limit the negative visual impact of solar and wind power equipment.
2. Further the City's sustainability plan energy goal.

##### Design Standards

1. Rooftop solar panels and wind power equipment shall be screened from view from the street.
2. Facade-mounted solar panels shall be integrated into the building design and comply with the requirements for composition, materials, and scaling.

##### Design Guidelines

1. Solar and wind power equipment should be located to minimize impact to adjacent property.
2. Explore shared, area-wide geothermal heating and cooling opportunities.
3. Encourage solar roof top gardens.

#### **4.2.15: Satellite Dishes and Antennas**

##### Principles

1. Minimize the visual impact of antennas and satellite dishes.

##### Design Standards

1. To the extent permitted by law, satellite dishes, antennas, and similar external communication equipment shall not be installed on street-facing facades.

##### Design Guidelines

1. Antennas and satellite dishes should be located on roofs and not visible from the public street.
2. Antennas and satellite dishes should be screened from view or located within penthouses on the roof.

#### **4.2.16: Service Areas of Trash Loading and Recycling**

##### Principles

1. Minimize the visual and auditory impact of service areas on the public way.
2. Create durable and easily maintained areas.

##### Design Standards

1. Exterior service areas shall not face streets or public open spaces.
2. Outdoor service areas shall be screened by masonry or metal solid enclosures no less than 6-ft tall.
3. Outdoor service area screens shall be masonry or an approved alternate.
4. Wood gates or enclosures are not allowed.

##### Design Guidelines

1. Service areas should be enclosed within the building to the extent possible.
2. Service areas should not be visible from adjacent residential buildings.
3. Screening for outdoor trash enclosures should be integrated into the building design.
4. Trash receptacles, loading docks and service areas should be combined and located midblock and mid alley and shared between buildings when possible.

#### **4.2.17: Utility Spaces and Mechanical Equipment**

##### Principles

1. To minimize the visual impact of utility equipment.
2. To integrate equipment screening into the building design.

##### Design Standards

1. Meters and electrical equipment shall be architecturally screened or located out of view of public streets.
2. Rooftop mechanical equipment shall be screened from view from the street.
3. Mechanical equipment screens shall incorporate the same materials and design as the building facade.

##### Design Guidelines

1. Locate utility equipment to facilitate access to multiple properties.
2. Locate utility equipment to not be visible from the street.
3. Mechanical louvers and vents shall be of consistent materials and design with fenestration.

#### **4.2.18: Parking Structures**

##### Principles

1. Minimize the visual impact of structured parking on the public street.
2. Integrate the parking structure facade into buildings to minimize negative impacts to the public realm.
3. Discourage large undifferentiated expanses in the facade.

##### Design Standards

1. Facades visible from the public right of way, shall be opaque for a minimum of 36" above the garage deck to restrict the passage of light from vehicle headlamps.
2. Facade screening shall limit light trespass from the garage interior lighting.
3. Top deck light fixture shall be low cut-off type and less than 20-ft tall.
4. Facades visible from the street shall comply with the standards for building character fenestration, composition, and scaling elements.
5. Facades visible from the street shall utilize vertical scaling elements no more than 12-ft on center.
6. Mechanical garage ventilation grills shall not be located at the street facade.
7. Ground floor of a parking structure visible from the public way shall have a minimum vertical clearance of 9-ft to any structure.

##### Design Guidelines

1. Scaling elements on the parking structure should be consistent with the primary building.
2. Exterior facades should replicate the window pattern and architectural elements of adjacent buildings.
3. Decorative screening on the garage facade is encouraged.
4. Screening or cutoff fixtures should be used with internal garage lighting along the perimeter to limit glare on public spaces.

## CHAPTER 5: LANDSCAPE AND OPEN SPACE DESIGN

### 5.1: Landscape and Open Space Design Intent

Due to physical site constraints and land ownership patterns, passive green space needs must be met through high quality trees, shrubs, and flower gardens incorporated into public right of ways. Active recreational spaces will need to be met through existing park spaces (Cushing Park) to the north of the main development site. The City should plan for significant facility upgrades to Cushing Park to serve the needs of both long-established residential neighborhoods as well as future residents living at CityCenter.

### 5.2: General Landscape Requirements

#### Principles

1. Provide high quality public realm places that encourage recreation and social interaction.
2. Provide creative site design elements.
3. Utilize sustainable site features and site design practices throughout the project, as practical.
4. Link transportation and land use activities by using the public realm and open space systems as the connective tissue of the project.
5. Provide accessible, high quality, character giving, external spaces that enhance the pedestrian experience and provide a unique character to the overall Transit Station Area.
6. Ensure that pedestrian oriented streetscapes slow down automobile and bike users, and to encourage social interaction and safety within the public realm.
7. Allow for additional publicly accessible plaza spaces and private courtyards shaped by adjacent buildings that will accommodate special amenities such as cafés, public art and unique plantings that are an important part of the overall open space network.
8. Provide streetscape, courtyards and plaza spaces that can be utilized during all four seasons.
9. Encourage, on each development block, some form of outdoor space that is connected to the public realm either directly or by a publicly accessible walkway.
10. Create a variety of distinct places, providing memorable experiences that add to place making and activate the street level.
11. Provide open spaces such as plazas, courtyards, and small parks as an extension of the work environment or community rooms into an outdoor environment.



### Design Standards

1. Grass areas, except for tree lawns, shall only be placed where they provide for active community use and interaction.
2. Visual cues and gateway elements shall be used to welcome and direct transit and community users.
3. Plazas shall provide for safe and easily accessible multi-modal transit connections and connect to publicly accessible walkways.
4. Materials and patterns shall be used that will visually connect the plazas and streetscapes throughout the project.
5. Special paving, crosswalk markings, lights or corner bulb-outs shall be used to achieve traffic calming at intersections and crosswalks.
6. Areas within the public ROW shall be subject to Public Works review and approval.
7. Publicly accessible plazas may include urban gardens and outdoor rooms, but shall not include off-street loading areas, driveways, permanent off-street parking areas, utility boxes, or service access.
8. Walkways abutting or within publicly accessible plazas shall be a minimum of 8 feet wide.
9. Publicly accessible, privately maintained open space shall be located outside of the ROW or build-to zone.

### Design Guidelines

1. Plazas should be shaped by and reinforce the ground floor uses and entrance points of adjacent buildings.
2. Public plazas and private courtyards should incorporate elements and materiality from the surrounding buildings such as low walls, canopies, trellises, balconies, roof top terraces, roll up doors and overhangs to frame and create unique and comfortable exterior spaces and enjoyment of the outdoors.
3. Each development parcel should look for ways to increase open space connectivity throughout the project.
4. Visual connections across two sides of a street should be encouraged unless there is an undesirable view.
5. A special amenity or urban design element should be incorporated every 300 feet along major pedestrian circulation routes to give relief and interest. For example, public art, water features, or a small pocket park.
6. Public plazas, private courtyards, and streetscapes should consider the ease and storage of snow removal.

7. Plazas shall provide a balance of hard and softscape elements that help provide shade, soften and buffer appropriate areas of the plazas.
8. Plazas should be enhanced with site amenities such as public art, water features, unique site furnishings, trellis structures, and made of durable materials.
9. Tree planting areas in plazas should strive to be 7' wide min. for root and canopy growth.
10. Landscape materials should be selected for each plaza's unique micro-climate.
11. Building access, either public or secure, should be located on each plaza to encourage regular use.
12. Private courtyards immediately adjacent to public walkways should be at least 10 feet deep x 20 feet long.

### 5.3: Festival Street Public Plaza Area

#### Principles

1. Enhance pedestrian and bicycle connections and retail activation of storefronts along the public plaza area.
2. Create a unique, iconic civic plaza that provides tree canopy and artistic shade elements, pedestrian amenities, seating areas, and gathering spaces in close proximity to the light rail station platform.
3. Promote community gathering through pedestrian-scaled special paving, lighting, landscaping, furnishings and the creation of areas to congregate.
4. Preserve or redesign iconic light rail station pedestrian bridge as a defining gateway element.

#### Design Standards

1. The main plaza area shall be a minimum of 1 acre, straddling both sides of Englewood Parkway and including the street right-of-way.
2. The plaza shall incorporate publicly accessible gathering, seating, and landscaping areas into the space.
3. The plaza shall be designed to promote ease of access between Englewood Station and adjacent neighborhoods for both pedestrians and cyclists.
4. The plaza shall be design to accommodate community events and functions such as farmers markets, art shows, holiday events, etc.

#### Design Guidelines

1. Decorative hardscape, landscape, furnishings, shade structures, and lighting elements should be used to enliven the plaza during times of less active use.
2. Creative lighting and decorative design elements should be used to create visual interest from Englewood Station, the adjacent office and residential buildings, and along Englewood Parkway.
3. Sustainable design features should be included where possible, including innovative storm water management, permeable pavements, energy efficient lighting, and drought-tolerant landscaping.

## 5.4: Englewood Parkway

### Principles

1. Create Englewood Parkway as the signature parkway street throughout the Transit Station Area that connects Englewood Station through the Transit Station Area and beyond to the historic South Broadway Main Street area.

### Design Standards

1. A 50-foot-wide minimum greenway median shall be provided as the primary public open space system for the Transit Station Area where feasible.

## **5.5: Landscape Plant Materials**

### Principles

1. Respect the native Colorado environment and low water use requirements in the landscape materials selected, with a preference for native forbs and grasses, while also being mindful of seasonal qualities to ensure a year-round active living landscape environment.
2. Utilize low water use irrigation systems, technologies and applications throughout the project to manage and conserve water use.
3. Provide high quality and well-maintained landscape and irrigation throughout the project that enhances overall property values and a sense of project pride and identity.
4. Utilize plant material that is adaptable to recycled grey water standards.
5. Select plant materials that create links between open spaces and urban areas and provide a number of benefits including improved air and water quality and habitat enhancement.

### Design Standards

1. Plant material shall conform to the American Standard for Nursery Stock and shall be of specimen quality.
2. Plant material shall be delivered to the site and installed in a healthy condition without significant damage and need for pruning.
3. Soil tests of planting media shall be performed to identify necessary soil amendments.
4. Landscape areas shall be tested for soil percolation and provide remediation drainage as determined by test.
5. Mulch shall be provided within all planting beds and shall be placed directly on the soil without weed barrier fabric.
6. All areas utilizing turf shall be sodded and not seeded, with the exception of upcoming cultivars currently available in plug form only.
7. Enhance water protection efforts with runoff and irrigation systems.
8. Rain and soil moisture sensors shall be installed with all irrigation systems.
9. Irrigation in public parks shall be subject to review and approval by Englewood Parks and Recreation.
10. Single stem trees shall be used within public ROW.
11. Plants treated with neonicotinoids or other bee killing chemicals at any stage in their germination shall not be used.

12. Plant selection shall place an emphasis on the creation of pollinator garden habitats.

13. Minimum plant material size shall be as follows:

- Deciduous trees shall be 2.5-inch caliper minimum
- Ornamental trees shall be 2.5-inch caliper minimum
- Large evergreen trees shall be 8 feet in height minimum
- Small evergreen trees shall be 6 feet in height minimum
- Upright shrubs shall be 3 feet in height minimum
- Shrubs shall be 5-gallon container minimum
- Perennials shall be 1-gallon container minimum
- Grasses shall be 1-gallon container minimum
- Groundcover shall be 4-inch pots minimum

#### Design Guidelines

1. Installation of irrigation flow meters should be encouraged to help detect leaks in the irrigation system.
2. The use of spray irrigation should be limited to turf areas only.
3. Plant diversity and the use of pollinator friendly plant species should be encouraged.
4. Internal garage lighting along the perimeter to limit glare on the public spaces.

## **5.6: Hardscape Component Standards**

### Principles

1. Encourage a logical, hierarchical system of standard and decorative paving within designated open space areas.
2. Provide paving materials which are safe, durable and easy to maintain.

### Design Standards

1. All sidewalk paving shall meet City standards and where required, be part of a Maintenance District.
2. Any paving within the public right of way must be approved by the Department of Public Works.
3. Improvements to the public right of way, such as corner bulb outs, handicapped curb ramps, curb and gutter and sidewalks shall be consistent with the Department of Public Works standards and Community Planning & Development approval.

### Design Guidelines

1. Special paving systems are encouraged within Englewood Parkway, the central plaza, and to identify special areas of the streetscape such as intersections, pedestrian building entrances, and other plazas and passageways.
2. Special paving systems used in private spaces should be coordinated with paving systems in public areas where they are both visible from the street.
3. Special paving systems should be appropriate for heavy urban traffic. Colored concrete, brick, concrete unit pavers, and unpolished stone are recommended.
4. The use of permeable pavement systems is encouraged.

## 5.7: Site Furnishing Standards

### Principles

1. Select a palette of unique and consistent site furnishings to unify and reinforce the overall character and identity of the public realm throughout the project through repetition of product materials, forms and colors.
2. Select and locate site furnishings to encourage pedestrian activity and community gathering in the public realm and streetscape areas.
3. Provide adequate pedestrian and bicycle furnishing to encourage non-vehicular modes of transportation to and around the site.

### Design Standards

1. Pedestrian site lighting shall create an environment that in both day and night is unique and pleasing to the eye and encourages pedestrian activity and a sense of safety at night.
2. RTD lighting standards for transit facilities shall be met for the station platform and dedicated or shared station parking areas.
3. Street furnishing elements shall be high quality and include a consistent palette of benches, trash receptacles, bike and scooter racks, pedestrian street lights, trench drains, game tables, planter pots, bollards, public signage features, site railings, tree grates and seat walls to provide pedestrian comfort and convenience.

### Design Guidelines

1. The placement of site furnishings should be adequate in number, provide consistency and be coordinated with the overall organization, context and placement of all building and site elements.
2. Trash receptacles that allow for a separate recycling container should be used to promote sustainability.



## **5.8: Lighting, Screening, Fencing, Walls, and Railings**

### Principles

1. To provide safe and well-lit pedestrian walkways and public realm environments.
2. To provide unique pedestrian scaled light fixtures throughout the Englewood TSA Specific Plan Overlay District creating a distinct pedestrian environment both day and night.
3. To minimize light pollution and impacts on building occupants and adjacent developments.
4. To utilize architectural and landscape screening elements that help mitigate undesirable utility and service use functions.
5. To locate service and utility areas away from main entry points into buildings.

### Design Standards

1. Building entries shall be well lit.
2. All exterior lighting fixtures to be utilized on the project shall be LED or high efficiency.
3. Exterior lighting shall be designed to provide consistent coloration and uniform light distribution without hot or dark spots and shall utilize cutoff or downward focused fixtures to minimize glare on adjacent properties.
4. All private exterior lighting shall be low wattage or LED fixtures.
5. Street roadway lighting along all public rights of way shall meet City and Xcel standards.
6. Unique pedestrian light fixtures on signature streets shall be used as a thematic element.
7. Architectural walls, screens and railings shall be consistent with the design and materials of the building to which they are connected or adjacent.
8. Where landscaping is utilized for screening it shall be layered sufficiently to screen the undesirable view from the streetscape and adjacent properties.
9. Landscape screening shall incorporate evergreen plant material or deciduous plant material with dense branching habit to provide effective screening during the winter.
10. Plant installation size and spacing shall be sufficient to provide 75% screening of the intended object within 2 years of installation.

11. The periphery of all surface parking lots shall be screened with a hedge of at least 3 feet high, a decorative low 3-foot architectural wall, or a 3-foot-high decorative metal screen fence, and shall be consistent with City parking lot screening standards.
12. Flood-type light distribution to illuminate large areas of landscaping shall not be allowed.

#### Design Guidelines

1. Building lighting should be used to enhance important architectural features such as main entrances. Lighting sensors for occupancy usage should be encouraged for private lighting areas.
2. Illumination sources that are low to the ground such as bollards, step and walkway lighting are encouraged.
3. Landscape screening should be utilized in conjunction with screen walls to provide varied screening and avoid a hard-monotonous treatment.

## **CHAPTER 6: ENGLEWOOD STATION TRANSIT AREA SPECIFIC PLAN IMPLEMENTATION**

### **6.1: Specific Plan Implementation Intent**

Specific Plans are intended to serve as comprehensive, self-contained, and generally self-executing regulatory documents for the governance, control and implementation of land uses and development within a Specific Plan Overlay District. A Specific Plan establishes the distribution of generalized land uses, residential densities, and negotiable ranges for other development parameters such as building height and parking ratios based on deliberations and final recommendations of the Planning and Zoning Commission, with final approval authority vested in City Council. The Englewood TSA Specific Plans is considered to be a living document that can largely be amended continuously in an administrative fashion, as detailed physical planning elements emerge through the development planning and design process. The Englewood TSA Specific Plan is designed to provide flexibility and predictability for City departments and private development entities engaged in redevelopment activities. The Englewood TSA Specific Plan site plan approval process is designed to facilitate project approval in an expeditious manner, allowing private development entities to respond quickly to market conditions and reduce the amount of time to complete development projects.

### **6.2: Relationship to Other Plans**

The foundational documents for the Englewood TSA Specific Plan include Englewood Forward: The 2016 Englewood Comprehensive Plan and the Englewood Downtown Matters Plan of Development. The Englewood TSA Specific Plan conforms to the visioning statements and strategies identified in Englewood Forward: The 2016 Englewood Comprehensive Plan for the Englewood Station/CityCenter neighborhood. The Englewood Forward vision was further refined through the evolution of the Englewood Downtown Matters Plan of Development. The Englewood TSA Specific Plan incorporates these strategies throughout the Englewood TSA Specific Plan document.

### **6.3: Relationship to the Englewood Municipal Code**

The Englewood Municipal Code prescribes standards, rules, and procedures for all development within the City. The Englewood TSA Specific Plan sets forth additional land use and development regulations for the Englewood Station area and will be incorporated by reference in the Englewood Municipal Code. In cases of conflicts between the Englewood Municipal Code and the Englewood TSA Specific Plan, the Englewood TSA Specific Plan shall prevail. In cases where the Englewood TSA Specific Plan is silent, Englewood Municipal Code regulations shall apply.

### **6.4: Development and Review Process**

This section outlines the development review and approval process for all development within the Englewood TSA Specific Plan Overlay District. All general improvements to a site within the Englewood TSA Specific Plan Overlay District will require submittal of a Specific Plan site development plan for review. The development review process for projects proposed within the Englewood TSA Specific Plan Overlay District is streamlined based on required consistency with the principle, standards, and guidelines established within the Englewood TSA Specific Plan. Conformance with the Englewood TSA Specific Plan ensures that a proposed Specific Plan site development plan is consistent with the vision and intent of the Englewood TSA Specific Plan, allowing applicants to begin at the technical level of the review process.

The technical review process for projects located within the Englewood TSA Specific Plan Overlay District and in general conformance with the Englewood TSA Specific Plan shall follow the submittal requirements for a Specific Plan site development plan as described in the Englewood Municipal Code section 16-2-20.

Approval of a Specific Plan site development plan is contingent upon the proposed Specific Plan site development plan meeting the standards of approval of a Specific Plan site development plan as described in Englewood Municipal Code section 16-2-20 (K). The Specific Plan site development plan must also demonstrate conformance with the principles, standards, and guidelines set forth within the Englewood TSA Specific Plan.

### **6.5: Variances**

Property owners may apply for a variance from the standards and requirements set forth in this Plan of up to ten percent of the standard. The City Manager or designee may approve the variance subject to finding that the intent of the standard in question is met and that surrounding development or the public realm is not negatively impacted. For variances that exceed ten percent of any standard in this Plan, the regular Englewood Municipal Code variance process and procedures shall apply.

### **6.6: Impact Fees and Recovery Costs**

Development fees established by City Council shall apply to projects within the Englewood TSA Specific Plan Overlay District, and will be determined through the Specific Plan site plan development review and approval process. Recovery costs for infrastructure may also apply at the City's discretion.