



# 2020 UNIFIED DEVELOPMENT CODE ASSESSMENT

ASSESSMENT REPORT | MARCH 11, 2021



# TABLE OF CONTENTS

<b>I. Introduction</b>	<b>4</b>
Project Overview and Purpose	4
Overall Process	4
Guiding Principles	5
<b>II. Code Structures overview</b>	<b>7</b>
Existing Code Structure	7
Alternative Code Structures	7
<b>III. Public Engagement Overview</b>	<b>13</b>
Phase One Outreach Overview	13
Phase Two Outreach Overview	14
Advertising for All Outreach Opportunities	14
<b>IV. Discussion of the five high priority topics</b>	<b>16</b>
Residential Dimensional & Design Standards	16
Neighborhood Character	17
Housing Attainability	18
Parking & Walkability	20
Sustainability & Green Infrastructure	22
<b>V. General UDC Overview</b>	<b>23</b>
Organization and General Updates	23
<b>VI. UDC Update Suggestions by Chapter</b>	<b>26</b>
Chapter 1: General Provisions	26
Chapter 2: Development Review and Approval Procedures	26
Chapter 3: Zone Districts	28
<i>Zoning Analysis</i>	31
Chapter 4: Floodplain Regulations	35
Chapter 5: Use Regulations	35
<i>Specific Uses: Accessory Dwelling Units (ADUs)</i>	36
Chapter 6: Development Standards	39
<i>Dimensional Requirements</i>	39
<i>Streets and Vehicle Access and Circulation</i>	41
<i>Off-Street Parking Requirements</i>	41
<i>Pedestrian and Bicycle Access and Connectivity</i>	44
<i>Fences and Retaining Walls</i>	45
<i>Landscaping, Screening, and Green Infrastructure</i>	46
<i>Design Standards and Guidelines</i>	47
<i>Historic Preservation</i>	53
<i>Signs</i>	53

<i>Development Standards for the TSA District</i> .....	55
Chapter 7: Telecommunications .....	56
Chapter 8: Subdivision Design, Improvements, and Dedication Standards .....	56
Chapter 9: Nonconformities .....	57
Chapter 10: Enforcement and Penalties .....	58
Chapter 11: Use Classifications and Definition of Terms .....	58
<b>VII. Conclusion</b> .....	<b>59</b>
<b>Appendix A: Community Outreach Efforts Detailed</b> .....	<b>60</b>
<b>Appendix B: Phase 1 Public Outreach Results</b> .....	<b>69</b>
Questionnaire #1 .....	69
Focus Group Meetings .....	82
Open House Park Event Boards .....	92
Open House Park Event Comments .....	99
Telephone Town Hall .....	102
<b>Appendix C: Phase 2 Public Outreach Results</b> .....	<b>107</b>
ADU Quick Poll .....	107
Green Infrastructure Quick Poll .....	108
Housing Quick Poll .....	113
Neighborhoods Quick poll (Arcgis story map) .....	117
Parking Quick Poll .....	123
Phase 2 Virtual Open House .....	130
<b>Appendix D: Steering Committee Meeting Summaries</b> .....	<b>134</b>
Steering Committee Meeting #1 .....	134
Steering Committee Meeting #2 .....	139
Steering Committee Meeting #3 .....	143
Steering Committee Meeting #4 .....	145
Steering Committee Meeting #5 .....	148
<b>Appendix E: Proposed Outline</b> .....	<b>149</b>

# I. INTRODUCTION

## Project Overview and Purpose




The City of Englewood (the City) Unified Development Code (UDC), currently housed in Title 16 of the city's Municipal Code, is the primary regulatory document used to ensure quality development. The UDC includes regulations and design standards that address zoning, land uses, building setbacks, building height, parking, landscaping, neighborhood character, application procedures, and various other regulations related to development in Englewood. The current UDC was primarily developed in 2004 and although numerous amendments have been made since its inception, it has not seen a comprehensive update since 2004.

In 2017, the city adopted a new Comprehensive Plan (Englewood Forward), which identifies and articulates the community's vision and objectives to set up Englewood's preferred development patterns. A key priority of the assessment process was to review the UDC with regards to implementation of the long-range planning policies detailed within Englewood Forward. Other priorities included modernization of zoning regulations and improving usability for the general public, applicants, and decision-makers.

This report focuses on the initial phase of the UDC update process—the 2020 Unified Development Code Assessment, and summarizes feedback from City Council, Planning and Zoning Commission, city staff, several city boards and commissions, the Englewood Chamber of Commerce, and the public; provides an analysis of Englewood's current UDC; and puts forth suggested options to consider for phase two – the UDC update. Additionally, there is an appendix section, which provides an annotated outline, detailed public outreach results, and best practice resources.

## Overall Process

The assessment of the UDC took place in three steps:

-  *Review of the UDC and core policy documents*
-  *Listening to the community's goals and values*
-  *Provide suggestions for the update that ensure the UDC reflects Englewood's vision for the future*

Listening to the community was the most important step in the process as it gave the review team the opportunity to hear from the community what was working and what was not with regards to development patterns. Comments from the public were tracked and compared throughout the process to help narrow down specific topics for detailed review within the existing UDC. The full UDC was reviewed with staff in sequence and the comments heard from the community were discussed in more detail as they related to specific Chapters of the UDC. Optional approaches to each of the key topics, based on peer community case studies, were presented to and discussed with the Steering

Committee, staff, and the public to gauge the right direction for the suggestions enclosed within this report.

## Guiding Principles

In addition to the project goal of ensuring that Englewood's core policy documents and land use regulations are congruent with the community goals and values for a sustainable city, the following principles should guide the UDC update process:

- 1. Provide a Comprehensive Framework for Development.** Englewood is a diverse community with development ranging from the transit-oriented CityCenter and historic Downtown to a strategically planned network of early-mid 20<sup>th</sup> Century bungalow-style neighborhoods. The UDC must cover all development contexts in a way that is appropriate to different neighborhood, market, and environmental settings.
- 2. Ensure That the UDC is User-Friendly.** The UDC should be easy to use for the general public, applicants, and administrators. Information should be logically arranged, easy to find, and include language and graphics that are attractive and clear.
- 3. The UDC Should Have Community Support.** A code is not just a document—it is a process. It should reflect the input of a broad range of stakeholders—from neighborhoods to the development and business community. This will ensure that the processes and metrics are understood and provide sustainable, long-term support.
- 4. The UDC Should Make the Right Things Easy.** Development that reflects the long-term planning policies of Englewood Forward should have a streamlined approval process with standards that align with the desired development patterns.
- 5. The UDC Should Reflect Best Practices.** The current zoning regulations blend conventional zoning districts with mixed-use development principles. There are elements of conventional zoning that remain viable—such as sensible use regulations that protect neighborhoods and landscaping depending on development intensity. The UDC should reflect best practices but avoid making unnecessary changes simply to be trendy.
- 6. Right-Size the Standards and Procedures.** The UDC should not over- or under-deliver. Englewood expects a given level of design, and the zoning standards should ensure that development reflects those expectations. The standards should reflect the needs and market conditions of Englewood rather than national trends.
- 7. The UDC Should Balance Flexibility and Certainty.** While options such as form-based codes tie design to precise standards, excessively tight standards can discourage design creativity and preferred development patterns. The updated UDC should balance the benefits of clear, objective standards with common sense flexibility that preserves consistency with Englewood Forward.

- 8. Provide a Clear, Fluid Administrative Process.** The updated UDC should provide entitlement processes that are efficient and expand opportunities for administrative review.
- 9. Avoid Nonconformities.** Any substantive change to the zoning district or development standards will likely create nonconformities. This approach should explore regulations that minimize nonconformities by exploring standards that reflect the best aspects of current development patterns and eliminating unnecessary and outdated standards.
- 10. Provide Enforcement Tools.** At its core, the UDC is a legal document. It provides Englewood the authority to regulate and condition development. However, it must be enforceable to serve its intended purpose. The approach should explore tools to improve enforceability such as reporting requirements, compliance plans, and improved notification procedures. These processes will align with Colorado land use law.

## II. CODE STRUCTURES OVERVIEW

### Existing Code Structure

The “Code Structure” refers to Englewood’s approach to regulating development. Englewood’s current UDC uses components from different zoning approaches to provide development outcomes. There are several different approaches to zoning commonly used by communities throughout the United States.

The oldest and most basic approach is conventional, use-based (also known as “Euclidean”) zoning. This divides the community into districts where different uses are allowed, and different setbacks, building height, lot coverage, and other metrics apply. Although some of Englewood’s commercial zoning districts allow for mixed-use development, 15 of the 16 zone districts are classified by a conventional zoning structure.

The remaining zone district is a “special purpose” district called “planned unit development” or PUD. This special purpose district uses the PUD concept to allow design flexibility in exchange for applied conditions as part of the rezoning process. This allows an applicant to negotiate a master planned development and gives Englewood case-by-case review. However, approaches that codify the conditions that are typically negotiated through PUD approval, coupled with administrative approval, could streamline the process and allow developers to devote more of their budget to improving design rather than permitting costs.

### Alternative Code Structures

Communities that deviate from conventional zoning often refer to zoning regulations that blend conventional and form-based or design-based code as “hybrid” codes. While there are a few Colorado communities (such as Denver, Buckley AFB, Dillon, and Cripple Creek) that have adopted form-based codes, most communities update their codes with a hybrid approach that incorporates elements from all code types.

The variety of code structures available are summarized in Table 1. One approach to note is composite zoning which establishes classes of building types based on design standards and site design types to structure zoning districts. For example, regulations could identify a building type “C” for urban type buildings and type “D” for suburban type buildings, along with site design standards such as “3” for urban sites and “4” for suburban sites. Some parts of the community could be designated for urban buildings and sites, while others could blend an urban building type with a suburban site layout. This is an alternative to imposing design standards either through separate guidelines, form-based codes, or overlay zones. It also allows the community to customize the districts to site context without having to impose site-specific conditions (as with planned zoning) or through very lengthy and detailed design regulations (as with form-based codes).

Table 1: Alternate Code Structures Summary

Approach	What is it?	Advantages	Limitations	How does this apply to Englewood?
Conventional Zoning	This divides the city into districts that establish uniform use and dimensional standards, such as setbacks, height, and density.	<p>Familiar to zoning administrators and applicants.</p> <p>Controls scale.</p> <p>Reducing setbacks can accommodate development that is compliant with Englewood Forward.</p>	<p>Does not comprehensively regulate design.</p> <p>Segregating uses and excessive building setback or height regulations can pose barriers to the development preferences described in Englewood Forward.</p>	Some conventional zoning techniques will probably continue to form the cornerstone of the zoning regulations.
Overlay Zoning	These are zoning districts that overlap the base residential, commercial, and industrial districts to establish additional standards or incentives.	<p>Allows the city to supplement existing districts with additional design standards.</p> <p>Familiar to code users.</p>	Complicated because it involves several layers of regulations.	The city has 2 overlay districts. The Medical Overlay (M-O-2) addresses land use impacts covering parts of R-2-B zoned properties. The Neighborhood Preservation Overlay (NPO) overlay is intended to protect the existing character and land use balance within a small area of the MU-R-3-B district.



Approach	What is it?	Advantages	Limitations	How does this apply to Englewood?
Planned Unit Development (PUD)	This allows the modification of development standards for master planned developments to provide more creative approaches to development.	<p>Familiar to code users.</p> <p>It is flexible and allows standards to be negotiated on a case-by-case basis.</p>	<p>The lack of standards can produce unpredictable and undesirable development outcomes.</p> <p>Requires an unpredictable and potentially lengthy approval process.</p>	<p>The city uses this approach for more than 10 planned unit development (PUD) districts.</p> <p>More than 130 acres is PUD zoned property.</p>
Composite Zoning	Rather than having zoning districts of just one component (a list of use districts), composite districts provide separate and independent zoning components such as use, site, and architectural characteristics. One of each of these components then can be combined to create a "composite" zoning district.	This provides a very flexible approach to zoning, while preserving the basic standards that code users are familiar with.	This has the effect of a series of overlay districts, so it is more complicated than conventional districts.	This approach could apply well to districts that accommodate higher density housing and mixed-use development. The revised zoning map would designate areas for use, building and site design classifications.

Approach	What is it?	Advantages	Limitations	How does this apply to Englewood?
Use Patterns	This establishes a series of design templates that can be permitted either by right or through discretionary procedures. For example, a master planned development that would normally require PUD approval could be listed as a permitted use in the district, along with the building, site design and street standards that apply to it.	Streamlines the approval of development patterns that the community wants to encourage.  Provides predictable design standards.	The concept is effective in communities with large tracts of land suitable for master planned development.	This could work for conservation subdivisions and small, mixed-use neighborhood designations.
Design-Based Zoning (Form-Based or Transect-Based)	Divides the city into zones where the regulations vary by physical design characteristics, rather than by use.	Directly addresses design and gives landowners flexibility as to permitted uses.  Applies well to urban situations, such as Downtown, urban districts and corridors.	Tends to be complex and unfamiliar to existing code users  Limited in scope - they do not generally address issues like congestion, suburban corridors, stream corridors, and related issues.	Englewood Forward provides policy support for design regulations, and the city has tested this concept to a certain extent in several PUD approvals and the overlays.

Approach	What is it?	Advantages	Limitations	How does this apply to Englewood?
Design guidelines	Separate documents that contain flexibly written, and typically nonbinding, considerations for design. The guidelines are usually administered by a board, such as the planning commission or a separately created design review board.	<p>Flexible - the city and applicants retain more discretion in negotiating design solutions and can better customize design objectives to specific projects than through specific standards.</p> <p>Can be amended more readily than the zoning regulations.</p>	<p>Scatters design considerations among separate documents, which can lead to confusion and complexity.</p> <p>Sometimes unclear to applicants and administrators whether a guideline is binding.</p> <p>Compliance negotiation can lead to delays in development approval or unpredictable results.</p>	Design guidelines are applied on a case-by-case basis. For example, design guidelines could apply as part of a neighborhood preservation district that follows an area plan.

Approach	What is it?	Advantages	Limitations	How does this apply to Englewood?
Performance-Based Zoning	<p>Like form-based zoning, performance-based zoning divides districts by prescriptive ratio-based metrics to control development impacts.</p> <p>For example, the regulations could prescribe minimum ratios for landscaping and open space, along with maximum impervious surface, building coverage, or floor area metrics by district.</p>	<p>More flexible than conventional, one-dimensional zoning. Standards, such as impervious surface, limits effectiveness in controlling development within natural features.</p>	<p>Can be complicated with the various metrics and calculations.</p> <p>Development ratios tend to have a very weak relationship to design and are largely limited to restricting the scale and footprint of development.</p>	<p>Effective where there are persistent environmental or topographical issues, such as floodplains, riparian corridors, or steep slopes. However, performance zoning is not limited to these issues, but also include character-based regulations that blend building and site design with performance metrics.</p>

### III. PUBLIC ENGAGEMENT OVERVIEW

#### Phase One Outreach Overview

The 2020 Unified Development Code Assessment kicked off with a virtual joint study session meeting between City Council and the Planning and Zoning Commission. Council Members and Commissioners weighed in on the following series of questions:

- What is your overall goal for this project?
- What is **working well** with the existing code?
- What is **not working** well with the existing code?
- Are the **application processes** meeting the needs of staff and the development community?
- Are there any specific **design standards** that need to be tuned up?
- Are there any standards, topics, or innovations **missing** from the current code?

Following the joint work session, a Steering Committee was created with City Council input to serve as a sounding board for discussions during the six-month assessment process. A series of meetings were held through the months of August and September 2020 which focused on the same questions asked of City Council and the Planning and Zoning Commission. Those meetings included the following:

- Two (2) meetings with the Steering Committee;
- One (1) Telephone Townhall;
- Five (5) in-person open house events at Duncan Park, Jason Park, Bates-Logan Park, Baker Park and Centennial Park;
- Ten (10) virtual focus group meetings; and
- One (1) meeting with each of the Historic Preservation Commission, Transportation Advisory Committee, Alliance for Commerce, and Board of Adjustment.

On September 1, 2020 a project webpage was launched on the City of Englewood website designed to house links to questionnaires, relevant documents and upcoming events. A series of videos were prepared featuring the Mayor and City Staff to highlight relevant topics for informational purposes. The first online questionnaire was live through the month of September and focused on the same general questions as above regarding what's working and what needs improvement with the current UDC.

As a result of the questionnaire and meetings outlined above, the following five topics emerged:

1. Residential Dimensional & Design Standards;
2. Neighborhood Character;
3. Housing Affordability;
4. Parking & Walkability; and
5. Sustainability & Green Infrastructure.

## Phase Two Outreach Overview

Through the months of October and November 2020, a series of five quick poll questionnaires were available on Englewood’s webpage to further explore each of the five topics listed above. Additionally a series of meetings were held to present information regarding the importance of each topic, how each tied to Englewood Forward, best practices from other communities, and potential options for how Englewood could address each topic within the UDC update. The following meetings were held during this stage of the process:

- One Planning Commission check-in meeting in early October to present what was heard during initial engagement in September;
- Three (3) meetings with the Steering Committee;
- One (1) virtual public open house; and
- The offer of drop-in public comment sessions hosted by City Staff.

## Advertising for All Outreach Opportunities

All events were advertised on the 2020 Unified Development Code webpage. Additionally, all Board and Commission meeting agendas were posted on iCompass and emailed to subscribers and the meetings themselves were livestreamed and recorded. Individuals who participated in the focus groups were notified by email through Chamber of Commerce Membership and an interested citizen list.

The in-person park open house events and Questionnaire #1 were advertised a number of ways—from posting in the News on the City of Englewood’s homepage, to direct emails to city News subscribers and via MyEmma, and posting on Facebook, Twitter, and Next Door. The events were promoted at a city movie night and during the Telephone Townhall.

Additionally, yard signs and posters were placed at the following locations around town:

- Nixons
- Liquor Barn
- Brewability
- Frame de Art
- King Soopers at Trolley Square
- King Soopers at Kent Place, Safeway
- Barnhouse Tap
- Duncan Park
- Jason Park
- Bates-Logan Park
- Baker Park, Romans Park
- Cushing Park
- Centennial Park
- Cornerstone Park
- CityCenter
- Little Dry Creek Open Space

On November 30, a mass mailing of postcards went all Englewood addresses directing community members and business owners to various methods of contact to enable them to provide feedback, contact staff with questions, or request a zoom meeting on specific topics.

Appendices B-E include detailed accounts of all advertising, questionnaire results, and meeting summaries as well as the number of participants at each event.

## IV. DISCUSSION OF THE FIVE HIGH PRIORITY TOPICS

As stated previously, five main topics surfaced through the public outreach process. Following phase one outreach, all of the comments that were heard were organized and categorized into the five topics discussed below. Each of these topics was further explored with the public through quick poll questionnaires and the December virtual open house. Additionally, detailed discussions were held with the Steering Committee to present the results of public input on each topic as well as relevant best practices and suggested options to address each topic. The Steering Committee served as a sounding board to narrow down the potential approaches to each topic. Included below are discussions on each topic which summarize all comments heard as well as Steering Committee and Planning Commission feedback.

### Residential Dimensional & Design Standards

**Topic Overview.** Residential dimensional standards refer to the standards in the UDC which dictate the buildable area on a lot including the bulk plane, building setbacks, building height, and maximum lot coverage allowances. Residential design standards refer to the architectural design requirements and allowances for residential buildings such as building materials, building orientation, and building façade.

**What We Heard.** Through the community engagement process, the review team heard concerns over the dimensional standards, especially in the R-2-B zone district that is seeing considerable infill development. Issues or questions were expressed regarding bulk plane, building setbacks and lot coverage maximums. A number of community members were very concerned about the overall mass of infill development in relation to the existing, single story, residential building types. Other community members liked the variety provided by the new building types. There was some discussion on building height in relation to three-story buildings next to single-story buildings with regards to solar access.

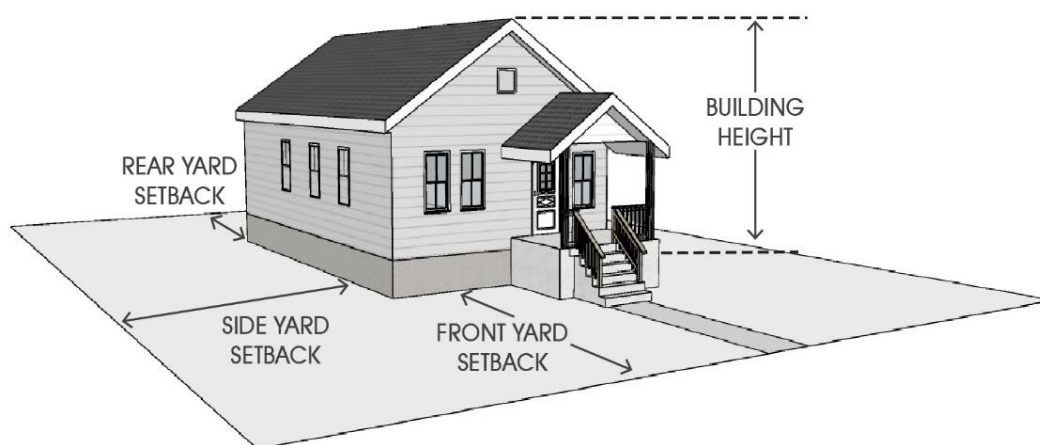


Figure 1: Residential Dimensional Illustration



The phase one questionnaire asked the community to provide feedback on their height preference for residential buildings in the context of existing neighborhood character. Of the 391 respondents, 47% preferred one-story, 39% felt the two-story height was acceptable, and 14% felt the three-story height was acceptable.

### Options to Consider for Code Update:

1. Adjust bulk plane requirements and tailor them to specific neighborhoods identified in Englewood Forward and/or zoning districts to encourage building separation, foster better lighting, and protect privacy.

## Neighborhood Character

**Topic Overview.** Neighborhood character can be described as the look and feel of individual areas. Neighborhood character is primarily comprised of the design and dimensions of existing architecture, streetscape treatments, and overall aesthetic of an area block by block.

**What We Heard.** The review team heard that neighborhood character is particularly important to many community members. Many commented that they wanted to see increased efforts to preserve existing neighborhoods, including revitalizing, and repairing older homes rather than demolition and scraping lots. According to the community, the biggest factor in determining neighborhood character is height—most community members feel that neighborhoods with predominately one-story homes should remain as one-story neighborhoods. It does not appear that building materials are a deciding factor in neighborhood character.

The neighborhood quick poll distributed during phase two of public engagement asked the community to identify which neighborhoods, per Englewood Forward, should be considered for possible neighborhood preservation overlays or specific design guidelines. We heard that the Downtown, Bates-Logan Park, and Cushing Park neighborhoods should be considered for neighborhood preservation overlays with regulations for architectural style and form.

### Englewood Forward Comprehensive Plan Selected Goals & Objectives

**Goal Live-4:** Improve community quality of life through enhanced neighborhood design and neighborhood identity.

**Objective Live-4.4.** Encourage development that is compatible with existing neighborhood character in established residential areas in order to foster neighborhood identity.

**Objective Live-4.5.** Ensure a range of desirable amenities, such as recreation, retail, and quality housing, in all neighborhoods, through zoning reforms, if and when appropriate.

## Options to Consider for Code Update:

1. Apply and expand Neighborhood Preservation standards to other neighborhoods and zoning districts outside of the MU-R-3-B. This could include neighborhood conservation districts and regulations that are tailored to specific residential areas.

## Housing Attainability.

**Topic Overview.** The ability of Englewood community members to purchase homes in Englewood was also a major topic of concern during this first outreach phase. As a first-ring suburb of Denver, Englewood is continually experiencing growth pressure and the region on the whole is dealing with inflated home prices. The Live section of Englewood Forward states: “current and future Englewood residents will have opportunities to choose from a variety of high quality housing stock that incorporates a range of housing types and densities that appeal to the needs and desires of families, singles, and seniors, within desirable neighborhoods.” Providing attainable housing options to the community of Englewood is a tenet of the Englewood Forward Comprehensive Plan and is crucial to the success of the community.

**What We Heard.** In both the online questionnaires and the in-person meetings the review team heard concerns about housing being too expensive for Englewood community members to afford, especially new residential construction. We also heard concerns that the new attached housing units being developed are not fitting the attainable price point that was expected by the product.

During the second phase of engagement, the review team heard that community members want the updated UDC to provide incentives for preserving existing single-family homes and allowing additions, including development of accessory dwelling units (ADUs). A subsequent quick poll asked the community what they would change about ADU regulations and the top two choices included allowing them in a broader range of zone districts and adjusting the maximum size to be proportionate to the lot and principal residence.

### Englewood Forward Comprehensive Plan Selected Goals & Objectives

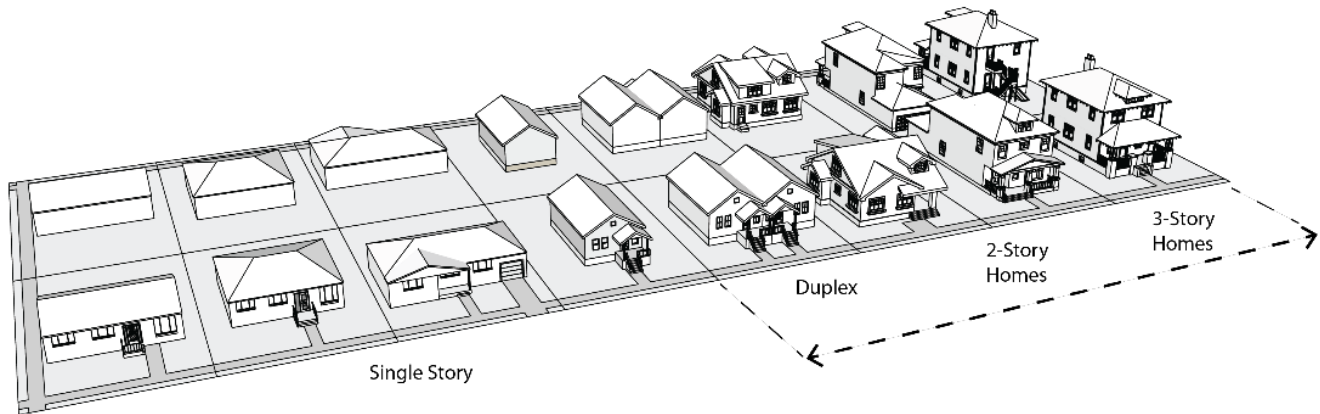
**Goal Live 1.1** Promote a balanced mix of housing opportunities serving the needs of current and future Englewood citizens.

*Objective Live-1.1.* Allow for housing that meets the needs of all income groups, including appropriate type and location of housing.

*Objective Live-1.2.* Allow for housing investments that improve the housing mix and serve different lifecycle stages and groups with special needs in appropriate locations, including both smaller and larger unit sizes and a wider range of housing types, including single-family, duplex, townhome, condominium, multi-family, and accessory dwelling units.

In addition, community members would like the definition of “household” to be revised to clarify multi-generational living situations (i.e. parents, grandparents, aunts, uncles, cousins, etc.) and to allow more than two unrelated individuals to live together. In addition, community members expressed a desire to increase the allowed size of accessory dwelling units and allow them in additional zoning districts.

Figure 2: Expression of Potential Missing Middle Housing Options



### Options to Consider for Code Update:

1. Simplify the ADU Dimensional table while also including new ADU types and appropriate regulations.
2. Consider expanding zoning districts allowed for ADUs to include zones R-1-A and R-1-B.
3. Update “household” definition to be more inclusive.

## Parking & Walkability

**Topic Overview.** Englewood community members are passionate about ensuring adequate and safe parking in neighborhoods and Downtown. The most recent research shows that conventional one-size-fits-all parking approach promotes over-parking and automobile reliance, which is counter to what the community of Englewood wants and what the Englewood Forward Comprehensive Plan prioritizes. As the city continues to grow and more transit options become available, the city should seek appropriate parking solutions for new development.

Tied to parking concerns is walkability. Walkability is generally defined as the ability for community members to navigate their community without using automobiles. Walkability also requires provisions for quality pedestrian amenities—such as sidewalks and bike paths, shade trees, and safe crossings—and access to public transportation. When considering updates to the Englewood parking regulations, it is important to keep neighborhood walkability and public transit in mind.

**What We Heard.** Responses from the phase one questionnaire illustrate a 45-55% split between the current UDC favoring too much parking and favoring too little parking. In both the online questionnaire and the in-person meetings, the community noted a lack of parking on residential streets in Downtown, but an overabundance of parking in other areas of town. During Steering Committee discussions it became apparent that parking might be more of a perceived issue since the majority of existing parking lots were installed per previous code regulations and are not an accurate reflection of the existing UDC requirements.

During the second phase of engagement, community members were asked if the UDC should include a minimum required number of parking spaces for a non-residential property development as well as a maximum required number of parking spaces. Responses were split 45-55% in favor of adding parking maximums to the UDC. Parking requirements were compared to adjacent and peer communities to further assess the issue and provide guidance on possible solutions.

Most of the concerns the review team heard regarding walkability were about existing sidewalks. According to community members, many areas of the city suffer from both disconnected and incomplete

### Englewood Forward Comprehensive Plan Selected Goals & Objectives

**Goal Move-4:** Develop shared transportation options.

*Objective Move-1.2.*

Develop a timeline and seek funding for implementing Complete Streets on identified corridors to ensure vehicular, transit, bicycle, and pedestrian mobility.

*Objective Move-1.4.*

Increase bicycle and pedestrian access between neighborhoods and activity centers.

*Objective Move-3.1.*

Provide safe and comfortable pedestrian facilities that are ADA compliant to connect public places and encourage pedestrian activity & active daily living.

*Objective Move-4.2.*

Examine the feasibility of shared automobile programs and related parking regulations.

sidewalks as well as sidewalks that are cracked and broken. In addition, community members brought up concerns of sidewalks not being ADA compliant and generally dangerous due to street parking. The common tie between parking and walkability surfaced in the phase one questionnaire where the community members indicated that they would favor less parking for a more walkable community.

Our review team also heard that Downtown is generally walkable, but people feel there is a lack of connections from Downtown to neighborhoods and a lack of bike lanes and non-automobile options. In Englewood Forward's desired future character charts for each neighborhood, bike lanes and bike facilities were indicated as currently only partially present. The desired future character for each neighborhood is to enhance residential connections to Downtown.

## Englewood Forward Comprehensive Plan Selected Goals & Objectives

**Goal Live-3:** Recognize and enhance the relationships between land use and the transportation system.

### *Objective Live-3.3.*

Encourage land use patterns and urban designs that reduce dependency on automobiles.

### *Objective Live-4.3.*

Strengthen pedestrian and bicycle access and connectivity in urban designs for new developments and in neighborhood revitalization plans.

## Options to Consider for Code Update:

1. Revise current parking standards as parking maximums with the addition of parking minimums.
2. Establish a "soft" parking maximum that triggers additional requirements when spaces increase.
3. Right-size parking regulations by identifying different parking areas and matching them within certain development contexts.
4. Reduce over parking by using site-specific parking demand analysis.
5. Tie the location and size of parking areas to landscaping or shading requirements.
6. Update sidewalk terminology and provide right-sized sidewalk standards that fit different zone districts and development contexts. This may include cross-referencing, revising, and aligning requirements expressed in (§16-8-7 Streets).

## Sustainability & Green Infrastructure

**Topic Overview.** Sustainability is intertwined with multiple goals of the Englewood Forward Comprehensive Plan. Sustainability is multi-faceted and includes everything from walkability and open space to green infrastructure and energy efficient buildings. Green infrastructure and energy efficiency can be either incentivized or required in a variety of ways, depending on the goals and desires of the community.

**What We Heard.** Steering Committee members and many members of the public expressed a desire for the UDC to reflect the sustainability initiatives that Englewood Forward posits. Community members also expressed a desire for new development to include sustainability and green infrastructure. We also heard concerns about solar access due to new development and protecting neighbor's ability to utilize solar panels on their homes for electricity generation.

In the second phase of engagement, Englewood community members expressed a desire for the UDC to include low impact design (LID) standards and incentives, tree replacement standards, shade requirements for parking lots, and requirements for new development to be zero-energy or solar ready. In addition, respondents indicated an interest in developing a sustainability menu for new development to incentivize sustainability initiatives.

### Englewood Forward Comprehensive Plan Selected Goals & Objectives

**Goal Learn-4:** Promote recycling and adaptive reuse of waste materials and structures.

**Goal Learn-5:** Promote conservation of energy and improve air quality for city operations and residences and business in Englewood.

**Goal Play-3:** Provide an accessible and connected system of open space, natural areas, parks, recreation facilities, trails, and greenbelts.

### Options to Consider for Code Update:

1. Promote green infrastructure by defining and creating standards for each green infrastructure item as it relates to landscaping. (i.e. size, design, and locational requirements for planters, bioswales, rain gardens, etc.)
2. Expand the existing Water Conservation (Xeriscape) Principles and create standards where xeriscaping is practical and preferable.
3. Provide additional pervious area standards for specific development types within certain zoning districts.
4. Develop sustainability menu approach similar to the Golden, CO example to support residential and nonresidential design standards.

## V. GENERAL UDC OVERVIEW

### Organization and General Updates

The Unified Development Code is codified within the city's Municipal Code (Title 16) housed on the Municode website and is organized into eleven (11) chapters.

- Chapter 1: General Provisions
  - Describes the purpose and applicability of the UDC
  - Addresses the city's zoning map, and
  - Discloses the UDC's relationship to other regulations
- Chapter 2: Development Review and Approval Procedures
  - Summarizes administrative responsibilities for different zoning applications
  - States the zoning application types
  - Details application procedures
- Chapter 3: Zone Districts
  - Establishes different zoning districts
  - Summarizes each district's development characteristics
- Chapter 4: Floodplain Regulations
  - Establishes standards that meet FEMA requirements for development in flood prone areas
- Chapter 5: Use Regulations
  - Indicates allowed uses in relation to zoning districts (establishes the Use Matrix)
  - Provides specific use standards, often referred to as supplemental use regulations
  - Details requirements for accessory and temporary uses
- Chapter 6: Development Standards
  - Establishes and provides dimensional, parking, landscaping, screening, drainage, and access regulations
  - Also holds regulations for signs, utilities, performance standards, design guidelines, and historic preservation
- Chapter 7: Telecommunications
  - Addresses special requirements for telecommunications including: use, location, design, and permitting
  - Provides compliance to federal telecommunications regulations
- Chapter 8: Subdivision Design, Improvements, and Dedication Standards
  - Establishes subdivision review procedures
  - Describes dedication requirements for new development
  - Houses open space regulations
  - Provides the city's street classification system
- Chapter 9: Nonconformities
  - Encompasses general provisions that apply to nonconformities

- Classifies the different nonconformity types
- Chapter 10: Enforcement and Penalties
  - Establishes the city's ability to enforce the UDC
  - Allows the city to penalize those who violate the UDC
- Chapter 11: Use Classifications and Definitions of Terms
  - Describes the UDC's land uses
  - Defines all the pertinent terms used in the UDC

The UDC is a legal document that implements various city master plan policies. While it should be legally enforceable, it should also communicate effectively to a variety of audiences including citizens, applicants, business owners, elected officials, and professional staff. Therefore, improving readability and ease of use will serve to:

- Improve administration by making information easier to find and understand;
- Enhance public input by making complex, technical information accessible to casual users; and
- Encourage economic development by making development standards and procedures clearer to applicants.

Rewriting the UDC is not a simple matter of convenience. Well-written regulations can save time and money for both public and private investments and potentially create new opportunities for economic development and community design. The following general updates can improve the UDC's readability and provide readers an easier way to find information.

## Graphic Enhancements

Modern development codes typically include graphics that are integrated with related code provisions. Graphics should illustrate dimensional relationships and building and site planning concepts and can help to explain or amplify material that is sometimes difficult for casual or non-technical users to understand.

### **Assessment:**

Other than the Chapter 6: Development Regulations, the current regulations are largely devoid of graphics.



## Better Sequence

Development codes should create a flow that puts technical provisions to the back of the document, and more substantive provisions to the front. While development codes are not intended to be read from beginning to end, placing the more commonly used material near the front makes those provisions more accessible for a wider audience.

### Assessment:

The current UDC generally does a good job of placing the commonly used material (i.e., the zoning districts) to the front of the document, with technical material (such as definitions) to the back. However, Chapter 2: Development Review and Approval Procedures is long and filled with technical material that could be moved to the rear of the UDC. Language speaking to how the UDC is interpreted (§ 16-1-9) and the technicalities of the zoning map (§ 16-1-8) could move towards the back of the UDC. The first chapter should provide an executive summary that tells the reader why the UDC exists and how to find the information they need.

## Integration of Terms

The UDC is not always integrated with related provisions of the Municipal Code, Colorado State Law, or the Englewood Forward Comprehensive Plan. This is often due to changes to the city's Municipal Code, state statutes, or related items that occurred since the Unified Development Code was adopted. Cross-references and the integration of terms assists both applicants and administrators with the entire development process and minimizes confusion that results when provisions are inconsistent.

### Assessment:

A useful technique to incorporate the Englewood Forward Comprehensive Plan is to add *italicized purpose statement* at the beginning of each section. The purpose statement would explain how the provisions tie to Englewood Forward or related plans or studies. This highlights those provisions, allows for useful cross-references, and offsets them from the substantive standards and requirements.

## VI. UDC UPDATE SUGGESTIONS BY CHAPTER

### Chapter 1: General Provisions

Modern zoning regulations have an introductory chapter which typically describe zoning and how the UDC works. The city's current introductory chapter does that but also discusses interpretation, the zoning map, and its relationship to the city's Code of Ordinances. This chapter should retain its current information but remove the zoning map (Section 16-1-8) and rules of construction and interpretation (Section 16-1-9) sections. These sections will fit better in the rear of the UDC or in an appendix. The revised chapter should also reference the city's comprehensive plan, Englewood Forward, and exhibit relevance to the UDC regulations. This minor addition will ensure users that the UDC maintains consistency with the city's long-term planning policies.

#### Options to Consider for Code Update:

1. Retain the chapter's current information but remove the zoning map and rules of construction and interpretation to a later chapter of the UDC.
2. Add content to chapter and section headers that aligns the UDC to Englewood Forward.
3. Remove "and/or" conjunctions from the UDC to reduce interpretation conflicts.

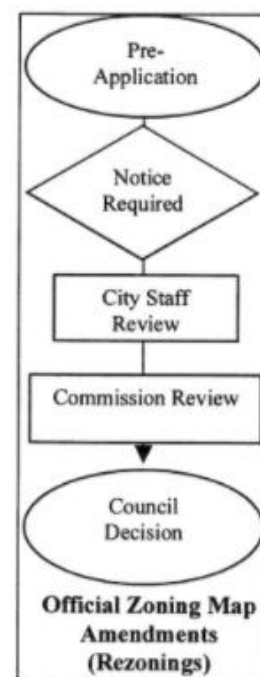
### Chapter 2: Development Review and Approval Procedures

This chapter details the city's development review procedures, application types, and approval authorities. The chapter provides tables to summarize dense material which help users focus on the critical information on hand. For instance, the UDC provides Table 16-2-2.1: Summary of Development Review and Decision-Making Procedures to condense pertinent information into one simple figure. Figures like these increase the UDC's readability and usability.

Additionally, the UDC relays application processes through text and flowcharts. These flowcharts divert the user's attention from the text and helps capture the focal points of the different application processes. While organized well, this chapter could be relocated to a later chapter to allow for the more critical provisions such as zoning districts and development standards to be highlighted at the beginning of the document.

Chapter 2 could be further improved by shortening and simplifying language that describes certain development processes and applications. It is equally important to revise and clarify broad, and underutilized parts of

Figure 3: Sample flowchart from current UDC



the chapter to ensure UDC users clearly understand the chapter's intent to reduce questions from the public, the development community, and city staff.

For instance, the chapter's PUD standards could benefit from revised, specific, and clear language as it pertains to the Englewood Forward. Currently, the PUD process is lacking in standards and does not incentivize applicants to exceed base zoning requirements. The city could prescribe PUD standards and criteria that exceed base zoning requirements. This could include language that requires PUD proposals to benefit the public's interests.

### **Options to Consider for Code Update:**

1. Relocate this chapter towards the rear of the UDC so critical components like zoning districts and development standards are user's main focus.
2. Create a process and standards for interpretations.
3. Revise hyper-technical information with simpler language or through communicative graphics.
4. Rename Administrative Land Review Permit to Administrative Subdivision.
5. Update platting terminology and create processes that mirror the requirements of state law (i.e. right-of-way vacation, major subdivision plat, etc.).
6. Reduce the "Render Decision Within 35 Days" to 30 days so that it is consistent with the appeal period.
7. Add interpretations to the "Summary Table of Administrative Review and Decision-Making Procedures" table.
8. Add a two to three year lapsing period for PUD and TSA rezonings.
9. Revise PUD language to include stringent standards that exceed development from base zoning districts (this could include density bonuses, flexibility incentives, and affordable housing).
10. Consider simplifying public hearing components to provide opportunities for applicants to respond to public comments.
11. Remove limited use permit section as land uses are updated and redefined.
12. Clarify DRT responsibilities regarding application referrals.
13. Update Site Improvement Plan review.

## Chapter 3: Zone Districts

The chapter establishes sixteen (16) zone districts. Additionally, there are two (2) overlay districts. The current zone district regulations work well and have fostered generally favorable development outcomes. Therefore, large-scale changes to the zone districts are not recommended. Instead, minor revisions to the zone district regulations are suggested.

Table 2: Zoning District Summaries

Zoning Category	Zone District	Description	Summary
Residential One Dwelling Unit	R-1-A	A large lot size, one dwelling unit residential district	Primarily consist of one dwelling unit residential neighborhoods. Multi-unit dwellings are not allowed in these districts.
	R-1-B	A medium lot size, one dwelling unit residential district	
	R-1-C	A small lot size, one dwelling unit residential district	
Residential One and Multi-Dwelling Unit	R-2-A	A low-density one and multi-dwelling unit residential zone district	Provides a range of housing types between the low-density one-unit areas and the high-density multi-unit areas. The two zone districts allow for a mixture of one-unit development with low and medium density multi-unit housing developments.
	R-2-B	A medium-density one and multi-dwelling unit residential zone district	
Mixed-Use Residential/Limited Office-Retail	MU-R-3-A	A low-density residential and limited office zone district	The MU-R-3 districts are composed of those areas that are conducive to low, medium, and high-density residential and limited office development of a character unlikely to develop a concentration of traffic and people. These districts are protected against the encroachment of industrial uses and certain commercial uses.
	MU-R-3-B	A medium to high density residential and limited office zone district	
	MU-R-3-C	A high density residential and limited office zone district	
Mixed-Use Medical	M-1	A mixed-use medical, office, and high-density residential zone district	This district allows hospitals and medical uses, as well as general office, high density residential, and hotels as primary land uses.

Zoning Category	Zone District	Description	Summary
	M-2	A mixed-use medical, office, high density residential and limited retail zone district	This district allows hospitals and medical uses as well as general office, high density residential, hotels, and limited retail as primary land uses.
Mixed-Use Commercial	MU-B-1	A mixed-use central business zone district	This district is a mixed-use district that is applied to the central business section of Englewood. The district is designed to create an environment having urban characteristics within a relatively small area of land through the close proximity of activities and increased social and cultural opportunities. The uses within this district are those that provide retailing and personal services to residents of the city and the surrounding area and are compatible with adjacent development. In order to make the central business district viable twenty-four (24) hours a day, and not just during the traditional business hours, medium and high-density residential units are permitted.
	MU-B-2	A general arterial business zone district	This district is composed of certain land and structures used primarily to provide retailing and personal services to the residents of the city and surrounding area and urban residential uses. The MU-B-2 district is usually located on major access routes and is easily accessible from the surrounding residential area which it serves.
	TSA	A mixed-use district intended for land uses adjacent to light rail transit stations	This district is a mixed-use district intended to ensure a diverse mix of uses within convenient walking distance to Regional Transportation District (RTD) light rail stations in the City of Englewood. The district encourages appropriate residential development patterns with sufficient density to support transit use and neighborhoods for residents, as well

Zoning Category	Zone District	Description	Summary
			as commercial retail uses to serve the shopping and service needs of district residents, employees, and commuters.
Industrial	I-1	A light industrial zone district	This district is intended to provide for light manufacturing and industrial uses, and for warehousing and wholesaling uses of a limited nature and size that do not create appreciable nuisances or hazards.
	I-2	A general industrial zone district	This district is intended to provide for industrial and manufacturing uses that are more intense in nature than those in the light industrial district.
Special Purpose	PUD	Planned Unit Development	The PUD district is intended as an alternative to conventional land use regulations. The PUD district combines use, density, design, and Site Improvement Plan considerations into a single process, and substitutes procedural protections for many of the substantive requirements of this Title.

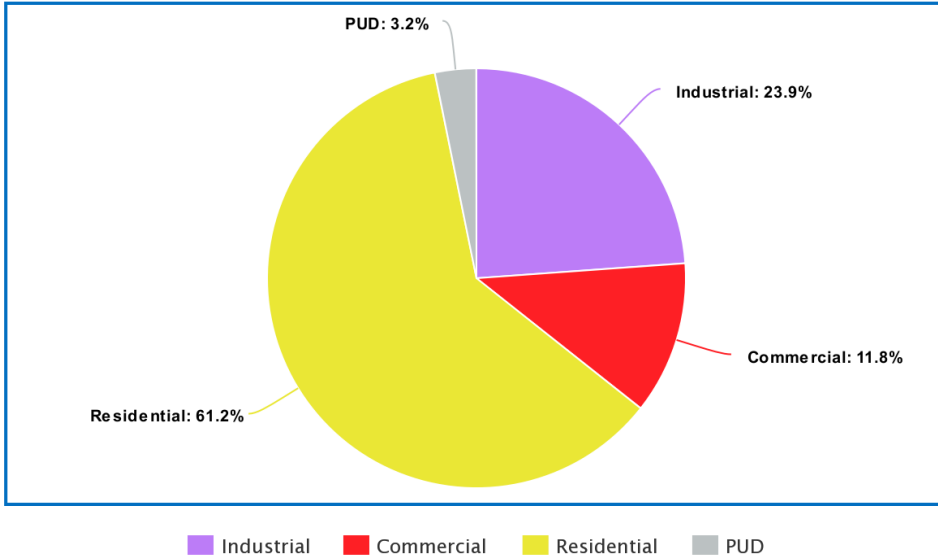
## Zoning Analysis

Englewood is a built-out, geographically small city that covers nearly 6.65 square miles (4,256 acres) of land. This component of the Assessment Report reviews the city's zone districts by identifying zoning district acreage from the city's online mapping tool in Table 3. The table shows the general zoning category (zone), the specific zone district (district), the total district acreage (district total), and the total zone acreage (zone total).

Table 3: Zone District Analysis

Zone	District	District Total (Acre)	Zone Total (Acre)
Industrial	I-1	735.03	1013.76
	I-2	278.73	
Commercial	M-1	59.37	500.19
	M-2	46.36	
	MU-B-1	113.85	
	MU-B-2	280.61	
Residential	MU-R-3-A	32	2598.35
	MU-R-3-B	216.26	
	MU-R-3-C	9.99	
	R-1-A	673.1	
	R-1-B	142.9	
	R-1-C	1079.06	
	R-2-A	142.46	
	R-2-B	302.58	
PUD	PUD	135.61	135.61

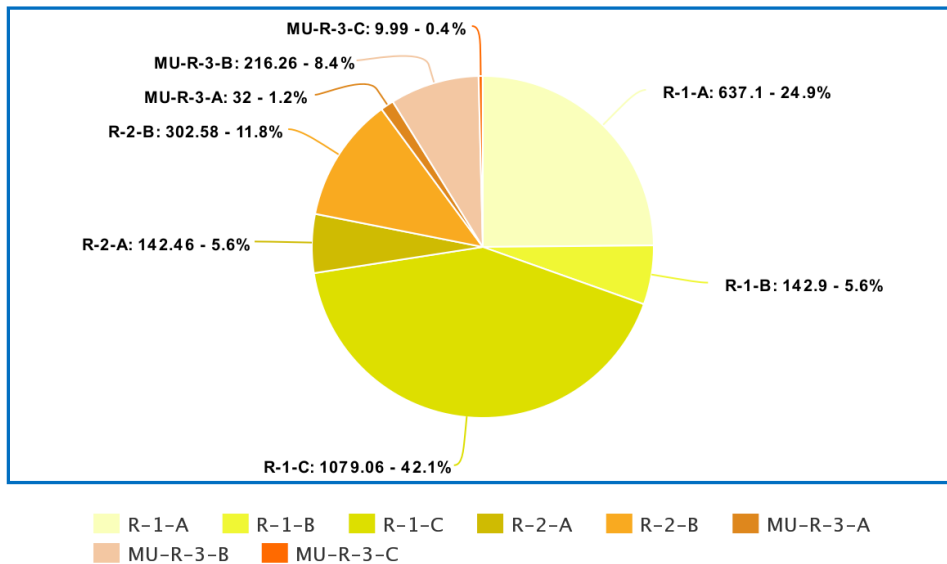
Figure 4: Zoning Analysis Pie Chart



### Residential Zone Districts

Residential zone districts make up 61% of zoned acres in the city. The residential district with the most acreage is the R-1-C district at 1,079.06 acres, comprising 42% of the total residentially zoned land. The second and third residential districts with the most acreage are the R-1-A and R-2-B districts with 637.1 acres and 302.58 acres, respectively. R-1-A zoning amounts to nearly 25% of residentially zoned acreage while R-2-B zoning represents about 12% of residentially zoned acreage. R-1-C and R-1-A districts amount to 67% of the total residential acreage. These two districts are low density, one-unit dwelling districts showing that the city's residential zoning is dominated by single family homes.

Figure 5: Residential Zoning Pie Chart

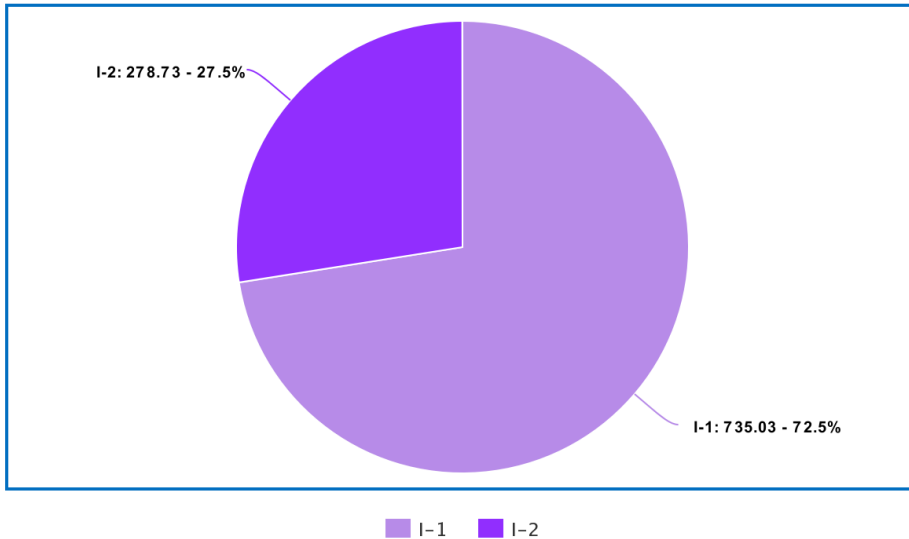




## Industrial Zoning Districts

Industrial zoning districts make up approximately 24% of zoned acres in Englewood. Most of the city's industrial land is zoned for I-1, light industrial uses, which amounts to nearly 73% of the city's total industrial zoned land.

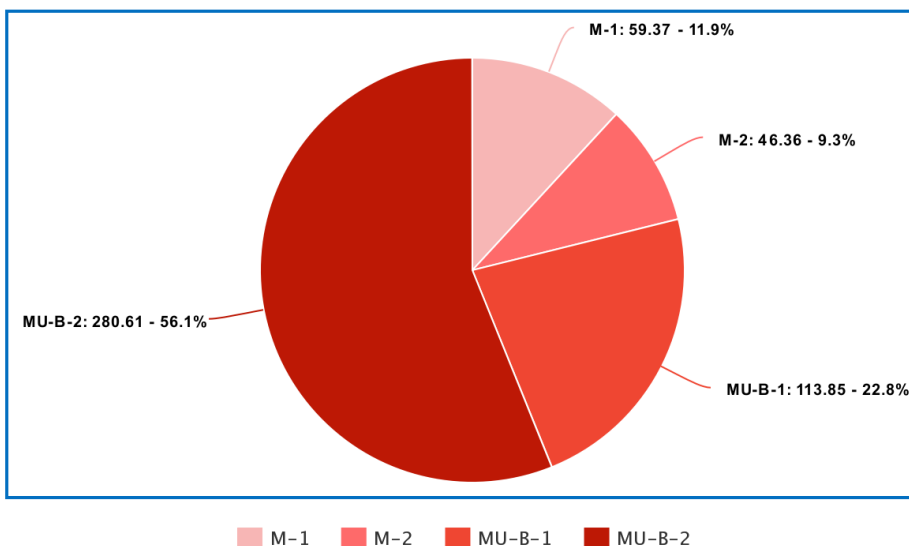
Figure 6: Industrial Zoning Pie Chart



## Commercial Zoning Districts

Commercial zoning districts make up nearly 12% of the city's zoned acres. Most commercial uses occur in the MU-B-2 district totaling 280.61 acres or 56% of commercially zoned land. The MU-B-1 district totals 113.85 acres or approximately 23% of commercially zoned land. Combined, MU-B-1 and MU-B-2 districts total to 79% of the commercially zoned land in the city.

Figure 7: Commercial Zoning Pie Chart



In summary, this zoning analysis shows the city's zoning breakdown by the numbers. Residential zoning, primarily one-unit dwelling single family zoning, dominates the city's zoning uses. Commercial zoning favors MU-B-1 and MU-B-2 districts while light industrial zoning is significantly more favorable than more intensive, general industrial activity.

**Options to Consider for Code Update:**

1. Retain zone district structure while adding and omitting land uses that area consistent with the city's vision and goals within each zone district.
2. Provide revised zone district introductory statements/summaries that corresponds with the goals identified in Englewood Forward.
3. Cross-reference the TSA zoning district with CityCenter updates. The city is currently working on a separate update to the CityCenter area and looking at the TSA standards.

## Chapter 4: Floodplain Regulations

This chapter houses the city's regulations to meet FEMA requirements for development in flood prone areas. This chapter is well-organized and follows a typical structure when compared to other jurisdictions. The city will need to update the section, Floodplain Regulations (Section 16-4-8-H) to reflect revised land uses from Chapter 5: Use Regulations. Aside from aligning uses, there are no pressing issues with the city's existing floodplain regulations.

### Options to Consider for Code Update:

1. Retain the chapter's content but simplify the language. Also, relocate the chapter to the rear of the UDC.
2. Revise the uses identified in Floodplain Regulations (Section 16-4-8-H) to match with the revised land uses from Chapter 5: Use Regulations.
3. Consider removing the definitions section from the chapter and adding to Chapter 11.
4. Ensure this chapter is flexible and easy to amend as FEMA regulations change over time.

## Chapter 5: Use Regulations

Chapter 5 maintains land uses that correspond to the UDC's zone districts. This chapter also provides specific use regulations called use-specific standards, and regulations for adaptive reuse, accessory, and temporary uses. This chapter is important as it implements a zone district's intent and establishes permitted uses.

Chapter 5 includes a use table (Table 16-5-1.1: Table of Allowed Uses) that identifies land uses and prescribes them to different zone districts. This table lists zoning districts across the top and land uses along the side. Land uses are grouped by a use category which complies with most modern codes. Additionally, there is a key at the top of the table that assigns the type of use allowance by letters. For instance, a "permitted use" is marked as a "P". Each zoning district indicates whether a use is permitted by-right, conditional, accessory, temporary, limited, or prohibited. Also, the table shows accessory uses approved conditionally and accessory uses approved with limited use procedures for each zoning districts. The table's current format is easy to follow but the contents within the table could benefit from revision.

A clean, clear, and concise use table is important for everyone involved in the development process. Readers can quickly scan categories of uses to determine where a particular use is allowed. The use table facilitates the process of maintaining and updating the list of uses. Visual aids can also facilitate reading and understanding the use table. For example, a color-coded use table that aligns with the zoning map, like Sparks (NV) in Table 4, could further increase readability and understanding among staff and code users.

Table 4: Sparks (NV) Use Matrix

P = Permitted by right; C = Conditional Use; * = Use regulations apply; AR = Administrative Review; L = Locationally Restricted in the "I" District		A-	A-	SF-	SF-	SF-	SF-	SF-	SF-	SF-	MF-	MF-	MF-	MF-	MU-MR	DT/VSRN	C1	C2	TC	PO	I
Use Category	Use Type	40	5	40	20	15	9	7	6	2	3	4	5	C							
<b>Residential</b>																					
Residences:	Dwelling, single-family detached	P	P	P	P	P	P	P	P	P	P	C	C								
	Dwelling, two-family (duplex)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	Multi-family Building ≤ 110 units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	Multi-family Building > 110 units																				
	Live/work dwelling																				
	Manufactured home park																				
Group Living:	Home Occupation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	Boarding / rooming house																				
	Group home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	Life care or continuing care services																				
	Halfway house																				
<b>Lodging / Short-Term Rental</b>																					
	Bed and breakfast	C	C																		
	Hotel / Motel (<20 units)																				
	Hotel / Motel (>20 units)																				
	Recreational vehicle park																				
	Resort, dude/guest ranch	C	C																		
<b>Commercial / Mixed Use</b>																					
Animal Services*:	Animal services, indoor	C	C																		
	Animal services, overnight (whether indoor or outdoor)	C	C																		

The current use table lists more than 150 uses. Repealing, revising, and adding uses that are specific to development in Englewood should increase readability and ensure interpretation consistency. Additionally, clear use-specific standards will minimize the need for use interpretations and misunderstandings with applicants, staff, and the public. These standards could include manufactured homes, automotive service and repair, breweries, ADUs, solar panels, and home occupations.

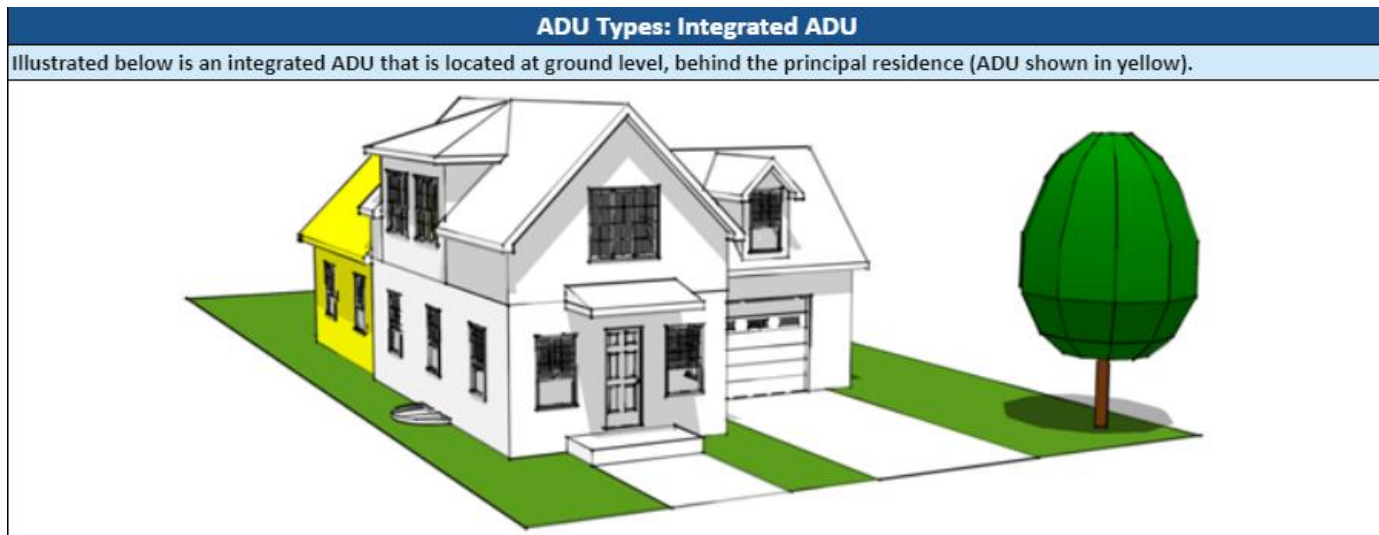
**Specific Uses: Accessory Dwelling Units (ADUs)**

Englewood’s current UDC provides regulations for ADUs but very few applications have been processed since the inception of the provisions. The city defines ADUs as a smaller, secondary residential dwelling unit on the same lot as a principal one-unit dwelling. These structures are independently habitable and provide the basic requirements of living, sleeping, cooking, and sanitation. There are two ADU types: (1) garden cottages, which are detached residential structures on the same lot as the principal detached one-unit dwelling; and (2) carriage houses, which are dwelling units above or attached to a detached garage or other permitted detached accessory structure on the same lot as the principal detached one-unit dwelling. ADUs must resemble the architectural style of the principal dwelling and cannot exceed 650 square feet. Englewood restricts ADUs to the rear part of a residential lot. For instance, ADU placement is limited to the rear thirty-five percent (35%) of the lot.

ADUs come in all shapes, sizes, and contexts. It is important that Englewood find the appropriate ADU standards that fit specific neighborhood contexts. Cities like Durango, CO provide numerous ADU development opportunities by allowing multiple attached and detached ADU types. Englewood could take a similar approach and identify a variety of ADU types that are specific to different

neighborhoods within a certain zoning district. For instance, the city could expand their current ADU types to allow them to be attached to the primary residence.

Figure 8: Durango, CO Integrated ADU Graphic



In addition to ADU variety, the city should determine what dimensional and design standards are most suitable for different neighborhoods and zoning districts in the city. If the city opts for varying lot size requirements, then ADU type and size could vary depending on prospective lot size. One example would be to allow larger ADU sizes on larger lots. Englewood could use a similar approach for neighborhoods with certain dimensional or aesthetic characteristics.

Although ADU regulations vary across the nation, some are more flexible and practical than others. Englewood should consider the best regulations that provide housing variety, reduce high housing costs, and protect each neighborhood's context.

## Options to Consider for Code Update:

1. Revise archaic uses by incorporating them into modern use definitions. All uses need to be defined, and those that are not explicitly defined should be bracketed into a general use definition.
2. Update and reorganize the use chart to comply with revised uses.
3. Modernize the specific use standards for manufactured home parks so there's better ability to upgrade antiquated homes and attract newer products.
4. Remove limited uses and accessory uses approved with limited use procedure from the UDC, but find ways to incorporate those uses as permitted, conditional, accessory, or temporary.
5. Revise and clarify automotive uses (like sales, repair, rental, etc.). After clarifying these uses, then align specific use standards with zoning district regulations.
6. Add specific use standards for recreational marijuana uses.
7. Consider creating a "micro" category for breweries, wineries, and distilleries to encourage smaller scale brewing activity while discouraging large manufacturing operations.
8. Revise ADU definitions and provide standards that are tailored to specific neighborhoods identified by the Englewood Forward Comprehensive Plan **or** zone districts.
9. Provide graphics for specific use standards (i.e. ADUs).
10. Relocate "Adaptive Reuse of Designated Historical Buildings" to the Historic Preservation chapter.
11. Incorporate more flexibility within the home occupation use to address various types of at-home work situations.
12. Revise language and stipulations for food vending trucks within the Temporary Use section.

## Chapter 6: Development Standards

Development regulations can apply design standards to any kind of development, including single-family, multi-family, commercial, or industrial uses. These standards are critical for effective placemaking. While building heights, setbacks, coverage, and related zoning metrics control the scale and intensity of development, related standards shape development outcomes as well. Development standards directly affect the cost of development and can occupy significant land area on a site. Therefore, it is important that the standards are carefully calibrated to each zoning district so that they accomplish their intended purpose without creating regulatory barriers to the design objectives in those areas.

### Dimensional Requirements

Dimensional requirements are items that control lot size, setbacks, height, floor area, and lot coverage. The city provides dimensional requirements in Table 16-6-1.1 by assigning lot area, floor area ratio, setbacks, lot coverage, width, and height metrics to zoning districts and land uses. The table is easy to read and directs the reader to pertinent information that pertains to a certain district or use. While the dimensional standards are straightforward, there was public concern about setback effectiveness, particularly those in residential areas. These dimensional requirements tend to promote reasonably sized residences in the residential zoning districts but can generate separation and privacy issues because of small side yard setbacks.

While larger lot one-unit dwellings apply 7-ft side setbacks, one-unit dwellings on smaller and urban lots apply 5-ft and 3-ft side setbacks, respectively. The 7-ft and 5-ft side setbacks are practical and ensure that a minimum 10-ft space exists between residences (building separation), while the 3-ft side setbacks allow for 6-ft of building separation. Not only is the 3-ft side setbacks problematic for homeowners due to privacy issues, but it can also hinder effective fire and life safety response. It is understood that few of these urban lots are adjacent to one another thus the building separation may not be an issue. However, to ensure safety, the city could add a footnote to table 16-6-1.1 to state that urban lots may maintain a 3-ft setback so long as they also maintain a minimum 10-ft separation between adjacent buildings.

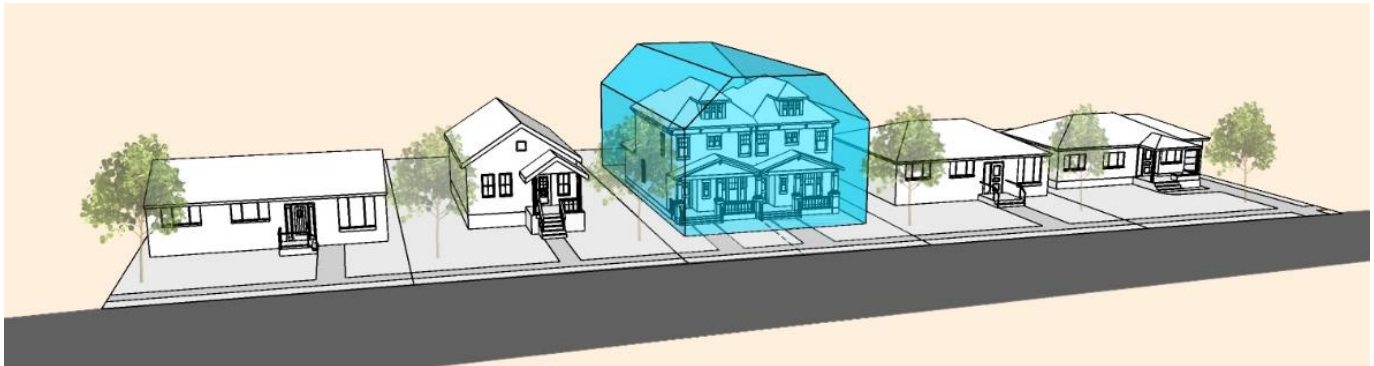
Additionally, the city should consider revisiting front setbacks for one-unit dwellings on small and urban lots. All one-unit dwelling front setbacks are 25-ft which can constrain development on smaller lots. This one-size-fits-all approach to front setbacks should change to a right-sized approach where setbacks are determined by a formula accounting for lot size, coverage requirements, zoning districts, and neighborhood character. For instance, in districts such as MU-R-3-B, MU-R-3-C, R-2-B, and R-1-C districts, 25-ft front setbacks for small and urban lots could be reduced to 15-ft or 20-ft setbacks. This adjustment would bring residences closer to the street, generate bigger backyards, and allow for more usable lot area. A front setback reduction would promote an urban residential development style that is conducive to the characteristics of higher density zoning districts.

Other dimensional requirements such as residential bulk plane regulations are equally important in Englewood. Community members and developers voiced concern over bulk plane regulations to

address structure and floor heights, maintain privacy, and preserve light space on neighboring properties.

The review team illustrated how the existing bulk plane standards work to better understand the existing regulations and determined that the bulk plane alone was not the issue but rather the combination of dimensional requirements which could use minor adjustments to achieve the desired character.

Figure 9: Bulk plane and dimensional requirements in R-2-B



### Options to Consider for Code Update:

1. Simplify the ADU Dimensional table while also including new ADU types and appropriate regulations.
2. Consider expanding zoning districts allowed for ADUs to include zones R-1-A and R-1-B.
3. Adjust bulk plane, setback, and lot coverage requirements and tailor them to specific neighborhoods identified in Englewood Forward and/or zoning districts to encourage building separation, foster better lighting, and protect privacy.



## Streets and Vehicle Access and Circulation

This section provides regulations that accommodate efficient movement of vehicles, bicycles, transit, and pedestrians to, from, and within developments. This section is important because streets, access, and circulation components can bolster community appearance, reduce traffic congestion, and promote walkable, pedestrian-friendly development. While the current UDC does not have much substantive material for Streets, Vehicle Access, and Circulation, it does refer to requirements provided in the City Engineering Standards and Specifications manual. The revised UDC should encourage better designed streets, access, and circulation by: 1) ensuring that the UDC cross-references the City Engineering Standards and Specifications manual, and 2) adding standards to this section of the UDC to join different street types with revised zoning districts and neighborhoods.

### Options to Consider for Code Update:

1. Revise any standards from this section that do not coordinate with Public Works Department standards (recently updated design manual).
2. Encourage shared drive access for adjacent non-residential development to discourage unnecessary drive cuts and reduce congestion.

## Off-Street Parking Requirements

Minimum parking requirements were historically designed to reduce street congestion and to avoid spillover parking in residential neighborhoods. These regulations establish a minimum number of parking spaces for new development, typically tied to use. They usually spell out the geometric design of parking spaces and bays, along with required surfacing. The UDC currently provides these features and requires a minimum number of parking spaces for listed uses identified in Table 16-6-4.1 Minimum Off-Street Vehicle Parking Ratios. The required spaces are tied to dwelling units, gross square footage, employees, or other variables.

The city's current parking requirements yield high parking ratios for uses when compared to other jurisdictions. For this example, we compared a few uses from Englewood to Fort Collins, CO and Lakewood, CO to see how parking regulations vary per Table 6. Three general commercial uses—office, retail, and restaurants—were compared. Although Englewood's parking ratios are higher than Fort Collins and Lakewood, it is important to note the differences between the metrics. First, Fort Collins and Lakewood use a modern metric approach where parking is calculated per 1,000 square feet. This provides the UDC user with a common baseline metric for all uses within the parking table, instead of looking at various baseline metrics like in Englewood's UDC. Also, Englewood uses multiple metrics (i.e. 1 per X amount of square feet, an area to ½ of the gross floor area, etc.) to determine parking regulations whereas Fort Collins and Lakewood use one.

Additionally, both Fort Collins and Lakewood provide a sliding scale for parking requirements with a minimum and a maximum. This concept common in many other communities and is intended to provide a baseline minimum parking requirement that must be met to accommodate parking but also provides a cap to ensure properties are not providing an unnecessarily large amount of parking. This approach caters to both the small local business that wants to encourage other modes of transport and larger retailers who prefer a larger parking ratio.

Table 5: Englewood - Fort Collins Parking Ratio Comparison

Use	Englewood	Fort Collins		Lakewood	
	Minimum	Minimum	Maximum	Minimum	Maximum
General Office	1 space / 300 sq. ft.	1 space / 1000 sq. ft.	3 spaces / 1000 sq. ft.	1.5 spaces / 1000 sq. ft.	5 spaces / 1000 sq. ft.
General Retail	Under 7,500 sq. ft.: an area equal to 1/2 of the gross floor area; Over 7,500 sq. ft.: an area equal to the gross floor area	2 spaces / 1000 sq. ft.	4 spaces / 1000 sq. ft.	1 space / 1000 sq. ft.	5 spaces / 1000 sq. ft.
Restaurants, Bars, Taverns, and Nightclubs	1 space / 100 sq. ft.	5 spaces / 1000 sq. ft.	10 spaces / 1000 sq. ft.	2 spaces / 1000 sq. ft.	12 spaces / 1000 sq. ft.

It is important for Englewood to reassess the parking ratios to preserve development space and promote walkability. Englewood’s current ratios are automobile-oriented rather than pedestrian-focused. The city should reduce parking in higher density areas for certain uses to achieve a more pedestrian-friendly environment. Fort Collins and Lakewood promote this type of environment because parking ratios are less automobile focused. Furthermore, Fort Collins and Lakewood build on walkability and prevent overparking through parking maximums for all uses. This means that a development cannot provide excessive parking. This is an effective way to promote walkability and reduce overparking for non-residential development.

Parking and walkability will always coincide with each other during the UDC updating process. While developments need parking to accommodate customers and community members, overparking should be avoided. Overparking can disrupt land use patterns, increase the urban heat island effect, add extra costs to development, and promote greater reliance on the automobile by preventing compact, walkable development. In modern zoning regulations, conventional parking metrics like parking minimums are replaced with parking maximums. Additionally, shared parking arrangements, parking reductions, car sharing regulations, transportation demand management (TDM) plans,

bicycle facility requirements, and context-sensitive parking standards responsive to different development patterns can reduce unnecessary parking, maximize the development footprint, and incentivize walkability.

Englewood should consider modern parking regulations to minimize excessive parking standards. The city should avoid a conventional one-size-fits-all parking approach because it promotes overparking and automobile reliance. Instead, the city should examine a right-sized parking approach that ties together development context, neighborhood character, and the goals of Englewood Forward. Conventional parking regulations should not be completely abandoned because there is utility for standards in specific areas where the automobile is the primary mode of transportation. Also, conventional standards are reasonable for greenfield development opportunities. However, modern parking regulations based on different development and neighborhood contexts may be more reasonable in Englewood. As the city continues to grow and more transit options become available, it is critical for the city to find appropriate parking solutions for new development. In these areas, Englewood could incorporate progressive parking standards and practices referenced in the case studies to reduce overparking and promote walkability.

#### **Options to Consider for Code Update:**

1. Revise current parking standards as parking maximums with the addition of parking minimums.
2. Establish a “soft” parking maximum that triggers additional requirements when spaces increase.
3. Right-size parking regulations by identifying different parking areas and matching them within certain development contexts.
4. Incentivize shared parking for mixed-use development through a tradeoff system that allows for development flexibility.
5. Address parking spillover issues in residential areas with an expanded residential parking permit system. This could include revising the city’s Special Parking Permit Map to restrict unauthorized parking in residential areas.
6. Reduce overparking by using site-specific parking demand analysis.
7. Tie the location and size of parking areas to landscaping or shading requirements.
8. Create a matrix that visualizes bicycle standards.
9. Provide graphics that illustrates various parking metrics to improve code readability.
10. Address alternative parking regulations.

## Pedestrian and Bicycle Access and Connectivity

This section provides for a system of well-connected pedestrian ways and bikeways that link developments with retail activities, employment centers, recreational facilities, parks, transit, and schools. These regulations encourage convenient access to transit services, including linking transit access to on-site pedestrian and bicycle systems. Pedestrian and bicycle access regulations mostly apply to new non-residential development. These standards include features like pedestrian and bicycle connections, sidewalks, street crossings, and lighting to encourage connectivity.

While these are important features, the regulatory nature of this section is limited. Language within this section is too open-ended and allows for a range of design variability. For instance, in Section 16-6-5-F Pedestrian Street Crossings, there is language that states “pedestrian crossings shall be well marked using pavement treatments, signs, striping, signals, lighting, traffic calming techniques, median refuge areas, and/or landscaping.” Design standards should apply to pedestrian crossings so there is design consistency throughout Englewood. These standards could include materials, height, location, number, and types of traffic calming techniques, acceptable landscaping elements, and light emittance. However, if the city elects to retain the section’s current regulations, then there should be cross-references to other city documents like design manuals to ensure there are adequate standards for pedestrian and bicycle access and connectivity.

Also, within this section there are opportunities to better implement Englewood Forward’s goals of walkability and reducing automobile dependency. The city could utilize Englewood Forward’s identifiable neighborhoods/areas with zoning districts to right-size pedestrian and bicycle access and connectivity. This would create a scenario where each zoning district or neighborhood/area within a certain zoning district has customized access and connectivity requirements that fit the character of that area to promote development compatibility. The city currently uses a one-size-fits-all access and connectivity approach for all non-residential development. For example, detached sidewalks must have at least 6-ft of planting space between the curb and sidewalk. The right-sized approach could reduce or increase the 6-ft planting space requirement on an adjustable scale conducive to different development contexts within an area or zoning district. This requirement could be reduced in commercial zones near Downtown where there is limited space, less greenery, and more attention on pedestrian activity. Conversely, the planting space requirement could be increased for non-residential development outside of the Downtown area where there is more usable land and development is more automobile dependent.

### **Options to Consider for Code Update:**

1. Revise non-mandatory language, like “should provide” to mandatory language like “shall, will, etc.” to ensure standards are required.
2. Update sidewalk terminology and provide right-sized sidewalk standards that fit different zone districts and development contexts. This may include cross-referencing, revising, and aligning requirements expressed in (Section 16-8-7 Streets).
3. Increase planting strip requirements from 6-ft to 10-ft and define a metric for required soil volume of trees in areas where planting strips aren’t feasible, to encourage more greenery in planting spaces.
4. Create design standards for walkways, bus stops, transit locations (materials, amount, location, types, etc.) that fit a particular development context or zoning district.
5. Provide flexibility incentives depending on less parking.
6. Provide lighting requirements for connectivity purposes. This includes a light fixture list that provides maximum light for pedestrian activity while minimizing excessive light pollution.

### **Fences and Retaining Walls**

Fences and retaining walls are important components of development standards that are sometimes overlooked in code updates. Inadequate fence and wall regulations can create issues with privacy, pedestrian and vehicular line of sight, maintenance, drainage, and aesthetic quality. The city's current regulations are well-organized, thorough, and perform well, therefore major changes are not

### **Options to Consider for Code Update:**

1. Adjust fence regulations, particularly heights, by not only zone district but by use within a zone district or defined neighborhood per Englewood Forward (i.e. allowing an 8-ft fence in R-1-A districts but a 6-ft fence in MU-R-3-B districts).
2. Include provisions to allow for the taller fence height where a less intense use/zone district abuts a more intensive use/zone district.
3. Relocate sight triangles to the beginning of Chapter 6 with Rules of Measurement.
4. Update sight triangle illustrations with improved 2D graphics or new 3D graphics and verify conformance with current Public Works standards.
5. Supplement Table 16-6-6.1 Fence Classifications and Table 16-6-6.5 Retaining Wall Classifications with colored images or graphics depicting the different fence and wall types.

recommended for this section. Most of the suggested options to consider for this section involve improving graphics to bolster code usability.

### Landscaping, Screening, and Green Infrastructure

Most modern zoning or development ordinances have landscaping standards. Buffer and landscaping requirements mitigate environmental site conditions, minimize conflicts between incompatible uses, and soften the visual impacts of parking areas and intensive uses.

The current landscaping requirements do not require much in the way of updating in general. However, the city seeks to encourage more compact, walkable development throughout the city. In dense contexts, landscaping consumes land area and can create physical barriers between uses that would otherwise be accessible by foot. In addition, landscaping adds to both upfront development costs and over time through maintenance and irrigation, although long-term savings from stormwater management and energy savings through shading of building and parking areas can offset some of these costs.

Englewood's landscaping requirements include two components: required landscape area and required materials. Required landscape areas are site percentage measurements, regulated by zoning district. Required materials are living plant materials like trees, shrubs, perennials, turfs, and groundcovers. Landscape areas may include a combination of living and non-living materials. Each zoning district has its own minimum landscape requirements allocated in a table format. For example, Tables 16-6-7.3 – 7.5 prescribe the residential, commercial, and industrial landscaping standards, respectively. The landscaping standards are not in poor shape but could consider further expansion to provide more greenery and reduce development impact.

Additionally, Englewood community members commented about adding more trees along street frontages. The city could explore an additional requirement that dictates the number of trees along street frontages within a site's required landscape area. This requirement entails planting a tree for every certain amount of linear feet. For example, one tree for every thirty linear feet of street frontage within a required landscape area in a MU-B-2 district could produce more trees for new development. The city already has a requirement for corner lots of one tree per seventy-five linear feet. However, it is important that this type of requirement is not applied to all zoning districts.

The city could explore a plethora of landscaping-related elements to provide development greenery and promote improved sustainability practices. For instance, Englewood could consider green infrastructure items like planters, bioswales, rain gardens, and xeriscaping requirements to alleviate harsh development impacts. Green infrastructure refers to practices that mitigate the impacts urbanization has on the water cycle. These systems mimic larger natural systems and use vegetation, soils, and roots to slow and filter stormwater runoff. Benefits of green infrastructure include improved air and water quality, reduced flooding risks, urban heat island effect mitigation, reduced energy demands, climate change resiliency, and enhanced community livability.

Englewood could implement standards for six green infrastructure elements: vegetated roofs, permeable pavement, bioswales, planter boxes, rain gardens, and rainwater harvesting. These elements can provide enhanced greenery while reducing negative development impacts. An assortment of these elements should apply to different development patterns with context-sensitivity in mind. For instance, vegetated roofs (roofs with plant material that store stormwater and reduce runoff) may not be as practical in residential zoning districts, but may be more feasible in commercial zoning districts because flat roofs are more prevalent in commercial development. Pitched residential

### **Options to Consider for Code Update:**

1. Implement an approved and prohibited plant, grass, mulch list and require the planting of approved plants to ensure plants are conducive to the native environment.
2. Promote green infrastructure by defining and creating standards for each green infrastructure item as it relates to landscaping. (i.e. size, design, and locational requirements for planters, bioswales, rain gardens, etc.)
3. Expand the existing Water Conservation (Xeriscape) Principles and create standards where xeriscaping is practical and preferable.
4. Expand specific buffer types and standards that can be applied as needed throughout the zoning districts. For example, this could allow for wider buffers with lower planting density for intensive commercial uses, and narrower buffers with fencing in urban contexts.
5. Develop more uniform and specific site landscaping standards and requirements and consider adding a minimum open space requirement for most zoning districts. Consider allowing applicants to substitute usable open space for required landscaping.
6. Develop pedestrian-oriented streetscape standards for the Mixed-Use Commercial areas and TSA district.
7. Consider building foundation planting requirements for non-residential developments outside of the city's traditional Downtown.
8. Retain the existing Required Landscape Areas threshold at 40% but increase the unit count from 4 to 5.
9. Simplify the 16-6-7.8 Table by reducing long text sequences to improve readability.

roofs struggle to effectively support the demands of vegetated roofs because the weight of soils and vegetation are unbalanced. Overall, there are a variety of methods the city can use to enhance greenery, reduce development impacts, and improve visual appeal.

### **Design Standards and Guidelines**

This section's regulations are intended to ensure quality development in the city that provides variety and visual interest in building design, compatibility with existing and preferred built patterns and materials, establishes scale, and contributes to pedestrian-oriented streetscapes. This part of the UDC is important because it directly affects development appearance. Items related to aesthetics like building materials, roof types, architectural articulation, and scale are considered in this section. These regulations should be carefully revised to ensure the city retains its unique residential areas, promotes sustainable development, and incentivizes aesthetically appealing development.

### *Residential Design Standards*

The design standards are applied to two general categories: residential and non-residential development. The residential design standards apply to proposals in R-1-A, R-1-B, R-1-C, R-2-A, R-2-B, MU-R-3-A, and MU-R-3-B zones. These standards mostly regulate lot coverage requirements (not overall lot coverage but the specific amount of paving vs. front yard landscaping) and garage placement, with a small component directed to building design (Section 16-6-10-B-7). For instance, there are wall surface articulation requirements that apply to street-facing building facades if wall exceeds 25 linear feet. This clause requires every 25 linear feet to use three techniques that create varied wall surface articulation. There are seven applicable techniques like the use of balconies, offsets, and exterior trim, but the language is vague and creates a lack of standardization. While these standards are beneficial for developing compatible residences in specific neighborhoods and zoning districts, the city should consider expanding these regulations with specific metrics and requirements to provide more uniformity for residential development. For example, the “incorporation of stoops or front porches” could require a simple square foot minimum or provide different stoop/porch sizes dependent on front façade length. Added specificity to design features could increase district or neighborhood visual cohesion, and deter misplaced architectural styles in established neighborhoods.

Additionally, expanded residential design standards should promote ways to protect the environment. Englewood Forward emphasizes sustainability methods to lessen development impact on the built environment. Expanded residential design standards could include the use of solar and wind energy, sustainable building materials, and energy efficient practices to meet Englewood Forward’s sustainability goals. While Englewood lacks residential sustainability standards, neighboring jurisdictions do not. For example, Golden, CO applies sustainability standards to new and redeveloping residential development through a point-based, menu system to ensure development complies with the goals of their comprehensive plan. Golden requires 15 and 25 points for residential additions and new construction, respectively. These points are awarded to different sustainability techniques.



Table 6: Golden Residential Sustainability Menu

Menu Item	Points	Documentation Required
<b>Water - Indoor and Outdoor</b>		
Plant xeric landscaping. One point per 20 percent of lot area, exclusive of paving or built areas, shall be landscaped with xeric materials.	1—5	Show landscape areas and materials list on site plan.
A high-efficiency irrigation system - Drip or sub-surface system	3	Show irrigation system details on site plan.
A high-efficiency irrigation system - Rain sensor system	1	Show irrigation system details on site plan.
Porous surfaces: For driveway, sidewalk, or patio areas. Porous asphalt or cement, grass pavers. Three points per category, maximum ten.	3—10	Show material type on site plan.
Reduce heat islands: Locate trees to provide shade for paved areas. One point per minimum 2½-inch caliper tree listed on Golden Recommended Tree List.	1—5	Show tree count and location on site plan.
Reduce heat islands: Install heat reflective roof materials. Metal, high albedo (light colored) or minimum 29 SRI (Solar Reflective Index) roofing materials qualify.	4	List roofing materials and SRI rating on site plan.
<b>Energy Conservation</b>		
Achieve energy star certification for new homes	15	Submit qualifying HERS rating with building permit application. Submit Energy Star certificate prior to issuance of certificate of Occupancy.
Credit for existing home energy efficiency performance. Five points to achieve minimum 85 HERS rating for existing structure. For every ten-point reduction thereafter, one point each.	5—10	Submit qualifying HERS report with building permit application.
Install efficient hot water system (e.g. tankless) or recirculating line. One point per system/household unit.	1—2	Provide product brochure and show on site plan drawings.

Englewood could use an approach like Golden's for residential development to assure the community there is sustainable development. The city could expand on this approach to calibrate different techniques and requirements for specific residential dwelling types (including ADUs), neighborhoods, or zoning districts. For instance, larger lot one-unit dwelling areas could require 30 points instead of 25 points because larger building footprints can affect the area's drainage system. A carefully calibrated points-based sustainability menu approach could fare well in Englewood given the city's unique residential communities. These design requirements are important and should fit each district or neighborhood's context given the overwhelming public support to retain and promote the city's robust and unique neighborhoods.

### *Non-residential Design Standards*

Non-residential design standards are the second general design standards category. The city notes adequate non-residential development outcomes but would like to continue and expand these outcomes through strengthened design standards.

The UDC currently provides sufficient design standards for retail buildings that regulate aesthetic character like roofs, entrances, and building materials. Although this section houses design standards for retail buildings, it does not prescribe standards for other non-residential building types. For instance, industrial and office buildings do not have their own standards. Similar standards like façade requirements, roof features, and building materials applied to retail buildings should also apply to industrial and office buildings. These regulations could be more or less stringent than the retail requirements but should be calibrated to match development contexts within specific zoning districts. This could include identifying and assigning specific building materials (masonry, stucco, concrete, metal, wood, etc.) and percentage requirements to office buildings in commercial zoning districts. A specific example could require at least 50% masonry on all building facades for all office buildings in MU-B-2 districts to encourage development cohesion.

Also, the city should revise the non-residential design standards for sustainability purposes. Like the residential design standards, non-residential design standards should follow a similar sustainability model. The City of Golden accounts for sustainable non-residential development by requiring developers to install an on-site photovoltaic energy generation system that offsets 10% of the structure's modeled electrical annual consumption. If there are site-specific conditions with the developer's property, like orientation, building site location, shading resulting from topography, or other unavoidable site-specific constraints that make it impractical for an applicant to meet these requirements then other options apply. If this occurs, then the developer pays the city cash-in-lieu of the solar requirement. Additionally, there are other requirements the developer must provide to ensure sustainable development. This works in concert with Golden's non-residential sustainability menu that identifies standards and prescribes point values. This should not be a one-size-fits-all approach, but a right-sized approach that links different non-residential uses to certain zoning districts. For instance, a sustainability point scale that requires more points for higher intensity uses and lower intensity uses could work better in Englewood.

Table 7: Golden Non-residential Sustainability Menu

	Menu Item	Points	Documentation Required
<b>Water Conservation Stormwater and Water Quality</b>			
1	Employ stormwater runoff reduction strategies to slow runoff and promote infiltration. One point is awarded for every 20 percent of impervious area routed through bioswales, biobuffers, rain gardens and/or permeable pavement designed in accordance with the City of Golden Stormwater Standards Manual.	1–5	Applicant shall show both impervious areas and porous infiltration areas on the site plan, as well as calculation of percent of impervious routed through porous areas. Product specification sheet and/or maintenance plan must also be submitted with building plans.
2	Plant a vegetated roof for a portion of the roof area. Points awarded on a sliding scale, with one point for every ten percent of vegetated roof area.	1–10	A vegetated roof plan shall be submitted with landscape plan that shows what will be planted, how it will be irrigated and a roof area calculation.
3	Exceed open space requirement by 25 percent or more. Includes both landscaped and xeriscaped areas, but excludes ground mounted solar array areas.	2	Site plan shall show area of open space as well as calculation to demonstrate how it exceeds requirement by 25 percent.
<b>Transportation</b>			
1	Provide double the minimum of the required amount of bicycle parking on site for one point. One additional point available for providing a bike repair station, and one additional point for providing secure and enclosed parking (e.g. lockers, storage room) for at least 50 percent of the bike parking needed for double the minimum amount.	1–3	Site plan must demonstrate locations and amount of bicycle parking.
2	Provide number of shower units for a minimum of 2 percent of all full time equivalent employees.	2	Building plans shall show location of shower facility, number of showers and calculation of showers to projected number of full time equivalent employees.
3	Build development within ¼ mile of public bus stop or ½ mile of light rail stop, as measured using a pedestrian's walking distance. Applicant shall also demonstrate enhanced walkability by establishing connections to transit and surrounding areas.	2	Applicant must provide map to scale that demonstrates site boundaries, identifies location of transit stop, and shows walking path and distance between them. Map shall also identify potential barriers for pedestrians.
4	Provide, maintain and install a bus shelter if a stop is in or adjacent to the right-of-way.	2	Site plan shall demonstrate location and type of pedestrian amenities, as well as location of bus stop if applicable. Product specification sheets are also required.

## Options to Consider for Code Update:

1. Strengthen residential design standards to ensure quality and aesthetically appealing homes are provided throughout the city. This could include different architectural styles (i.e. mid-century modern, colonial, craftsman, classical, renaissance, gothic, contemporary, etc.), building materials (i.e. wood, stucco, masonry, cementitious siding, etc.), and materials percentages (i.e. the street facing façade must contain at least 85% masonry).
2. Strengthen residential design standards by assigning tailored standards to specific zoning districts or neighborhoods identified in Englewood Forward.
3. Retain *Articulation of Wall Surface Required*, but reduce the length requirement from 25 to 20 feet, and add stipulations to the techniques prescribed to encourage better residential architectural styles. For example, instead of “incorporation of stoops and front porches”, add a square footage requirement for these features.
4. Provide additional pervious area standards for specific development types within certain zoning districts.
5. Expand the nonresidential design standards to include other building types besides retail buildings.
6. Apply and expand neighborhood preservation standards to other neighborhoods and zoning districts outside of the MU-R-3-B. This could include neighborhood conservation districts and regulations that are tailored to specific residential areas.
7. Add residential sustainability standards that link Englewood Forward’s goals to new residential development.
8. Remove guidelines from this section and only prescribe standards to improve readability and reduce confusion between standards and guidelines.
9. Add context-sensitive sustainability standards for nonresidential development through a point allocated, menu-base system.
10. Provide graphics that show the applicability of the different design standards.

## Historic Preservation

Historic preservation is critical in a city near build out such as Englewood. Historic community features provide cultural significance to an area which can increase community pride by protecting its most cherished parts of the community's existing fabric. Many jurisdictions around the nation have historic preservation requirements to retain these significant community features.

Englewood has a range of eclectic and historic architecture, particularly in residential areas, that the community would like to preserve. Although the city has a historic preservation section in the UDC, the section is brief with limited standards. Standards should be clear and effectively protect historic properties through a certificate of appropriateness process instead of vague, discretionary regulations. These standards should also include demolition requirements if someone wants to remove or repair a historic structure. The City of Golden, CO ensures historic properties are rehabilitated correctly and not irresponsibly destroyed by providing criteria for certificates of appropriateness and establishing strict demolition requirements. Englewood should build on their current historic preservation regulations by implementing stricter standards that adequately protect existing and future historic properties.

### Options to Consider for Code Update:

11. Establish a certificate of appropriateness review component for historic properties. This would include criteria for the certificate of appropriateness as well as the process to receive a certificate of appropriateness.
12. Provide regulations for the demolition of historic properties.
13. Incorporate adaptive reuse language from Section 16-5-3 into this section.

## Signs

Signs are a pervasive element of the built environment. Signs serve important purposes, such as identifying places of business or institutions, directing traffic, and expressing opinions. Businesses rely on signs to create a street presence and to generate sales from motorists or pedestrians who might not otherwise become aware of their presence. Politicians and activists rely on signs to get the word out about their campaigns or matters of public interest. Institutions (such as churches and schools) use signs to announce events, speakers, and inspirational messages. Some signs can also have a negative impact on the public. Signs are often identified with clutter along roadway corridors, driver distraction, and—when not properly maintained—blighting influences. Excessively bright signs can disrupt the quiet enjoyment of residential neighborhoods or distract drivers (while, at the same time, making those signs more visible to motorists). The city should effectively regulate signs in a way that avoids potential negative impacts, while enabling freedom of expression and commerce.

Among other things, the city's sign regulations establish:

- sign categories such as building and ground signs,
- the districts where the sign types are permitted,
- dimensional standards (i.e., maximum size and height, minimum setbacks),
- maximum number of signs per development,
- design features such as illumination, materials, and use of LED technology, and
- whether sign permits are required.

Englewood identifies signs in multiple ways. The city recognizes on-premises signs as principal signs. This classification consists of two major sign categories: building signs and ground signs. Principal signs are defined as those that are “attached to a building, structure, or the ground in some manner that requires a Sign Permit from the city and is made of durable materials approved by the city.” Within each principal sign category, are numerous sign types per Table 9. Although dimensional standards are assigned to each sign type, they are not allocated in a sign matrix.

The city's principal sign types are in good shape, but definitions should continue focusing on physical characteristics. Also, the city should incorporate sign matrixes to house all dimensional requirements in one location. The matrix will reduce heavy text sections that describe the various standards into a brief, readable graphic. Modern codes, like Westminster, CO, use sign matrixes to reduce reader distraction and to communicate the pertinent regulations.

Table 8: Westminster, CO Projecting Sign Matrix

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
↓ Requirements	RLI	RMI	OTC	COM	MSP	ERD	IFA
1 Permitted?	NR	NR	Yes	Yes	Yes	Yes	Yes
2 Permit required?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3 Number per street frontage for buildings or tenants with more than one entrance (max.)	1	1	1	1	1	1	1
4 Number per each business or institution (occupying a multi-tenant building) which has its own ground floor entryway or storefront (max.)	1	1	1	1	1	1	1
5 Number-total per single-tenant building or a multi-tenant building with a single entry (max.)	1	1	1	1	1	1	1
6 Number-total (max.)	--	--	--	--	--	--	--
<b>Dimensions</b>							
7 Sign area (max.-sf)							
signs above the first-floor plate	30	30	30	30	30	30	30
signs between 8 ft and first floor plate	12	12	12	12	12	12	12
8 Vertical dimension (max.-feet)	--	--	--	--	--	--	--
<b>Location</b>							
9 Property Line Setback (min.-feet)	C	C	C	C	C	C	C
10 Spacing between other signs (min.-feet)	10	10	10	10	10	10	10
<b>Design Characteristics</b>							
11 Digital	No	No	No	No	D, WS only	No	No
12 Illumination, Internal	No	No	No	Yes	Yes	Yes	Yes
13 Illumination, External	No	No	No	Yes	Yes	Yes	Yes
14 Illumination, Halo Lit	Yes	Yes	Yes	Yes	Yes	Yes	Yes
15 Channel Letters	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16 Changeable copy	No	No	No	Yes	Yes	Yes	Yes
17 Animated	No	No	No	No	No	No	No

Englewood's other sign categories like incidental signs, temporary signs, and miscellaneous signs need careful auditing to ensure signs are defined by physical elements. These signs should avoid regulating content to prevent Federal Law noncompliance.

### **Options to Consider for Code Update:**

1. Modernize sign typologies and regulations to comply with current best practices. This includes realigning sign types to zoning districts or street classification and not by land use, as well as defining signs by their physical characteristics.
2. Provide clear and effective graphics, matrixes, and tables to illustrate sign types and their associated dimensions.
3. Incorporate sign definitions into the definitions chapter of the UDC

### **Development Standards for the TSA District**

This section prescribes regulations for newly developing properties in the TSA district. These regulations establish a mixed-use district that provides a diverse mix of uses within walking distance to the city's Regional Transportation District (RTD) light rail stations. Build-to-line regulations, street frontage requirements, and density standards, encourage appropriate residential development patterns with adequate density to support transit use and neighborhoods for the community. These regulations allow retail uses to serve the shopping and service needs of district residents, employees, and commuters.

This section needs careful consideration during the UDC writing process because of the city's goals to become a more walkable, transit-opportune, and sustainable community. There are opportunities to strengthen standards that can promote the city's goals within the TSA district. A specific way Englewood could improve standards within the TSA district is to adopt a form-based approach outside of the conventional zoning district regulations. The current regulations touch on form-based principles but could do more to tailor development in TSA districts.

### **Options to Consider for Code Update:**

1. Create a separate form-based ordinance for TSA districts at RTD light rail stations.
2. Omit this section of the UDC but incorporate into an Overlays section or place the regulations into their respective sections in the UDC (i.e. building setbacks and build-to-lines could be housed in the Dimensional Requirements section).
3. Continue to implement compact, walkable and/or transit-oriented development standards while considering a trade-off system that allows for parking reductions, design flexibility, green infrastructure, and landscaping.

## Chapter 7: Telecommunications

This chapter houses the city's specific regulations for telecommunications. Chapter 7 addresses telecommunication uses, design guidelines, and removal. Although this chapter includes important regulations and requirements for telecommunications, it is unnecessary for this chapter to be its own within the UDC. Telecommunications are specific uses which has its own chapter, Use Regulations (Chapter 5). The city could remove the telecommunication chapter and incorporate it into the new Use Regulations chapter. This will help usability and readability by placing all uses into one part of the UDC instead of having use regulations in multiple locations.

### Options to Consider for Code Update:

1. Revise the chapter's content to reflect current telecommunication standards, including small cell facilities.
2. Omit this section but incorporate the content into Chapter 5: Use Regulations or a separate appendix in the back of the UDC.

## Chapter 8: Subdivision Design, Improvements, and Dedication Standards

This chapter focuses on components within the land subdivision process. For instance, this chapter houses open space, streets, easements, utilities, and lot design requirements. Although these are critical components of the UDC, this section is sparse on regulations. This section should add standards to ensure new subdivisions align with zone districts, neighborhood character, and Englewood Forward.

### Options to Consider for Code Update:

1. Revise *Land Dedication Amount Required* subsection to reflect the type of improvement through a menu of park/open space options.
2. Align the street classification system with Englewood Forward by reducing street lengths, adding traffic calming devices, expanding sidewalk widths, and requiring enhanced streetscaping standards.



## Chapter 9: Nonconformities

When the UDC is revised, there will be instances where existing development does not conform to the new standards. These “nonconformities” can arise with permitted uses, lot dimensions, building design, and development standards such as parking, screening, and landscaping. In addition, applications that are currently proceeding through the process may or may not have achieved “vested rights” status that precludes the imposition of subsequent regulations. Resolving these issues in a way that protects the integrity of the new regulations, prevents barriers to redevelopment, and respects property rights is a delicate balance that needs careful attention.

The city’s nonconformity regulations address land uses, lots, signs, and structures that do not comply with current setback, height, bulk plane, parking, and other site improvement requirements. While most outdated codes lack various nonconforming situations like signs and lots, the city’s current regulations does not.

Generally, nonconformities can continue operating but cannot become more nonconforming. The existing regulations accommodates nonconformity operation, but regulations are vague and at the bequest of the city. For instance, redeveloping nonconforming buildings “shall be brought into compliance as much as practicable with existing zoning standards of this Code,” while the “practicable” threshold is determined by the City Manager. The city’s nonconformity regulations should omit discretionary terms and areas by incorporating specific standards for each nonconformity situation. This will provide applicants with more certainty on how to move through the process and what to expect, while reducing development delays. In certain nonconformity redevelopment situations, infill standards may alleviate these problems. Infill standards that account for lot size, setbacks, parking, and landscaping can resolve compatibility issues associated with existing developments seeking redevelopment.

### Options to Consider for Code Update:

1. Retain existing nonconformities regulations.
2. Consider clarifying *C Redevelopment of Nonconforming Buildings or Structures* with infill standards to reduce newly rehabilitated nonconformities.
3. Revise discontinuance time periods to reduce nonconformity burdens on property owners (i.e. change from 180 days to one calendar year).

## Chapter 10: Enforcement and Penalties

When the UDC is finalized, enforcement and penalties must be included to apply the UDC. Without enforcement and penalty regulations, the UDC is useless. The city's existing regulations establish enforcement measures and penalties for UDC violators. This section of the UDC performs well and warrants only minor revisions. The revised UDC should make sure new standards are protected by clear enforcement and penalty regulations.

### Options to Consider for Code Update:

1. Retain existing enforcement and penalties regulations but simplify the language and verify cross-references to the city's Municipal Code and Colorado State Statutes.

## Chapter 11: Use Classifications and Definition of Terms

The definitions chapter of the UDC is critical because it gives meaning to terms of art and legal provisions in the UDC. Definitions should never include standards, because readers will normally search the body of the UDC for substantive requirements. Definitions should only explain terminology that lacks a generally understood meaning. In addition, the definitions chapter should include all rules of interpretation. This includes the methodology for zoning district boundary determinations.

The UDC should also define every listed land use and provide cites to state law if applicable. The definitions chapter can break into separate chapters for general definitions, and definitions specific to uses. The UDC currently uses this format to tame the length of the definitions section, which creates a handy companion document for the use table of permitted uses. Antiquated uses that are not frequently used can be bracketed into general use classifications to ease usability and reduce staff interpretations.

### Options to Consider for Code Update:

1. Retain the chapter's structure but include new and revised definitions as needed.
2. Modernize antiquated use classifications and definitions
3. Verify revised definitions comply with state law and are sufficiently cross-referenced.
4. Match new uses with new definitions to provide consistency and prevent interpretation queries.

## VII. CONCLUSION

In summary, the current Englewood UDC has some excellent and effective provisions and is generally organized well. Some sections will require significant updates or additions to realize the city's planning goals and objectives thoroughly and other sections will remain largely untouched. Further reorganizing, rewriting, and illustrating existing and revised zoning requirements will make the document easier to read, and potentially create a higher quality of public discourse and design quality.

Throughout the process, five major themes emerged as needing deeper review, discussion and analysis as per the section IV. Discussion on the Five Topics. The community was engaged throughout the process by way of in-person and digital outreach methods and described in section III. Public Engagement Overview and the appendices. In light of a global pandemic, much of the outreach was required to be virtual, and all in-person events were held outdoors following CDC safety protocols of requiring social distancing and the wearing of facial coverings.

This report is the first, and very important step in a lengthy process as it sets the road map for the full UDC update. The next step in the process includes the release of a request for proposal (RFP) to begin the process of selecting a consultant to update the UDC per the direction provided herein. The UDC update process is likely to take once year from contracting of the consultant. The process will include additional public workshops and input sessions to further refine the UDC language and ensure the new regulations are in alignment with the community values. The update process will build on the work completed through this first phase of the process and many of the suggestions within this report will be further discussed to determine the best approach to each of the issues presented.

The UDC update will likely be drafted in phases or modules to include reorganization and technical edits; updating existing language; and development of new language or chapters. The final document will go through the standard adoption process which includes public hearings.

Following are appendices including details of community engagement. A separate document is available on the City of Englewood's website which includes additional best practice and case study information for reference.

## APPENDIX A: COMMUNITY OUTREACH EFFORTS DETAILED

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**Outreach Efforts:** Unified Development Code Assessment Focus Groups / Park Events / City Council / Board and Commission Meetings Views, Responses, Engagements, and Impressions are as of December 4, 2020

- July 27 City Council and Planning & Zoning Commission Joint Study Session Project Kick-off
- Meeting agenda posted on iCompass; emailed to **93** subscribers via iCompass
  - Meeting was livestreamed; meeting video was live on the July 27 City Council meeting page within 24 hours.
  - **84** views
- August 10 Steering Committee formed with City Council input
- Andy Schecher, resident and Citizen Planning School graduate
  - Jonathan Klinshaw, resident and Citizen Planning School graduate
  - Chad Knoth, resident
  - Colin Wattleworth, developer with Metropolitan Homes
  - Diane Poplovski, resident and Planning and Zoning Commission member
  - Kate Fuller Fischer, resident and Planning and Zoning Commission member
  - Colessia Porter, resident and Citizen Planning School graduate
  - Dagan Thomas/Jason Sakry, Englewood business owners of Barnhouse Tap
  - Pamela Beets, resident
  - Wed Medford, resident
  - Stephanie Gillman, resident
  - Keir Mathur, resident
- Fall 2020 Englewood Citizen: ½ Page Article on Project Overview
- Mailed to all Englewood addresses
  - Posted in Spotlight on city website home page
- August 20 Steering Committee Meeting
- Meeting notes posted on project web page
- September 1 Launched project webpage
- **1,183** views

## September 2 Telephone Town Hall (424 attendees)

- Automated telephone calls and texts went to **9,630** Englewood households. Call list was based on voter registration records.
- Meeting notification sent to **9,863** emails via MyEmma (an email marketing software)
- Registration emailed to all city boards/commissions and trash/recycling committee
- Registration emailed to City Council
- Posted in Spotlight on city's home page and project webpage
- Posted on Facebook on August 18, August 25, and September 1; reached **2,172** people
  - Posted on Twitter; **253** impressions
  - Posted on NextDoor; **1,913** impressions

## Post Townhall Follow-up

- **17** voicemails received
- **10** emails received
- Meeting audio posted to project web page
- Meeting overview posted to project web page

## September 3 Introductory Questionnaire #1 Launched: Sept 2 – Oct 1 (**697** responses)

- Posters placed at Nixon's, Liquor Barn, Brewability, Frame de Art, King Soopers at Trolley Square, King Soopers at Kent Place, King Soopers (Bellevue) Safeway and Barnhouse Tap, CityCenter
- Yard signs placed in Duncan Park, Jason Park, Bates-Logan Park, Baker Park, Romans Park, Cushing Park, Centennial Park, Cornerstone Park, City Center, and Little Dry Creek Open Space
- Promoted at September 17 city's movie night (Footloose); approximately **70** cars
- Sent to **7,634** emails via MyEmma
- Promoted during September 2 Telephone Townhall
- Posted on Facebook; reached **985** people, **1,222** impressions
- Posted on Twitter; **243** engagements

September 3 Cont'd

- Posted on NextDoor; **677** impressions
- Posted on project website
- Posted in News on city website home page

September 9 Mayor video on in-person park events goes live on YouTube and project webpage

- **35** views on YouTube

September 13 In-Person Event at Duncan Park / 1:00 pm

- Posted on project web page
- Posted in News on city's homepage
- Added to city calendar
- Emailed to **469** city News subscribers
- Posted on Facebook; reached **4,097** people; **5,063** impressions
- Posted on Twitter; **255** impressions
- Posted on Next Door; **1,228** impressions

September 15 Focus Groups(virtual) – Participants asked to participate via: Chamber of Commerce Membership email, Marcy Brown was asked to provide a list of interested citizen names, individual email lists were sent notification as to interest in participating.

Businesses / Noon – 1:15 pm

- Grant Whiteside, Cobalt
- Erin Plumlee, Elite Roofing
- Eliza Pfeifer, Broad Street Realty (Englewood resident)
- Cate Townley, CDPHD
- Hugo Weinberger, The Situs Group
- Tristan, The Situs Group
- Angela Forster, Tiny Studio, LLC (Englewood home business and resident)

Development Review Team (DRT) / 1:30 – 2:30 pm

Internal City Staff

Residents / 3:30 – 4:45 pm

- Claudine Burger

- Mike Jones
- Cynthia Searfoss
- Tami Williamson
- Andrea Manion
- Coween Dickerson
- Marcy Brown
- Bobby Regan

Developers / 5:00 – 6:15 pm

- Peter Kudla, Metropolitan Homes
- Troy Gladwell, Medici Communities
- Bernie Costello, BC-DC

September 16      Focus Groups

Businesses / 8:00 – 9:15 am

- David Carroll, Chamber of Commerce (Englewood resident)
- Thomas Stewart, Stewart Photography (Englewood home business and resident)
- Heather Taylor, Impact Commercial
- Debi Kelley, Premiere Travel
- Lynette Nice, The Guild

Residents / 9:30 – 10:45 am

- Doug Cohn
- Pam Beets (also on steering committee)
- Linda Irwin
- Maureen White

Developers / 11:00 am – 12:15 pm

- Dustin Jones, Ogilvie Properties
- Aaron Foy, Blvdway Communities
- Colin Wattleworth, Metropolitan Homes
- Adam Berger
- Mark Wendel, Kimco Realty

- Jeff Wikstrom

Historic Preservation Commission / 6:30 pm

- Meeting agenda posted on iCompass. Emailed to **29** subscribers.
- Video posted to iCompass meeting within 24 hours of meeting / **10** views

September 17 Focus Groups

Residents / 1:00 – 2:15 pm

- Randal Friesen
- Barbara Petersen
- Ronnie Pickens
- K Sue Anderson
- Cnora Lesage
- David Wrenson

Residents / 2:30 – 3:45 pm

- Kat Skrien
- Frank Forney
- Colleen McGovern
- Caley Dow

Residents / 4:00 – 5:15 pm

- Kevin Fasing
- Judy Dunlop
- Sandra Kettelhut

In-Person Event at Jason Park / 4:00 – 6:00 pm

- Posted on project web page
- Posted in News on city's homepage
- Added to city calendar
- Emailed to **469** city News subscribers
- Posted on Facebook; reached **4,097** people; **5,063** impressions
- Posted on Twitter; **255** impressions
- Posted on Next Door; **1,228** impressions



Steering Committee Meeting / 6:00 pm

September 25 Quick Poll #1 on Accessory Dwelling Units (ADU) (**123** responses)

- Posted on project web page
- Posted in Spotlight on city's home page
- Posted on Facebook; reached **625** people; **787** impressions
- Posted on Twitter; **298** engagements

September 26 In-Person Event at Logan Park / 10:00 am – Noon

- Posted on project web page
- Posted in News on city's homepage
- Added to city calendar
- Emailed to **469** city News subscribers
- Posted on Facebook; reached **4,097** people; **5,063** impressions
- Posted on Twitter; **255** engagements
- Posted on Next Door; **1,228** impressions

September 29 In-Person Event at Baker Park / 4:00 – 6:00 pm

- Posted on project web page
- Posted in News on city's homepage
- Added to city calendar
- Emailed to **469** city News subscribers
- Posted on Facebook; reached **4,097** people; **5,063** impressions
- Posted on Twitter; **255** impressions
- Posted on Next Door; **1,228** impressions

October 1 In-Person Event at Centennial Park / 5:00 – 7:00 pm

- Posted on project web page
- Posted in News on city's homepage
- Added to city calendar
- Emailed to **469** city News subscribers

- Posted on Facebook; reached **4,097** people, **5,063** impressions
  - Posted on Twitter; **255** impressions
  - Next Door; **1,228** impressions
- October 6 Planning and Zoning Commission (PZ) / 7:00 pm
- Meeting agenda posted on iCompass. Emailed to **57** subscribers
  - Video posted to iCompass meeting within 24 hours of meeting / **13** views
- October 8 Transportation Committee (ETAC) / 6:30 pm
- Meeting agenda posted on iCompass. Emailed to **117** subscribers
  - Video posted to iCompass meeting within 24 hours of meeting / **9** views
- October 14 Alliance for Commerce in Englewood (ACE) / 3:30 pm
- Meeting agenda posted on iCompass. Emailed to **23** subscribers.
  - Video posted to iCompass meeting within 24 hours of meeting / **9** views
- Board of Adjustment and Appeals (BOA) / 7:00 pm
- Meeting agenda posted on iCompass. Emailed to **27** subscribers.
  - Video posted to iCompass meeting within 24 hours of meeting / **4** views
- October 23 Quick Poll # 2 on Attainable Housing (**200** responses)
- Posted on project web page
  - Posted in Spotlight on city's home page
  - Posted on Facebook; reached **588** people, **730** impressions
  - Posted on NextDoor; **457** impressions
- October 29 Steering Committee Meeting
- Meeting notes posted to project web page
- November 2 Quick Poll #3 on Parking (**99** responses)
- Posted on project web page
  - Posted in Spotlight on city's home page
  - Posted on Facebook; reached **2,621** people, **3,299** impressions
  - Posted on Twitter; **303** impressions
  - Posted on NextDoor; **450** impressions

November 13 Quick Polls #1, #2 and # 3

- Emailed to **1,255** people via MyEmma
- Posted on Facebook; reached **668** people; **769** impressions
- Posted on NextDoor; **461** impressions
- Posted on Twitter; **311** impressions

November 19 Steering Committee Meeting

November 30 Mailing

- Postcards mailed to all Englewood addresses directing residents and businesses owners to various methods of contact to enable them to provide feedback, contact staff with questions, or request a Zoom meeting on specific topics.



Quick Poll #4 – Green Infrastructure Launched (with City Council input) (**126** responses)

- Posted on project webpage
- Posted on Facebook; reached **470** people; **567** impressions
- Posted on NextDoor; **311** impressions
- Emailed to **1,052** people via MyEmma

December 1 Videos

- 9 informational videos by planning staff uploaded to project website on following topics:
  - Introduction; **17** views
  - Attainable Housing; **8** views
  - Neighborhood Character; **14** views

- Fences; **16** views
- Solar; **8** views
- Parking; **15** views
- Sustainability; **11** views
- Zoning; **20** views
- Walkability; **13** views

December 2 Virtual Open House (**25** participants)

- Emailed to **731** people via MyEmma
- Posted on Facebook; reached **326** people, **365** impressions
- Posted on Twitter; **311** impressions
- Posted on NextDoor
- Posted in Spotlight on city's home web page

## APPENDIX B: PHASE 1 PUBLIC OUTREACH RESULTS

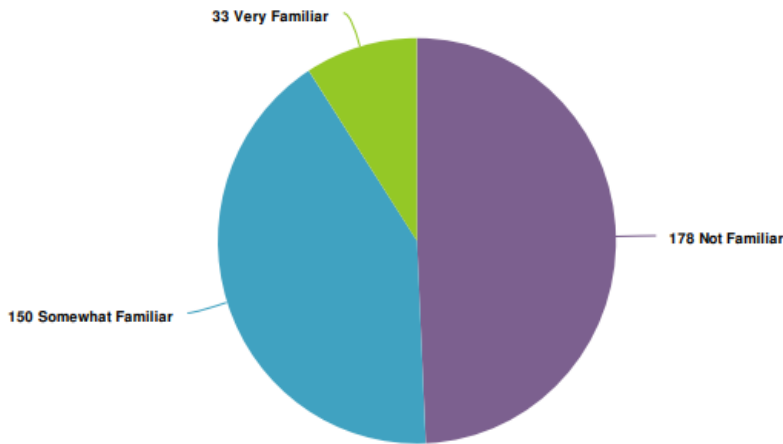
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Included below are the results of the phase 1 questionnaire, open house events at local parks and telephone Town Hall.

### Questionnaire #1

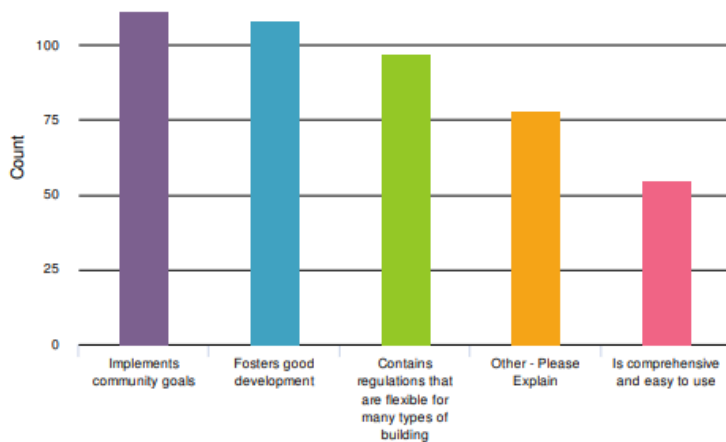
Responses: 697

Question 1: How familiar are you with the current UDC?



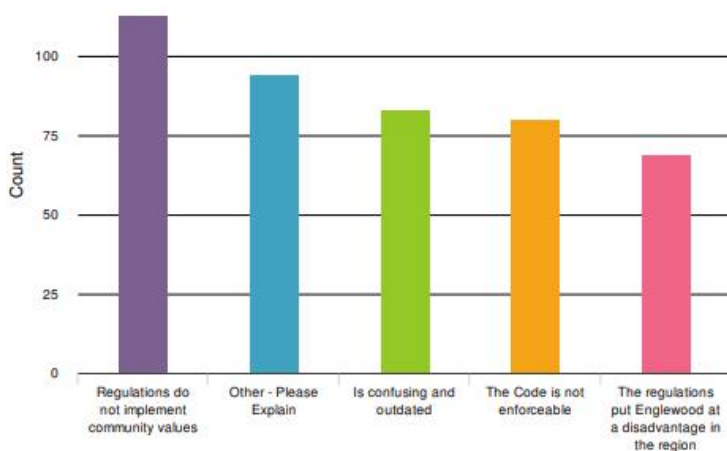
Value		Percent	Responses
Not Familiar		49.3%	178
Somewhat Familiar		41.6%	150
Very Familiar		9.1%	33
			<b>Totals: 361</b>

Question 2. What works best currently with the UDC? *Select all that apply.*



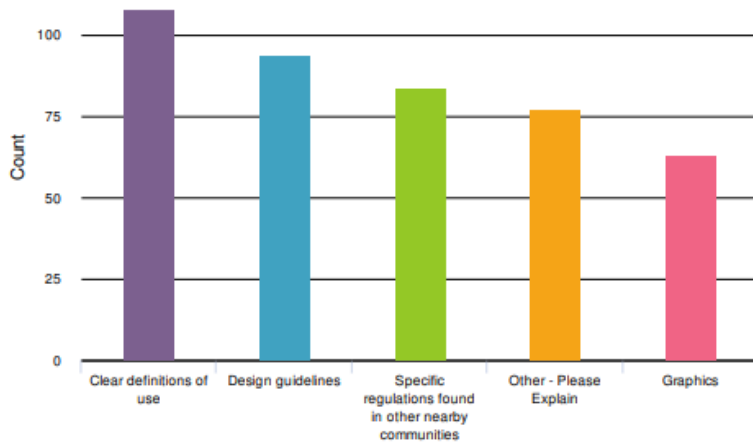
Value	Percent	Responses
Implements community goals	37.9%	111
Fosters good development	36.9%	108
Contains regulations that are flexible for many types of building	33.1%	97
Other - Please Explain	26.6%	78
Is comprehensive and easy to use	18.8%	55

Question 3. What does not work well with the UDC? *Select all that apply.*



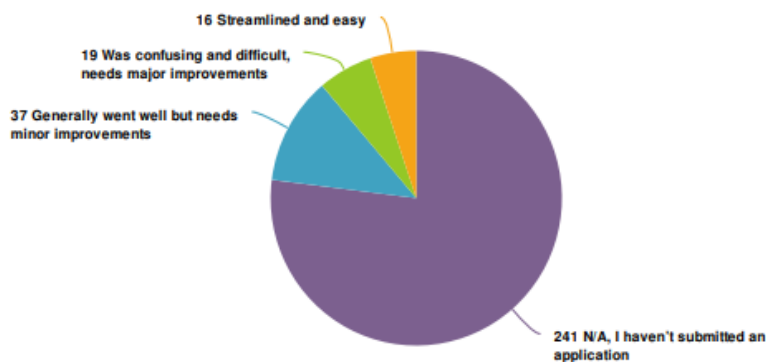
Value	Percent	Responses
Regulations do not implement community values	39.0%	113
Other - Please Explain	32.4%	94
Is confusing and outdated	28.6%	83
The Code is not enforceable	27.6%	80
The regulations put Englewood at a disadvantage in the region	23.8%	69

Question 4. What is the current Code missing? *Select all that apply.*



Value	Percent	Responses
Clear definitions of use	40.4%	108
Design guidelines	35.2%	94
Specific regulations found in other nearby communities	31.5%	84
Other - Please Explain	28.8%	77
Graphics	23.6%	63

Question 5. If you have taken a building or development application through the city process how was your experience?



Value	Percent	Responses
N/A, I haven't submitted an application	77.0%	241
Generally went well but needs minor improvements	11.8%	37
Was confusing and difficult, needs major improvements	6.1%	19
Streamlined and easy	5.1%	16

Totals: 313

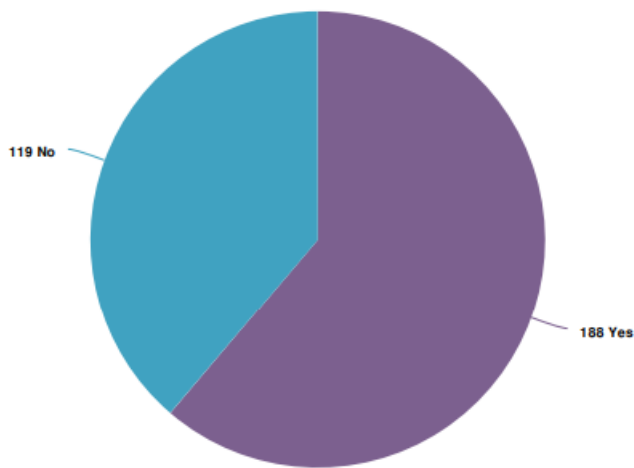
Question 6. Do Englewood Parking requirements –



Value	Percent	Responses
Favor too little parking in the City	54.5%	144
Favor too much parking in the City	45.5%	120

Totals: 264

Question 7. Would you favor less parking for a more walkable friendly community?

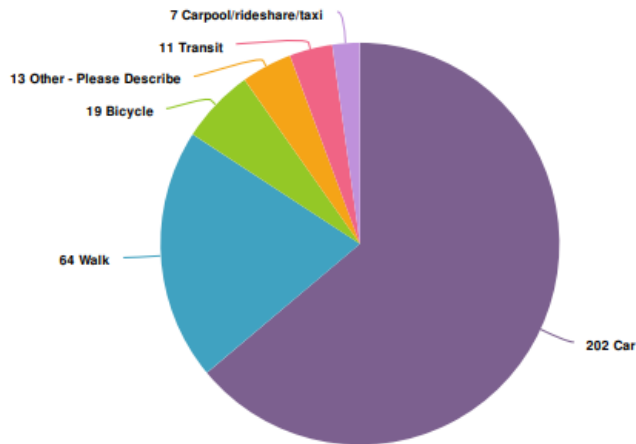


Value	Percent	Responses
Yes	61.2%	188
No	38.8%	119

Totals: 307

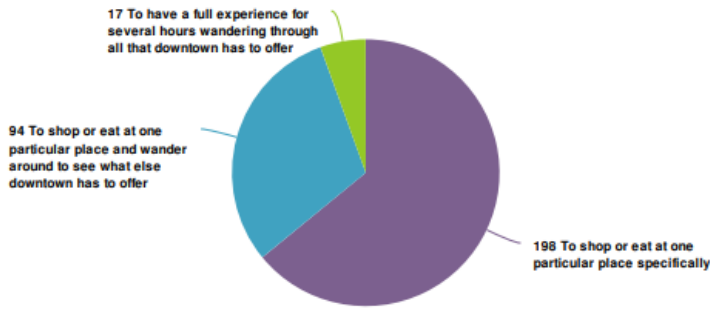


## Question 8. How do you typically get Downtown?



Value	Percent	Responses
Car	63.9%	202
Walk	20.3%	64
Bicycle	6.0%	19
Other - Please Describe	4.1%	13
Transit	3.5%	11
Carpool/rideshare/taxi	2.2%	7
<b>Totals: 316</b>		

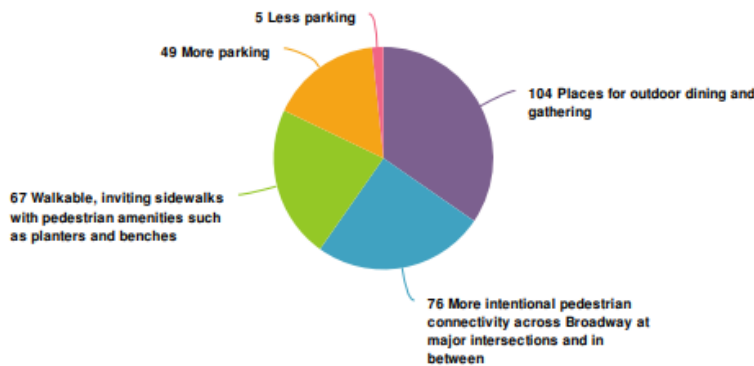
Question 9. What do you typically go Downtown for?



Value	Percent	Responses
To shop or eat at one particular place specifically	64.1%	198
To shop or eat at one particular place and wander around to see what else downtown has to offer	30.4%	94
To have a full experience for several hours wandering through all that downtown has to offer	5.5%	17

Totals: 309

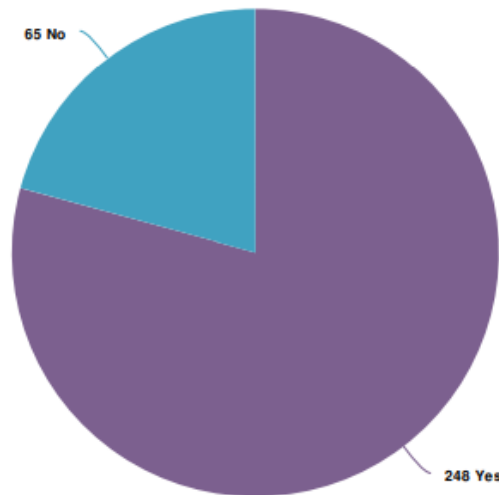
Question 10. What do you feel Downtown is currently missing?



Value	Percent	Responses
Places for outdoor dining and gathering	34.6%	104
More intentional pedestrian connectivity across Broadway at major intersections and in between	25.2%	76
Walkable, inviting sidewalks with pedestrian amenities such as planters and benches	22.3%	67
More parking	16.3%	49
Less parking	1.7%	5

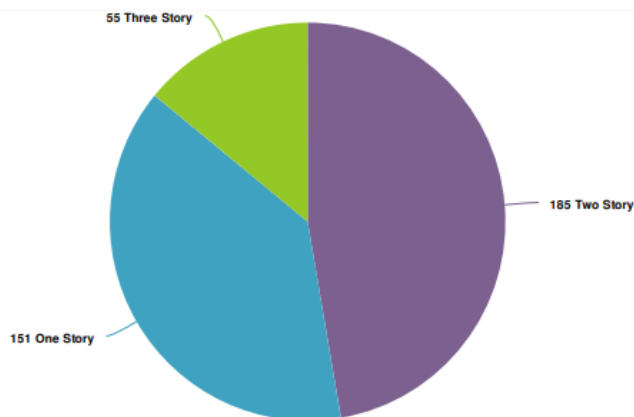
Totals: 301

Question 11. Do you feel the basic concepts illustrated in the image below depicting a vibrant main street in the Medical District from the Downtown Plan are appropriate to all of Downtown? (widened sidewalk, new lighting, landscaping and seating)



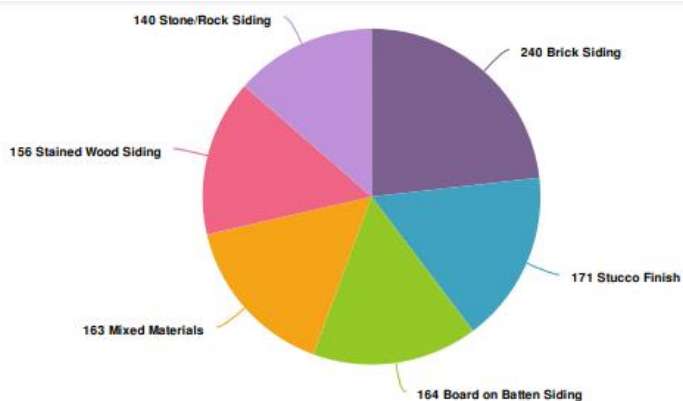
Value	Percent	Responses
Yes	79.2%	248
No	20.8%	65
<b>Totals: 313</b>		

Question 12. Which of the following options would you prefer with regards to residential building height in the context of the existing residential neighborhood character? *Select all that apply.*



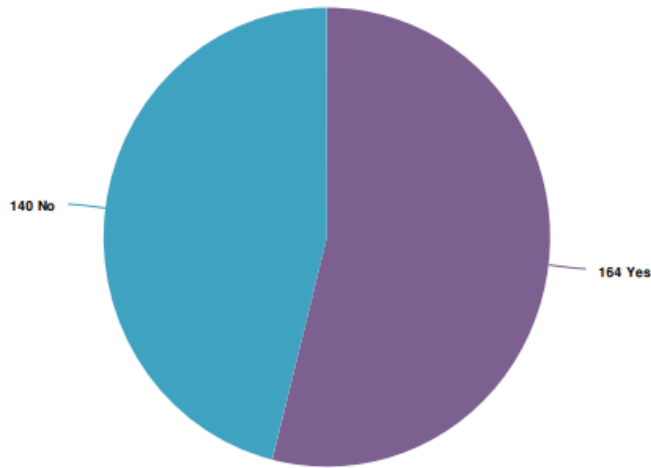
Value	Percent	Responses
Two Story	64.5%	185
One Story	52.6%	151
Three Story	19.2%	55

Question 13. Which of the following options would you prefer with regards to acceptable building materials within the context of the existing residential neighborhood character? *Select all that apply.*



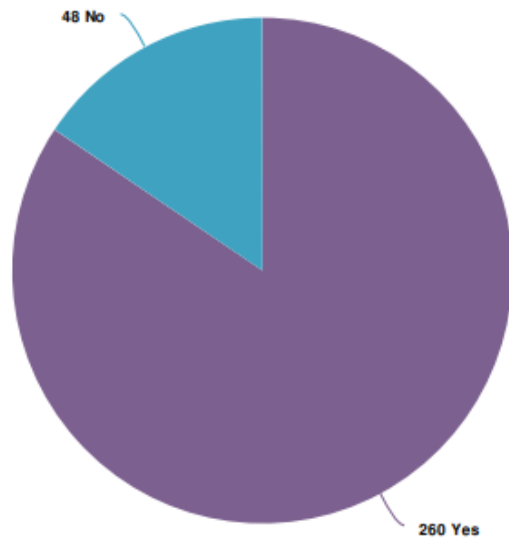
Value	Percent	Responses
Brick Siding	82.8%	240
Stucco Finish	59.0%	171
Board on Batten Siding	56.6%	164
Mixed Materials	56.2%	163
Stained Wood Siding	53.8%	156
Stone/Rock Siding	48.3%	140

Question 14. Should there be specific design standards for development in each different neighborhood to represent its distinct character?



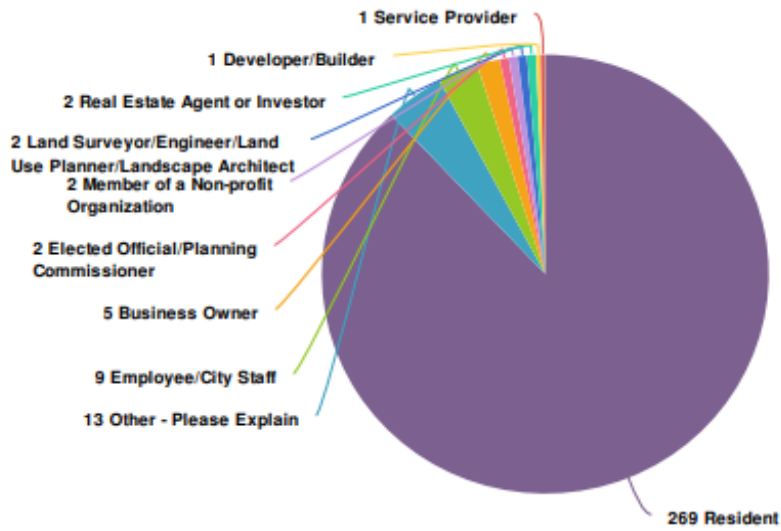
Value	Percent	Responses
Yes	53.9%	164
No	46.1%	140
<b>Totals: 304</b>		

Question 15. Should there be specific historic preservation standards for registered historic buildings or historic districts?



Value	Percent	Responses
Yes	84.4%	260
No	15.6%	48
<b>Totals: 308</b>		

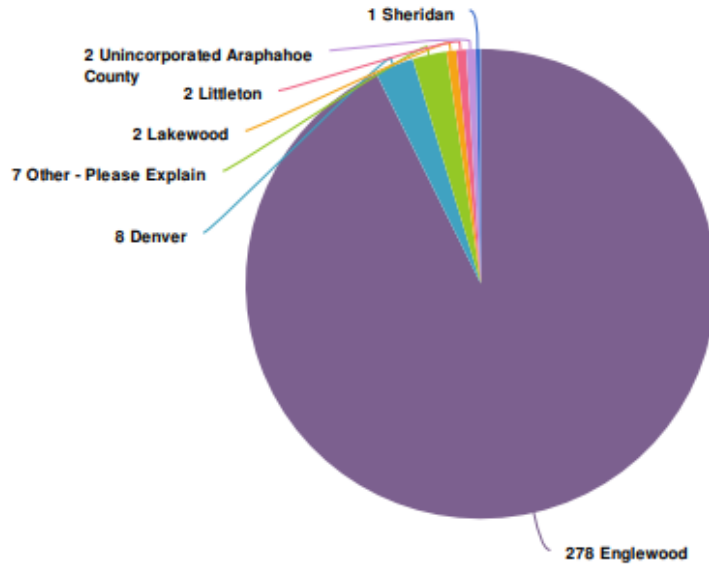
Question 17. What is your relationship with Englewood?



Value	Percent	Responses
Resident	87.9%	269
Other - Please Explain	4.2%	13
Employee/City Staff	2.9%	9
Business Owner	1.6%	5
Elected Official/Planning Commissioner	0.7%	2
Member of a Non-profit Organization	0.7%	2
Land Surveyor/Engineer/Land Use Planner/Landscape Architect	0.7%	2
Real Estate Agent or Investor	0.7%	2
Developer/Builder	0.3%	1
Service Provider	0.3%	1

Totals: 306

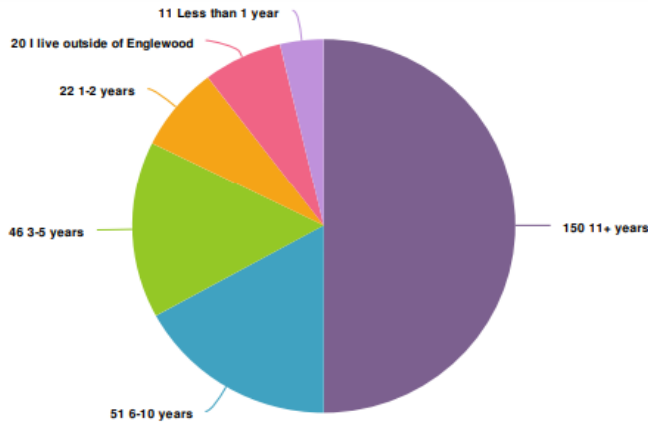
Question 18. Where is your primary residence?



Value	Percent	Responses
Englewood	92.7%	278
Denver	2.7%	8
Other - Please Explain	2.3%	7
Lakewood	0.7%	2
Littleton	0.7%	2
Unincorporated Araphahoe County	0.7%	2
Sheridan	0.3%	1

Totals: 300

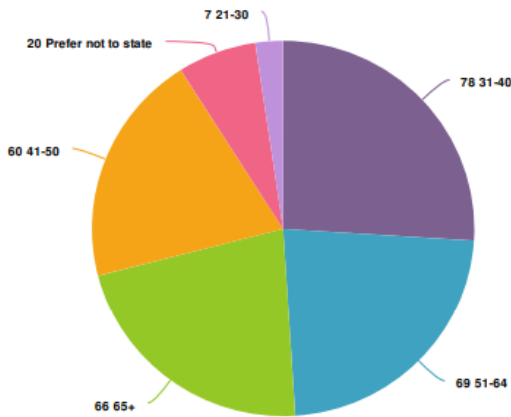
Question 19. How long have you lived in Englewood?



Value	Percent	Responses
11+ years	50.0%	150
6-10 years	17.0%	51
3-5 years	15.3%	46
1-2 years	7.3%	22
I live outside of Englewood	6.7%	20
Less than 1 year	3.7%	11

Totals: 300

Question 20. What is your age?

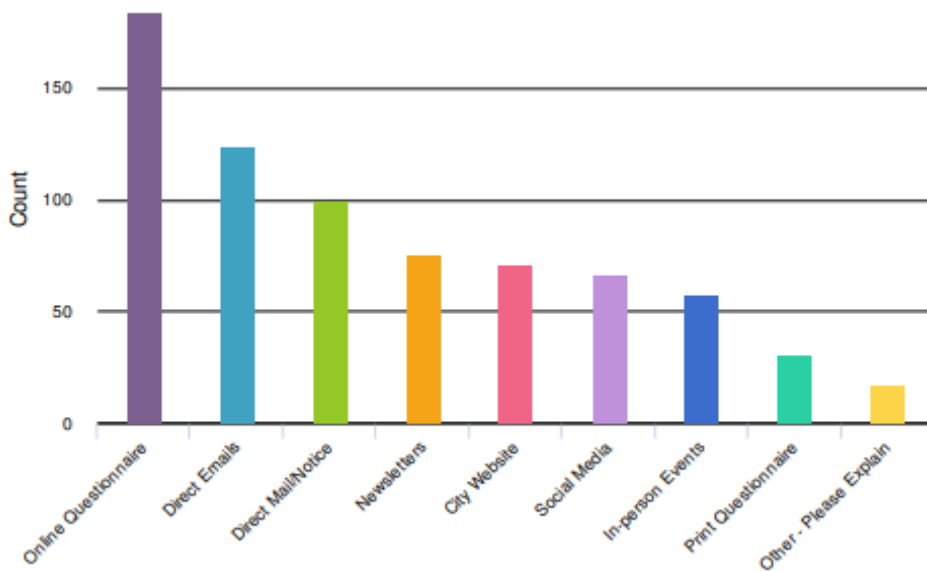


Value	Percent	Responses
31-40	26.0%	78
51-64	23.0%	69
65+	22.0%	66
41-50	20.0%	60
Prefer not to state	6.7%	20
21-30	2.3%	7

Totals: 300



Question 21. What is the best way to reach the Englewood community during the planning process?



Value	Percent	Responses
Online Questionnaire	62.2%	184
Direct Emails	41.9%	124
Direct Mail/Notice	33.8%	100
Newsletters	25.3%	75
City Website	24.0%	71
Social Media	22.6%	67
In-person Events	19.3%	57
Print Questionnaire	10.1%	30
Other - Please Explain	5.7%	17

## Focus Group Meetings

Over the course of three days, from September 15-17, eleven separate small group/focus group meetings were held via MS Teams with a total of 55 community members. Several of the attendees were also at the open house park events. Included on the following pages are the comments that were heard:

# Stakeholder Interviews

What is working well with the existing code?	What is not working well with the existing code?	Are the application processes meeting the needs of staff and the development community?	Are there any specific design standards that need to be tuned up?	Are there any standards, topics or innovations missing from the current code?	Other comments
<b>09/15/2020 12-1:15 PM CHAMBER #1</b>					
Regulations are question mark, are we large lot homes and big shopping or are we going towards walkable with focus on DT? Have good goals	People outgrow small houses or are unaffordable. People are having a harder time living here. Need mutli-family housing on Fringe, keep parking limited but keep parking DT to allow shopping/business development (maybe no parking in residences), look at ADU- currently not zoned at places where there are large lots and doesn't work for building on lots with existing homes. Allow density along retail and industrial corridors		Allow flexibility of retail-work. People will be working from home but currently can't have clients visit. Need a better allowance for this. NO Lakewood or Highlands Ranch.	ADU should be certain distance from prop line that is different from garage, height is also restrictive. Build parking DT up	Englewood is filling affordability blank for many even though increased vacancies. There are leases for the vacant buildings DT. Yoga studio & gyms DT did not make it. Need to get people to slow down DT.
	Code is not flexible, especially ADUs because nothing has been built and regs are too restrictive. Need to be innovative with housing types and housing situations. Lots of restrictions on small lots and hard to get approved. Code almost favors PUD because of flexibility allowance but describing neighborhood character is tough and each neighborhood is unique.		"more design standards = less flexibility and higher cost". Need a better allowance for "flexible business use". Remove requirement for ground floor retail because it is hard to get financing for, we want ground floor retail but not at the expense of any development.		
	Lighting in his suites need to be upgraded, even though there is already efficient and LED lighting (may be building code problem). Important for Englewood to allow density both in height and units and create well thought out parking structures, no more sprawling parking lots because they reduce walkability. Less surface parking in places where it is not used.		Real estate building is expensive but hodpodge can help transition community toward walkability but need density in order to have investment. Ground floor retail makes sense in the right location but forcing a certain % makes it hard to get projects off the ground. Maybe allowance for live-work on ground flow or flex space.		Businesses are looking to downsize so increase in vacancies
	What is lost is the "last mile approach". We have light rail which runs DT, but how do people get from their homes to light rail? Need to up zone to reduce cost of housing ( better ADU allowance, duplex, cottage homes on large lots, etc.)		Careful with tight design standards because they could paint us into a corner		Code allows big building but parking code restricts
Works in commercial roofing space			Don't have advice on solar panels on small homes but placing of solar panels on home is limited to roof facing cardinal direction. Hard to tell people they can't build to maximum height but they may have flexibility in architectural design.		
<b>09/15/2020 1:30-2:30 PM DRT (INTERNAL STAFF)</b>					
		In works of getting electronic submittals and online forms.	Follow IBC, more involved with Title 8 & 9. Currently no problems with code and references to other sections.	Want architectural design standards, i.e.. LEED,	

	Update definitions. Relook at ground floor commercial requirements (MUB1 and MUB2 requirements about % of ground floor being commercial) because it may not work in some areas. Landscaping requirements need flexibility.		Recurring issue between Planning and Building-AF residential zone district with basement renovation with kitchen and external stairway (need strict definition of what classifies as a unit). Section in code about "vacant urban lot" needs to go to P & Z but follows non-conforming lot standards but criteria don't meet intent of those lots. Would like to see more modern parking standards. Consider impacts of COVID especially related to home occupation regulations.	Incentive for environmental friendly and LEED standards. Tattoo parlor standards (currently prohibited in all districts but industrial) should be updated as well as food trucks (code is currently very prohibitive but there should be more allowance- i.e.. general location).	
	Parking is currently "one-size-fits-all" with no context of location and property size -need context. Residential design guidelines don't need to be followed because they aren't standards or enforced. Code does not anticipate missing middle housing and should be tweaked to address it.				
	Requirement for sprinklers in residential homes/townhomes-2012 memo; one home was built with a sprinkler system then it was amended.				
	PUD needs to be more accessible/understandable.				Food trucks- need something in place that makes it clear that food truck can't dump grey water, need grease interceptor. Grease interceptors and trash are after thought in most planning.
	Sidewalks are too narrow and don't provide pedestrian facilities.	Get applications online so that we can take online plans and make electronic comments. Residential dev is too little and commercial is too much.	Parking requirements need to be more specific and have had many incidents where there is either not enough or is enough. Requirements for public infrastructure need to be more specific, types, upgrades and provisions (secondary thoughts currently- sidewalks, landscaping). Site is maximized at expense of public infrastructure.		
	Look at Floodplain regs (esp. when we could get challenged). Look at engineering design standards for roadways				
	We just wait for drawings to come to us- we have supplemental set of requirements				

	Row homes need sprinklers because as a group they could create a problem. Street sizes need to be reworked for fire code (check if Title 16 addresses).			Need fire safety and code requirements for food trucks.	
	Searchable. Application processes-simplified and show examples for people to follow. Onsite water retention. Consistency in references with Code.				
	Ensure that whatever is being provided online and what is in the code aligns. Make documents online searchable (CTRL + F).			Taking into consideration pandemic such as outdoor seating and traffic - what of these should be considered for long term within the UDC	
	General issue that code was not generally written for multi-family or row houses. Code needs to account for different residential and mixed-use development. Line of sight is connected to fence code and should be detached and updated. Have offset and people are trying to maximize lot size and some mid-rises will not be constructible without occupying city ROW or other lot for staging for long periods of time (6+ mo.)- require staging to take place on property.				

09/15/2020 3:30-4:45 PM NEIGHBORHOOD #1

	Feels like Englewood is waiting for people over 60 to die.		Home is being flooded by duplexes on both sides. Duncan park neighborhood isn't touched and District 1 is being destroyed.	Ethics and moral code of City Council.	
	Want us to come to reasonable agreements with the code. Lack of enforcement and need to revise variance procedure- submitted two violations for construction without permits and has not heard back and resubmitted because construction is still occurring. Staff wants to move on after C. of O. is granted- they don't want to deal with problems. Some townhomes have front doors within 5' of sidewalk- doesn't add to environment.		Parking variances are given too freely to large apartment buildings (Cherry Hills example)- have made argument that younger gen doesn't use cars. Look into how we can keep our variance process in check.		

	Gone to many variance meeting and builders only speak about profit per ft^2 which is extremely discouraging. Allowing fee in lieu of green space and parking space is concerning. Bulk plane is creating energy ghettos- both passive solar radiation and active solar panels. PUD regulations are creating disparities among neighborhoods (Logan and XX) allowed homeowners to create ADUs prior to any other area.	Went through process 20 years ago, it was difficult, removal of trees was high in order to redevelop. We have lost many trees- we now have "building canyon".	Drainage with new bulk planes is creating higher run-off and alleys don't drain anymore. Builders and developers need to bear burden of improving schools, infrastructure, and parks. Slot units on Old Hampden are built very close to sidewalks.	Global pandemic means we need to look at contagion containment code- airflow and fecal matter containment standards.	Citizens are only contacted at the last minute to tick a box.
Code was designed with best interests but staff doesn't enforce existing code.	Purchased home in R-1 with intent of not living next to tall apartment building or motel- both occurred. Illegal Air BnB next door and illegal apartment building. Comp. Plan is aggressive gentrification. (Oxford and Grant building is awful).		Not enough parking- west side of Broadway from Hampden to just past the Gothic- can't park in King Soopers and Apartment took up lots of parking.		"Grey area" of illegal Air BnB
	City has been handed over to developers. Tap fees are lower than any other city. Park in lieu fees are extremely low. Increase minimum lot size and setbacks in all R zones. Reduce height on small lots. Do not allow averaging of 3 different roof lines from one building. Water from new buildings drains onto adjacent properties-only comply at time of inspection, then they change. Do not allow developers to raise grade of lots prior to building. 25' maximum height and no averaging. Concrete patios, driveways, and covered patios are not counted in lot coverage maximums. On lots that are 25' wide should be limited to one-story. Bulk plane reduced to 12' everywhere. No slot homes on a small lot, even if the lot is a corner lot- compressors are on the front of the house unscreened (staff told her that nothing can be done after C. of O. is granted)	PUD should not be allowed to change land use	People can't park in front of own homes and don't have garages or driveways. High density development needs to have 2 parking spaces per bedroom- will maybe minimize impact. We don't charge fees that other cities charge-impact fees and infrastructure fees.		Went to Comp Plan meeting a few years ago- Comp Plan leaves an awful lot to be desired and is destroying City.
09/15/2020 5:00-6:15 PM DEVELOPER #1					
			Verticality hugely impacted. Height increased where appropriate to allow for 10' ceiling height. Setbacks, alleys, garages, courtyard spaces. Review lot coverage. Increase density within reason		Has provided opportunities for growth and change. Local oriented community. Should have opportunity to review practicality of execution. Code interpretation is key. As professionals and community members it is their job to educate others on the terminology. Transportation

<p>All zoning codes are imperfect for a particular moment. Would like to see greater density specifically in particular areas like Broadway to City Center. Predictable processes and use by right. Can get variances and have a lot of flexibility for attainable housing</p>					
<p>Staff really works with the development community. Hard to answer other than suggested changes will only cover about 20% so the rest probably works well. Fairly consistent with what you see in neighboring municipalities. Code as a whole is about 75%-95% there with regards to residential. Would like to see more transitional zones. Would like to see more flexibility</p>	<p>Broadway and old Hampden are primarily single story with residential abutting - need to allow for multistory to bring office above and transitional zoning between that and the SF residential. Protect against what we want to protect but provide flexibility</p>		<p>Simplify - try to consolidate standards for a type of development all in one area (building a duplex in R2B here are your dimensional standards, definitions, etc.). If rear loaded garage attached to house needs to be 20' setback - needs to change. Better yield on SF if given choice between duplex or two small lot residences. Need small lot standards - would eliminate height. Lincoln and Acoma should be allowed to develop as small lot, more urban, higher density, utilize alley, capitalize on alleys to accommodate businesses, etc. Moving out to Sherman start to transition to single family homes.</p>	<p>ADU cost is pretty steep if not tied to new construction. Urban/suburban ranch homes - single story homes still alley loaded need to allow for more flexibility in lot coverage, etc. True suburban with wider shallower lots. If you want the context of the neighborhood to remain need to allow for expansion. Denver used to have Plan(need?) Building Groups - staff and the professionals work together to get a good product without having to be a PUD (would work for City Center)</p>	<p>Context is important. Need to look at areas of change - areas that have already changed and areas that should not. Need to allow relief from front setback and lot coverage if you keep a single story home which would allow significant alterations to existing homes.</p>

9/16/2020 8:00-9:15 AM CHAMBER #2

			<p>Walkability and alternative transportation- wider sidewalks in neighborhoods. Look at other alternatives to parking such as bike lanes.</p>	<p>Home-based businesses are not allowed in code but should be as more people are working from home. Need to maybe allow more flexibility.</p>	<p>Affordability is subjective. Nurses and teachers cannot afford to live in Englewood - a lot of Swedish Hospital is losing</p>
	<p>Couldn't find references to home-based businesses (didn't know home occupation was the term). Add tags to terms that people would commonly search i.e.. Home-based business.</p>		<p>Not enough parking at Club Pilates and new restaurant is going in next to it. A full class takes up whole parking lot, there is no secure place to lock up their bike. Create designated scooter/motorcycle spots.</p>	<p>LED lights are great and more efficient but they are way too bright-look at brightness allowances.</p>	<p>Balance density and affordable housing.</p>
	<p>Parking reduction may be too aggressive because people have more cars than previously. If you don't have an architect/professional on staff you wouldn't be able to find many things. Senior living component- should be medical not residential (people have degrees/certifications and are not as residential as they used to be).</p>	<p>Hasn't received complaints from clients that the process is too hard (commercial real estate developer). Public hearings are tough with working from home but they are still working.</p>	<p>Shared parking is tough because of maintenance, business owner usually has to lease parking spaces from adjacent property owners.</p>	<p>Have someone on staff who interprets code and application process for layman and provides advice/fields calls.</p>	<p>Denver has started parking program where liaison marks how people are getting to work- 40% less cars over 6 months and if not they get fined. Will tick up price of doing business in Denver and will drive businesses out of Denver.</p>

Englewood is not overdeveloped like many other cities. The city still feels local with a lot of businesses DT	Ability to access affordable housing outside traditional means. Tiny homes, mobile homes, and manufactured homes are not allowed and should be- corner lot could develop 4 tiny homes and sell them to people to allow affordable housing and building equity through homeownership. ADUs shouldn't be limited to one per unit. Tiny home communities. Runs a home-based photography studio and needs to allow people to come to their home. Searching through code to find out how big a structure in their backyard is really hard. Code enforcement is lacking-mirrors on sidewalks, people parking on sidewalks, trees overhanging, etc.	Haven't applied but has looked into it, they're easy to understand but not easy to access for people who are DIY or doing things for the first time. Process should be geared towards layman, describe exact process and requirements.	Safeway/Target has massive parking lot that is never full- build in lot sharing (x square miles, there needs to be x parking spaces shared between businesses). Sidewalk corners do not have ADA compliant corners so crossing the street is nearly impossible.	Tiny homes, manufactured homes, mobile homes are not allowed. Light pollution is massive- no standards about how bright porch lights can be, need to state that lights need to shine down. Would love to see development of municipal energy storage for solar in batteries- municipal energy independence.	With parking maximum, need to create other infrastructure like bike lanes and improved transit- don't look at parking in a vacuum. Allowing Manufactured homes and tiny homes to support (actual) affordable housing. A home-based business in-person client's limitations and allowance. Solar access but also central battery systems supported by the municipality (reduces grid demand and off time during outages due to centralized energy storage and distribution
	Make sure there aren't barrier to sustainable development like solar. Add incentives for solar				

9/16/2020 9:30- 10:45 AM NEIGHBORHOOD #2

	Overlays on Swedish and Historic Preservation are complicated- own historic building Grant. PUD and variances are overused (buy 3 lots and call it a PUD)		Lot coverage is too high and run-off is flooding basements.		Feel like City staff does not care about residents. Does not feel like residents are being heard by City Council.
	STRs are businesses and are on the block even though they are not allowed under historic preservation Overlay.		Want at least 10' easement between any two structures. Sidewalks are not ADA compliant (Oxford to Hampden)		Worked for 2 years to get historic overlay.
	Englewood has lost its "gem". City is violating Comprehensive Plan.				
	PUD by Sports Authority on Jason St. was voted down and they are now trying to buy Elks Club. (500 apts?)		Gutters are aimed at peoples homes despite code stating that gutters need to be pointed at streets (C of O sign off).		Feel that the city is being gentrified.
	People are unaware of PUD and big development projects.				

9/16/2020 11:00- 12:15 PM DEVELOPER #2

	Don't create additional nebulous terms- allows planners to act arbitrarily and capriciously. Define all terms.				
			Building Ironworks Village (136 unit mix of SF< duplex, and condos. Need incentives to meet the price point of < 100% AMI. Guest spaces are the part that require thought.		
Just meeting Code gives you LEED Silver. Landscaping requirements-alternative means are really helpful (street trees) and enhance the project and streetscape. (Code says can do fee in lieu but can't really)			Structured parking required to meet parking which makes costs go up. Coordination and collaboration in Code. Different zones should have different parking requirements. In R2-B you can do 2 spaces per unit easily.	Alternative parking plans should go through planning not traffic- need more flexibility. King Soopers parking lot is terrible. City should look at tandem parking allowances-currently requires a variance.	Construction and land costs are high. Englewood has reasonable municipal fees.
					Community education is KEY.



			% requirements for 50-60% AMI hurts economic viability of a product without increased density. This then drives rents elsewhere up. 20% requirement for just landscaping is tough to do	Create incentives for sustainability such as increasing density. There is demand in City for hotels, there is a lack in city but economics don't work-need incentives.	Help City prioritize implementation of goals. Ask question "How far are you willing to walk to use the light rail".
	Clear definitions in code. Add in green building incentives.			Cost of development is really high and affordable housing may not be achievable without certain incentives. Need hospitality/hotel incentives based on hospital.	Instruct community on current market-trends (i.e.. Amazon-effect)
	Define term sustainability, compatible, quality of life			Mixed-use standards-especially related to people working at home. There are no hotels in Englewood (are allowed as MU medical)	One question as part of the questionnaire focused on locals. These developments are not designed for the locals. 75% of families living in Englewood with kids in school are living at or below poverty. That is based on free and reduced lunch which are self selected applicants who share their tax data. Look at school district data. Questionnaire was too binary. Create sidewalks in parking lots to allow walkability. There have also been changes in gathering behaviors.
	Storm water requirements for small lots are less onerous. On-site detention for lot under 5000sf is unusual- underground detention.		Built 4 modular duplexes on Delaware Street (market rate). Same product in Globeville neighborhood. Modularity are able to be market rate because you can control cost. Parking requirements need to be relooked at, resident and guests- 1.7 spaces per studio unit is too high.	Reduce parking requirements if you're near light rail, etc. There is no lodging tax in Englewood which potentially creates incentive if structure is done right.	Look at places with high walkability to compare parking requirements.

9/16/2020 6:30- 8:30 PM HISTORIC PRESERVATION

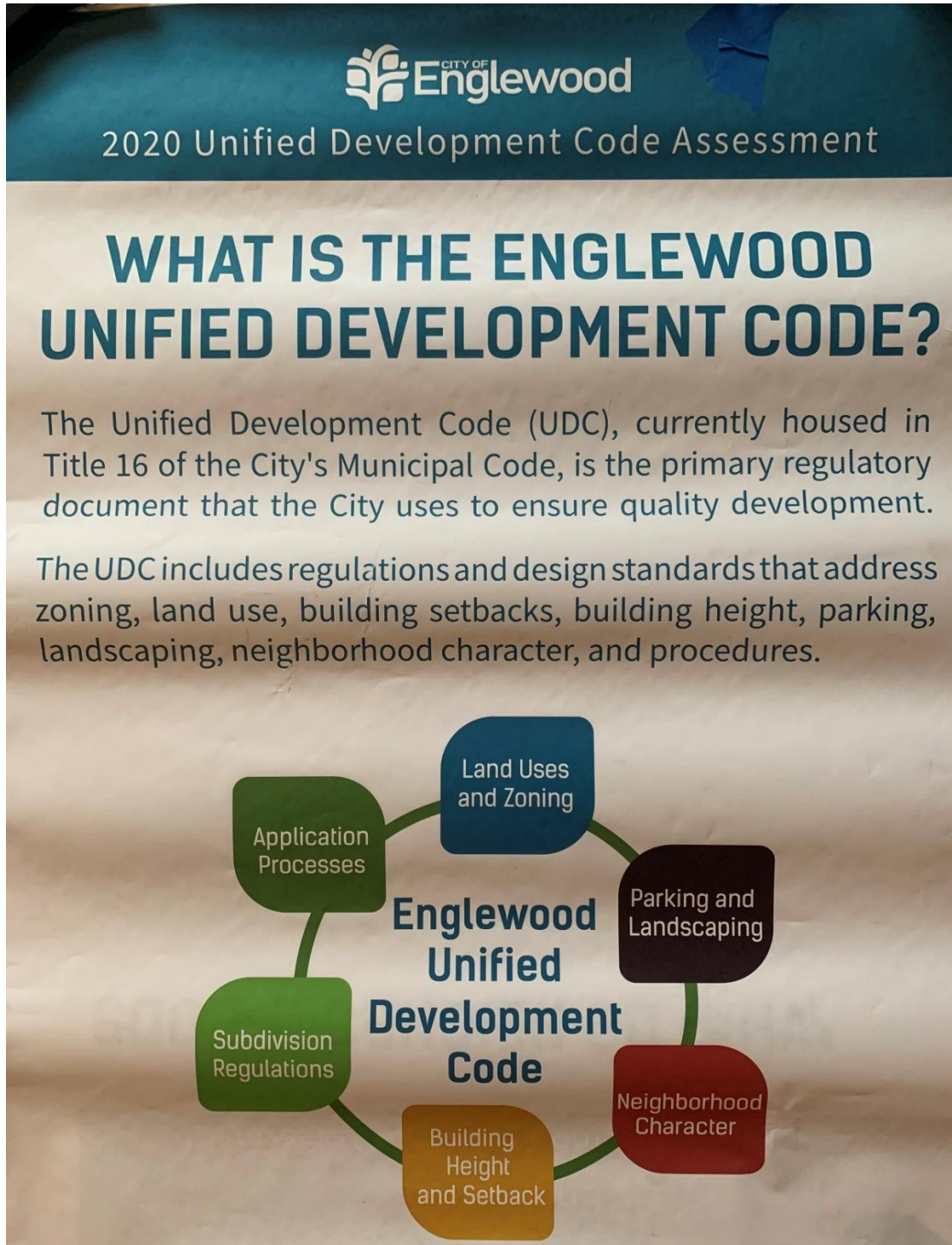
<b>Are there any design guidelines that should be codified to ensure historic preservation.</b>					
Code need teeth					Landmark application is not clear-HPC can't apply but may not need to be the building owner. Application process is not approved.
Incentivize reuse of buildings					
Covenant housing has not been enforced since 1960's so regulations are moot. City Ditch (Amhursts and Emerson)					
6 state/national landmarks that are designated. Looked at Greeley, Longmont, Denver, Iowa City					
Demo permit was paired with building permit (3/4 page). Code does state what should be in demo permit. Remove portion of code that specifies what should be on demo permit. Require info on age, structure, etc. and align permit with what other cities are doing.					

9/17/2020 1:00- 2:15 PM RESIDENTS/GENERAL PUBLIC #1					
	Can put big homes anywhere on lot. In Denver there are site placement restrictions for big homes. ADU is a little overly restrictive but not much. No definition of "detached"- is it 2', 10'. Should change basis from detached to height. Bulk plane height is not well defined-Denver is very specific. Formatting of code needs to flow better		Englewood is more restrictive on front setbacks, loosen these ton allow backyards.		Have specific standards for each zone district listed separately.
	Citizens should be able to take advantage of ADU without forcing scrapes. Bottom-floor retail requirements by Safeway made development really difficult (multiple variances).		Reduce setbacks to 15' front to allow backyards.		
	No problem with ADU, problem with big homes.		Too many slot homes		Hated survey
	Having second story over garage is forced to be in middle of yard because of 12' bulk plan for ADU- therefore more economic for developer to scrape unit and build 17' up at 3' off property line. Rules don't take into account the financials of some people who want to build ADU and not scrape home. Bulk plane inequity between main structure and ADU.				
9/17/2020 2:30- 3:45 PM RESIDENTS/GENERAL PUBLIC #2					
Like to see fewer larger parking lots that are huge squares of concrete and would like to see more landscape/pervious area. Likes walkability. Likes that her neighborhood is renovating rather than redeveloping. Would like to protect views. Likes that the City is reaching out to the community.	Does not like huge apartment on Broadway and Jefferson - where old ? Middle school used to be.		Waste collection is important and it would be nice to offer composting. RV parking. Private site lighting. Is there a max percent of rentals. Doesn't mind one or two duplexes interspersed, likes variety. Snout garages not desired, lose appeal there. Feels car culture dominates too much sometimes, could encourage compact spaces, EV charging stations. In favor of keeping the distinct character of the neighborhoods per the comp plan		

One of the original code update ideas was to look at redevelopment and it seems to be working			Bulk plane has resulted in flat topped boxes. Flat roofs are getting rooftop decks. Pitches roofs are fairly indicative of Englewood character. Neighborhoods don't feel like they reflect the true character		
<b>9/17/2020 4:00- 5:15 PM RESIDENTS/GENERAL PUBLIC #3</b>					
			Would like to see us value character less. Wider sidewalks. Less reliance on cars. Pay to park in dense areas. Remove parking lots and open up the little dry creek for more walkable options. Believes drainage issues are more related to large amounts of asphalt throughout City not new larger homes		Depending on us to present the trends in other communities. Setbacks are #1 determinant of housing costs - (confirm this).
	What was discussed with regards to districts, existing R-2-B. Building height regulations in single story home areas. Look at some of the zoning		All in favor of green infrastructure. Design standards mean a lot to them		
	District one similar issues as others in District 1.				
	Bad visibility at street corners.				

## Open House Park Event Boards

The following are the boards displayed during the five open house events at Duncan Park, Jason Park, Logan Park, Baker Park, and Centennial Park which drew a total of 40 attendees. Stickers were available to vote on some of the boards, as well as a QR code to answer the question digitally. Staff and the consultant were present to answer questions regarding the UDC and the assessment process.



**WE WANT TO HEAR FROM  
YOU!**

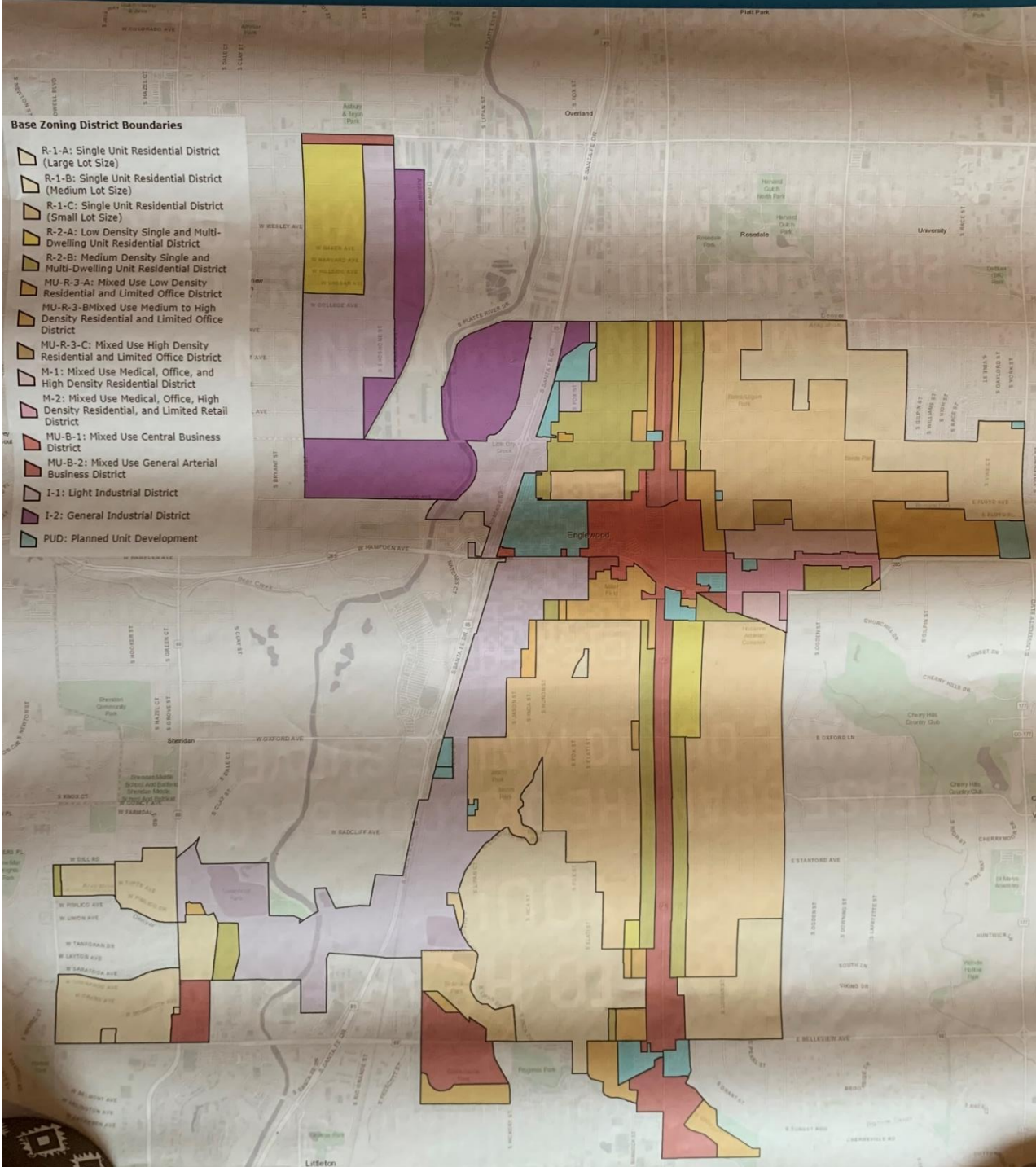
**PLEASE SCAN THE QR CODE BELOW TO  
TAKE OUR 10 MINUTE SURVEY**



**FOR MORE INFORMATION ON THE  
2020 UNIFIED DEVELOPMENT CODE  
ASSESSMENT PLEASE VISIT OUR  
WEBSITE AT**

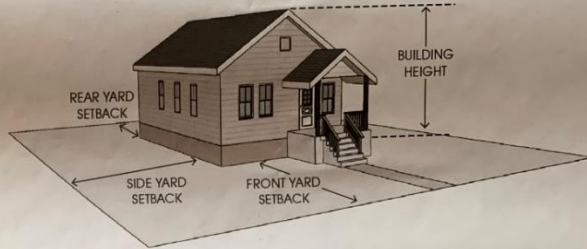
**[WWW.ENGLEWOODCO.GOV/  
ZONING-CODE-ASSESSMENT](http://WWW.ENGLEWOODCO.GOV/ZONING-CODE-ASSESSMENT)**

# 2020 Unified Development Code Assessment

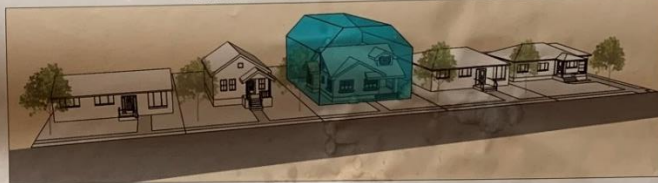


# HOW DOES THE UDC REGULATE HOME SIZE?

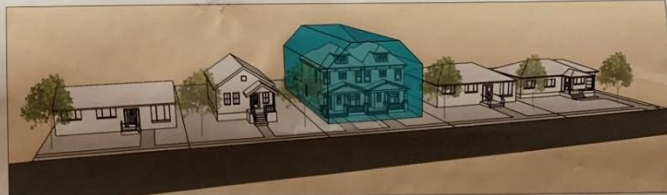
- The UDC defines building height and setback requirements for each zone *district*
- Also regulated is the percentage of the lot that can be covered by structures, otherwise known as lot coverage
- Bulk Plane regulations limit the allowable volume of space a building can occupy as illustrated to the right



THE IMAGE BELOW IS REPRESENTATIVE OF THE MAXIMUM ALLOWABLE BUILDING AREA FOR A SINGLE DWELLING UNIT IN THE R-1-C ZONE DISTRICT PER SETBACKS, HEIGHT, LOT COVERAGE, AND BULK PLANE DEFINED IN THE EXISTING UDC



THE IMAGE BELOW IS REPRESENTATIVE OF THE MAXIMUM ALLOWABLE BUILDING AREA FOR A MULTI DWELLING UNIT (DUPEX) IN THE R-2-B ZONE DISTRICT PER SETBACKS, HEIGHT, LOT COVERAGE, AND BULK PLANE DEFINED IN THE EXISTING UDC

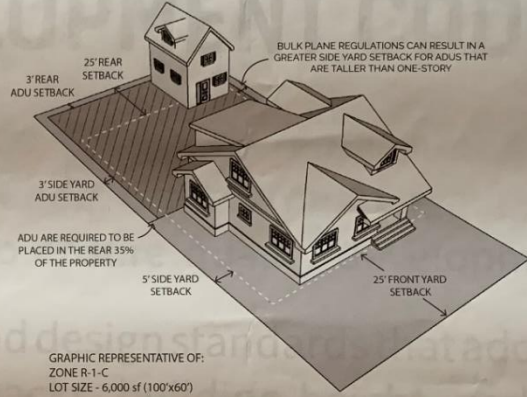
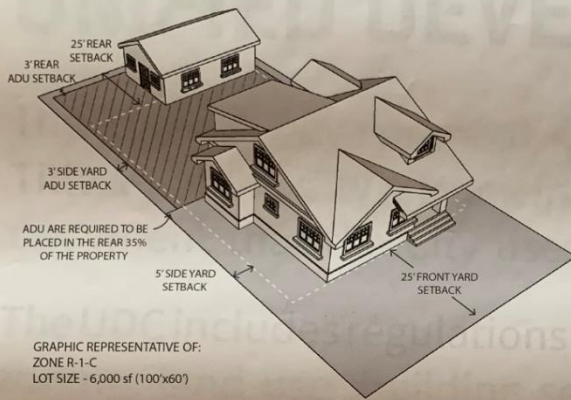


ANSWER BY SCANNING THE QR CODE OR PLACING A STICKER BELOW YOUR CHOICE

## SHOULD THERE BE ANY CHANGES TO THE DIMENSIONAL STANDARDS? IF SO WHAT?

- A. SETBACKS
- B. HEIGHT
- C. LOT COVERAGE
- D. BULK PLANE

# WHAT ARE ACCESSORY DWELLING UNITS?



- ADUs are independently habitable, secondary residential dwelling units on the same lot as the principal unit and provide the basic requirements of living, sleeping, cooking, and sanitation
- ADUs are only allowed in the following zones: MU-R-3-B, MU-R-3-A, R-2-B, R-2-A, and R-1-C zone districts



ANSWER BY SCANNING THE QR CODE OR PLACING A STICKER BELOW YOUR CHOICE

## SHOULD THERE BE ANY CHANGES TO THE ADU REGULATIONS? IF SO WHAT?

A. SETBACKS

B. HEIGHT ● ● ● ● ●

C. MAX. SIZE ● ●

D. WHICH ZONE ALLOWED IN ● ● ●



# WHAT DO NEIGHBORHOODS

## DUNCAN PARK NEIGHBORHOOD



- Catalytic Activity
  - Mixed-Use Transition Area
  - Residential Transition Area
  - Areas of Stability
  - Future Opportunity
- LIVE**
  - Stable residential housing
  - SHOP**
  - Key Retail Node
  - Future Retail Node
  - LEARN**
  - Cherretyn Elementary
  - Colorado's Finest High School
  - Clayton Elementary
- PLAY**
  - Duncan Park
  - Southwest Greenbelt
  - Existing Trails
  - MOVE**
  - Bike/Ped Facilities
  - Bus Route

The most significant features of my neighborhood is the diverse and eclectic mix of residents. We have young, old, employed, retired, married, single, gay, etc people.

A lot of the changes discussed are focused on 'enhancing' developments. The scope/replacement is a valuable form of development permitting new houses to meet a changing landscape. What a modern home brings for the modern family <-> what a classic home does. Tastes & needs change and evolve. Personally, I would prefer the Code be expanded for the citizens current or future, but not the developers. Some of the current homes here in Englewood were built 'pre-code' and problems arise from that, however, developers still are building even after the code was updated. So, the emphasis on what's needed should be on the citizens - developers will still come.

Given that in my neighborhood, the primary home design is single family detached homes (built between 1960 to now), it makes sense that we limit construction to this. Unless we feel the future is All Brownstones. If so, we should shift zoning block by block so that our future neighborhoods remain to have a consistent look, even as they attract a diverse and welcoming community.

# MEAN TO YOU?

TELL US WHAT YOU FEEL ARE THE MOST SIGNIFICANT FEATURES OF THIS NEIGHBORHOOD?

Keep the Character of The Area *Agree!*  
 Large 2 story not overwhelm the surrounding single story homes - people like roofline along with doesn't change all properties  
 NO medium commercial zone - you face old ie 550 E. Bonhart Pl  
 + Drains (star + other areas)

MORE LARGE TREES + LAND SCAPING

Agree! Especially in other neighborhoods west of 109th.

Reverse Bulk PLANE

STOP TRYING TO TURN US INTO DENVER

CHARACTER OF SINGLE HOMES - KEEP THEM!!

STOP SCRAPE OFF DEVELOPMENT *Yes!!*  
 SAVE + protect our AFFORDABLE HOUSING *Now*

INCREASE minimum LOT SIZE for all R zones  
 Reduce LOT coverage from 60 to 40 MAKE IT TIGHTER 40% all R zones  
 DO NOT EXEMPT concrete patios + driveways from LOT coverage  
 Reduce height to 25' (no averaging heights for multiple feet lines. Bulk plane in all R zones.  
 Preserve solar access for all properties  
 NO SLOT bldgs that put front doors w/in 15' of sidewalk  
 NO ADMINISTRATIVE ADJUSTMENTS!  
 Preserve drainage easements  
 Better inspections (no using CO to exempt developer from mtg code)

THIS WAS NOT A meeting it was a way for the City to explain their bias for development to residents. Next meetings should be a forum, a conversation. Hear your residents said in public for debate. Not private conversations.

Stop the developer *Yes!!!*  
 impose impact Fees  
 TAP fees to at least 80% of what surrounding cities require  
 impose infrastructure fees on Hi Density (apt Bldg) development  
 Oxford station - covered and sinkhole because of lack of infrastructure/sewage station  
 Drainage imp improvements  
 lack of impact studies + cost assessed.

- New Construction must
1. Not Block Solar Panels
  2. Not Have 3000 sq ft on wall  
Dump onto Neighbor party
  3. New Construction must be Flat Style of Neighbor hood.
  4. Preserve Existing trees on subject party. Live Dances

SF HOMES  
 YARDS  
 SMALLER STREETS  
 Single-story *Yes!*  
 Stop scraping

## Open House Park Event Comments

Included below are the comments gathered from community members during the park events. A handful of community members attended four out of five of the events and discussed similar topics to those represented at the first open house event at Duncan Park. One Planning Commission representative was at all five events to observe the discussions and was the only attendee at the Baker Park event, therefore there are no comments from that event.

# Attendees	Jason Park Comments
13	
	Quincy and Winderemere- currently light industry. Neighborhood opposed the to industrial projects that have been proposed. Interested in more local retail or restaurant or neighborhood amenities.
	Quincy is wide and needs traffic calming measures.
	Don't like 4-plexes on Kenyon.
	Ogden to old Hampden- loss of old houses.
	General dislike for apartment buildings.
	Seen a lot of changes in the past twenty-years. We know the world changes but don't want the whole thing to change.
	Everyone loves small town feel but will lose it with so much development.
	PUD process does not provide enough notice or protection to neighbors.
	Bulk plane, density, architecture, and height of R-2-C remove from NW area. Affordability of units. (District 1) Rezone to R-1-B
	Reduce bulk plane from 17' to 12'.
	Parking is a problem with small lots with duplexes.
	Concentrate density on NNW finger of Englewood.
	Style and character should match traditional homes.
	Sports Authority PUD apartment complex is too big. Density and parking are problems. Traffic is a problem. It's in a floodplain. Infrastructure load is a concern.
	Englewood is highest density in whole area. Don't need anymore density. Density won't fill empty spaces.
	Walkability is not a huge problem but need better signage.
	Parking lot on E side behind Broadway on 3400 block is dark and dreary and needs to be cleaned and repaved.
	Solar access is severely limited in Dec from bulk plane (20' height for 25' width; a bit higher for wider lots). Look at other communities for languages and standards.
	Look at waiting period for reapplications after denial.
	Swedish area needs additional parking.
	Fencing setbacks? Are they different than building?

# Attendees	Duncan Park Comments
12	<p>Bulk Plane</p> <p>Drainage problems with big structures, no sunlight, structural problems</p> <p>Don't like duplexes in neighborhoods</p> <p>Go back to original height and length</p> <p>Solar panels on 1-story homes are now useless</p> <p>If max lot coverage is 40% why does development cover 60-80% of the lot. (flooding on Girard)</p> <p>Doesn't include patio or hardscape and it should</p> <p>Code can be broken on City side but not community side</p> <p>Don't like the term redevelopment</p> <p>Didn't have any changes until the bulk plane change</p> <p>No 3rd story in District 1</p> <p>In some districts "scrape off" is allowed (District 1)</p> <p>Building huge homes instead of duplexes</p> <p>City is getting around what residents want</p> <p>Variances are given out too freely</p> <p>Public works grants variance to allow development 7 days a week</p> <p>Englewood is preferred area for development over Littleton, Lakewood, and Denver because it's easier to develop</p> <p>Want a moratorium on development until new code is developed</p> <p>Developers aren't paying "fair market" rate for the homes</p> <p>Duplexes don't match neighborhoods. Neighbors aren't aware they are going up until they happen</p> <p>Height, lot coverage, and architectural style are all a problem</p> <p>There is a missed marketing opportunity for historic bungalow homes with yards</p> <p>Architecture is imposing on the character of the area. Should be required to meet the character of the neighborhood</p> <p>People are breaking the rules by soil testing without permission</p> <p>Feel like our "Neighborhood is up for sale"</p> <p>Don't want density. No areas are appropriate for density.</p> <p>Builder payed \$100k for no grass; paid money to develop less parking</p> <p>"who is going to the schools here"?</p> <p>Look at livability</p> <p>"Why are we changing"</p> <p>"Affordable" is different to everyone</p> <p>Walkability is important</p> <p>Focus on refurbishing homes that have fallen into disrepair</p> <p>Enforcement is a problem. "We are understaffed &amp; can't manage"</p> <p>Add requirement for greenspace per unit</p> <p>Comprehensive Plan is being violated in some districts</p> <p>Duplexes rent for \$3,500 per month; rent in the older units is \$1,800.</p> <p>Add solar access to the regulations</p>

# Attendees	Bates-Logan Park Comments
15	
	Parking for ADUs
	Don't allow multi-family in R-1C
	Heights in 3400 block by Girard-keep
	People are concerned about what will go up next to them.
	What is impact on property values when duplexes come in
	Flooding is common with concrete patios
	Pipe damage from flooding
	Roofs sloped affect flooding on neighboring properties
	Affordable housing is hard to find
	Duplexes aren't affordable to families
	Water plant and water quality needs improved
	Water is not drinkable, smells bad, unusable
	Raise development fees on developers
	Raise water fees only if it improves water quality
	New water plant- old one is broken, don't put money into fixing it.

# Attendees	Baker Park Comments
5	
	Do not want any new housing; long term homeowner and likes their home
	Doesn't think the City has provided them any benefit
	This area of town is ignored by the City
	Need better neighborhood design, does not mind taller duplex construction but believes it is changing the neighborhoods in and around downtown.
	Discussion related to redevelopment projects and the City Center project.
	A Realtor was in attendance and wanted to make sure she had information related to the project so she could distribute information.
	Discussion of infill multi-family project that the City championed near Baker Park
	Traffic volumes are too high

# Attendees	Centennial Park Comments
1	
<i>NO COMMENTS RECEIVED AT THIS EVENT</i>	

### Telephone Town Hall

Event was held on September 2, 2020 from 6-7:30 and drew 424 attendees. Below is a summary of the comments heard at the meeting:

#### Poll results

1. How long have you lived in the City of Englewood
  - 15+ year: 58%
  - 10-15: 7%
  - 7-10: 15%
  - 3-5: 16%
  - 0-2: 12%
2. How do you typically get to Downtown Englewood?
  - Car- 75%
  - Bike- 7%
  - Walk- 10%
  - Transit- 2%
  - Other- 5%
3. Are you familiar with the Unified Development Code?
  - Yes- 39%
  - No- 61%
4. What do you believe works best with the existing development code?
  - Fosters good development- 5%
  - Comprehensive & easy- 10%
  - Regs implement community goals- 17%
  - Flexible for many building types- 3%
  - Other -65%
5. What do you believe is the biggest disadvantage of the existing development code?

- Confusing and outdated- 9%
- Regulations don't support community values- 39%
- Not enforceable- 2%
- Regs put Englewood at a disadvantage in the region- 11%
- Need better design guidelines- 39%

## Q&A Session

1. What is the mission or purpose for UDC and values for anchoring discussion (affordability, equality, equal access, walkability)
  - Mission is to guide staff and elected officials to how the growth and development of Englewood is proceeding. Focus on affordability and walkability which plays into parking regulations. Walkability on paths and trails
  - What we are doing is evaluating core policy documents against public comment to make sure they are congruent and reflect community's current desire
2. Is the city going to allow 10ft high fence? Without permits?
  - Fence height is less than 10ft, we can look at this if it's the appropriate height moving through this process
3. Citizen lives in IR zone down the street from MF housing, could his property be rezoned?
  - Property can only be rezoned at request of prop owner and need minimum sf and requesting adjacent zone district
4. What are we doing about homeless situation? What is old building (sports Authority) doing?
  - Not a zoning question, we will follow up
5. Does code regulate parking?
  - Yes, but requirements for parking vary by use. Eg, Single family are different from commercial or office use
6. What is the relationship between the Comp Plan and the UDC
  - Comp Plan, Englewood Forward, lays out vision for community, best uses
    - Policies regarding livability, workplace and areas of town considered more suitable for residential development
    - Lays out vision for 20+ years
    - Speaks to walkable streets, increased landscaping, etc.
    - It is a guiding document for the city
    - UDC implements comp plan

- The UDC implements the Comp Plan
7. District 1 has experienced more construction than any other district (agree or no)? Is city going to take into consideration what people who live next to big buildings are going through (new code allows higher wider and longer buildings)?
    - Need to look at building permits. I know we've seen a lot of duplexes in the area but can't say for sure if they have experienced most but they have experienced lots of growth
    - Yes this first phase is to listen to what the values and goals are of the community and what regulations need to change to address certain problems
  8. Live in R1A (larger lots), why is there a 6ft high fence ordinance, can we go to 7-8 ft for privacy?
    - Yes this is something we will take note of and will assess ability to change
  9. Missing middle housing, is Englewood considering modifying? It affects things between SF and more expensive
    - Yes we are listening to what community thinks we are missing
  10. What is the status of the potential project on Gallapego and Dartmouth? Heard of 250 apartment complex?
    - We'll follow-up with you offline on community projects
  11. Bulk Plane, with addition of ADU the restrictions for setback and bulk plane are more restrictive than SF. Seem to be driving people to scrape existing homes and build max extent. Can we adjust bulk planes to be more feasible?
    - Yes we will be looking at that
  12. Height – where is building height measured from?
    - M=Measured from average on all 4 corners, maximum of <32' typical.
    - Add on Q - So slope and elevation figures into average, but comparable to neighbor if lot is lower or higher?
    - Could be higher or lower
  13. Can you operate hair salon out of the home? If not could I change my zone to be allowed to operate out of the home?
    - That type of home occupation is not permitted in any zone district in Englewood, but we will note that and look into home occupations regulations
  14. If a neighbor tries to re-zone and subdivide do their neighbors have any input on those types of decisions?



- Yes if a property is set for rezone there is a public hearing and everyone within 1000 ft of property get notice of rezone and hearing date at P&Z and CC. Subdivisions are administrative so don't require public notice
15. To what extent does current code promote car ownership and how can new code reduce automobile dependency
    - Interested in your thoughts to discourage car ownership
    - Current code has parking districts for permit parking only, certain # of off street parking spots required
    - Reduce parking requirements, don't widen roads
  16. Property side setbacks (3' and 5' setbacks). Property owner can excavate to property line and citizen's fence is leaning. City should require builders to stabilize.
    - Would be covered in building procedures
    - Can look at different side setbacks for privacy
  17. District 1 zoned R2B is being drastically developed. Would it be protected if it was zoned R1.
    - Value judgement can't answer right no
    - R1A is 9k sf but R1 is 6k
  18. Regarding access to renewable energy, especially solar. What is the coding for solar in CO? Bulk plane, pockets of energy ghettos throughout city, original home overshadowed by new home, loses passive solar. Anything for renewable energy equity.
    - New UDC will be taking a hard look at incorporating those requirements.
    - Current code treats solar panels as accessory structures
  19. Is there any way to add permit parking for residential? Citizen owns home between two rentals and never has street parking.
    - Yes, please contact the city
  20. In contrast to the comments regarding lowering car reliance, in situations where we (citizens) are in direct opposition, how would issues like that be dealt with in regards to changes to the UDC? Lowering parking requirements?
    - Trying to strike the right balance and meet demands we have currently
    - Don't want to reduce parking to the extent it creates other problems
  21. Affordable housing (3400 on S Grant with preservation overlay). Taking out small homes and putting in big duplexes, how do we get more affordable housing when we put duplex in?
    - Goal is to allow multiple types of residential development and balance types of uses

22. How can the city utilize, economic social science research to improve the UDC? Middle housing, reason housing so expensive is the land use regulations. All the 25' setback does is take up land. Need people to make decisions based on info not complaints

- We listen to community but we do a ton of best practices research and have attorney on team

Main Concerns:

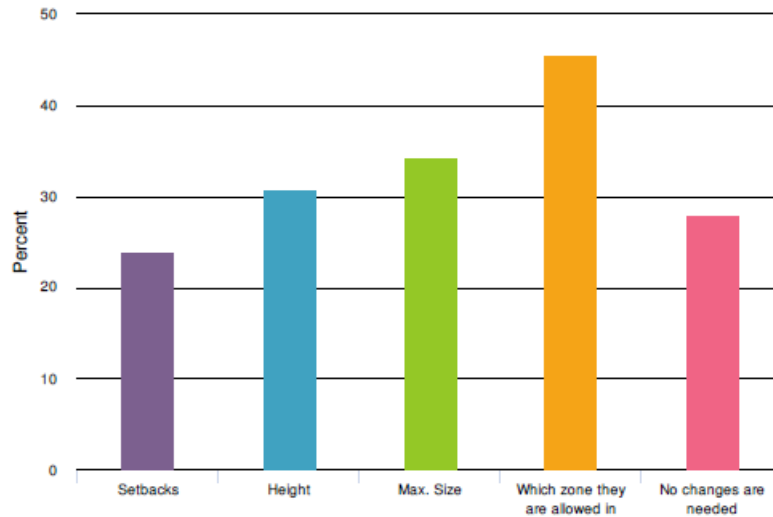
- Fence heights
- Parking
- ADU regulations
- Building height with regards to compatibility and solar access
- Setbacks
- Home affordability
- Home occupation allowance

# APPENDIX C: PHASE 2 PUBLIC OUTREACH RESULTS

## ADU Quick Poll

Responses: 148

Question 1: Should there be any changes to the ADU regulations? If so, what?

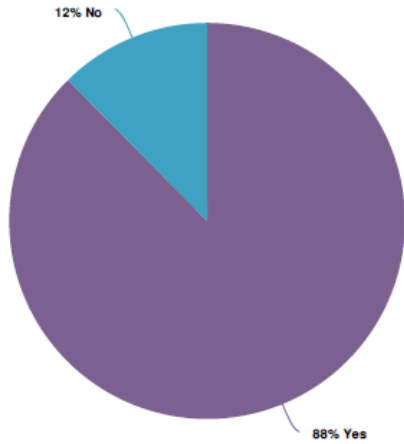


Value	Percent	Responses
Setbacks	23.8%	34
Height	30.8%	44
Max. Size	34.3%	49
Which zone they are allowed in	45.5%	65
No changes are needed	28.0%	40

## Green Infrastructure Quick Poll

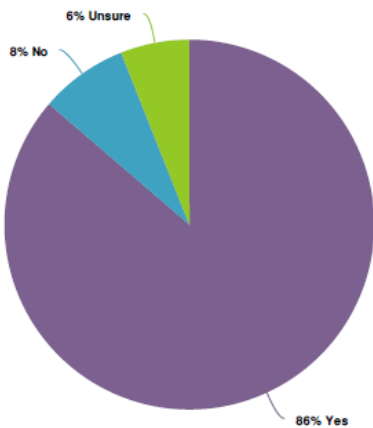
Responses: 198

Question 1: Should Englewood integrate Low Impact Development (LID) standards into the UDC update?



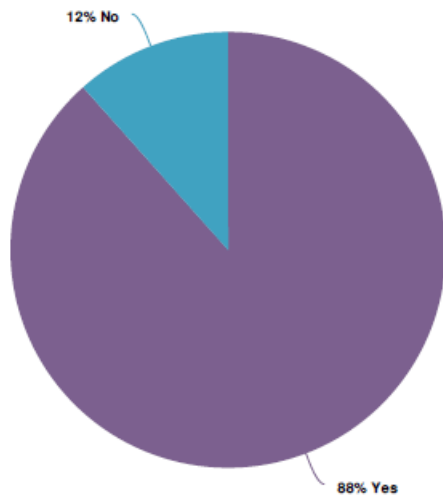
Value	Percent	Responses
Yes	87.6%	148
No	12.4%	21
<b>Totals: 169</b>		

Question 2: Should the tree preservation standards in the UDC be updated to a model similar to the City of Fort Collins with replacement requirements for mature trees that are removed during construction?



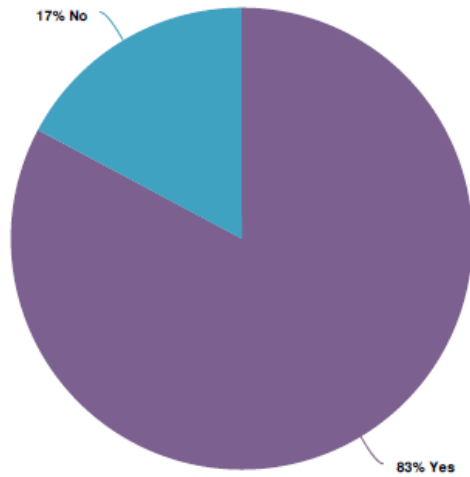
Value	Percent	Responses
Yes	86.3%	145
No	7.7%	13
Unsure	6.0%	10
<b>Totals: 168</b>		

Question 3: Should parking lot standards be revised to require more shade trees throughout (i.e. 1 shade tree every 15 stalls for parking lots over 100 stalls?)



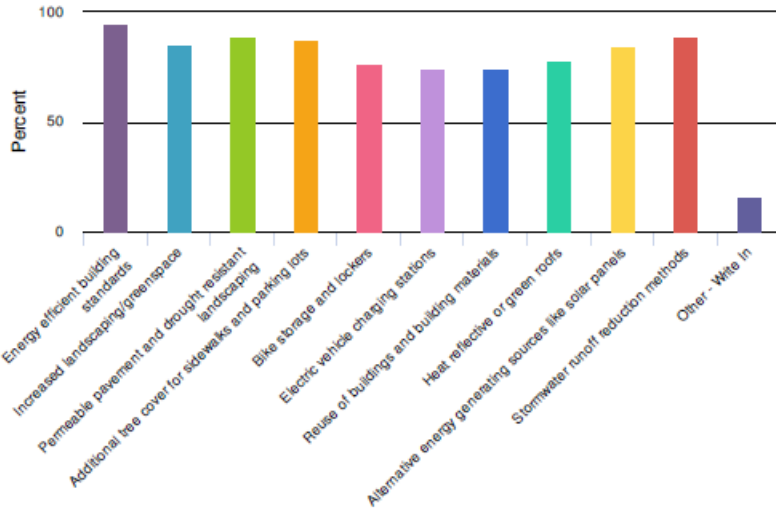
Value	Percent	Responses
Yes	88.4%	145
No	11.6%	19
<b>Totals: 164</b>		

Question 4: Is this type of “sustainability menu” option appropriate for Englewood?



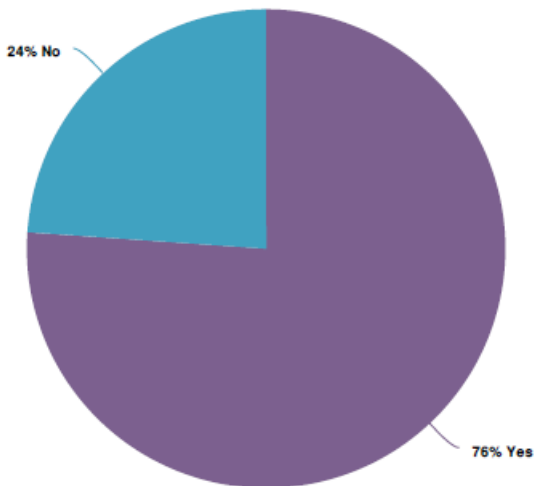
Value	Percent	Responses
Yes	82.8%	130
No	17.2%	27
<b>Totals: 157</b>		

Question 5: Which initiatives should be included in the menu? Choose as many as applicable.



Value	Percent	Responses
Energy efficient building standards	94.6%	88
Increased landscaping/greenspace	84.9%	79
Permeable pavement and drought resistant landscaping	88.2%	82
Additional tree cover for sidewalks and parking lots	87.1%	81
Bike storage and lockers	76.3%	71
Electric vehicle charging stations	74.2%	69
Reuse of buildings and building materials	74.2%	69
Heat reflective or green roofs	77.4%	72
Alternative energy generating sources like solar panels	83.9%	78
Stormwater runoff reduction methods	88.2%	82
Other - Write In	16.1%	15

Question 7: Should new Englewood developments be required to be zero-energy or solar "ready"?



Value	Percent	Responses
Yes	76.1%	124
No	23.9%	39

Totals: 163



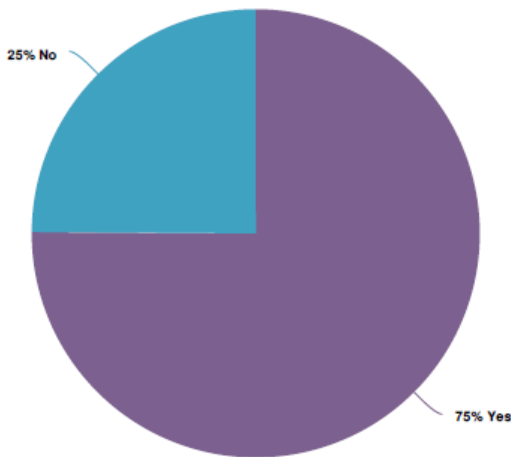
# Housing Quick Poll

Responses: 231

Question 1: Small home communities – such as Cottages on Greene, East Greenwich, RI – are growing in popularity nationwide as one solution to the lack of affordable housing. The pictures below show one possible small home community of 15 1,000 square foot deed restricted and market rate units on 0.85 acres which would complement the existing character of Englewood.

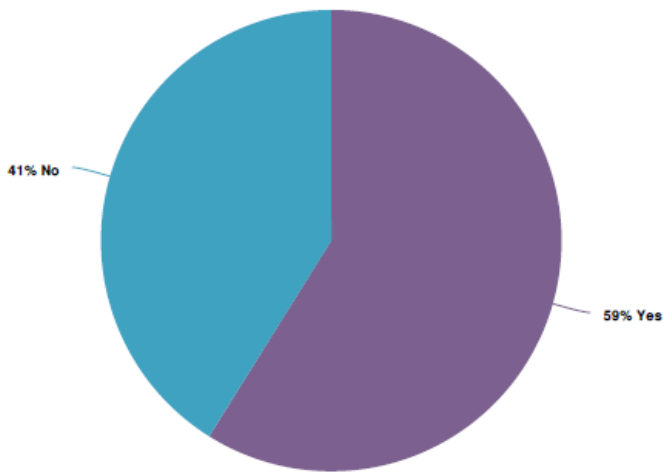


If a parcel of this size (~ 0.6 to 0.85 acres) were to become available in Englewood, would this type of development be acceptable?



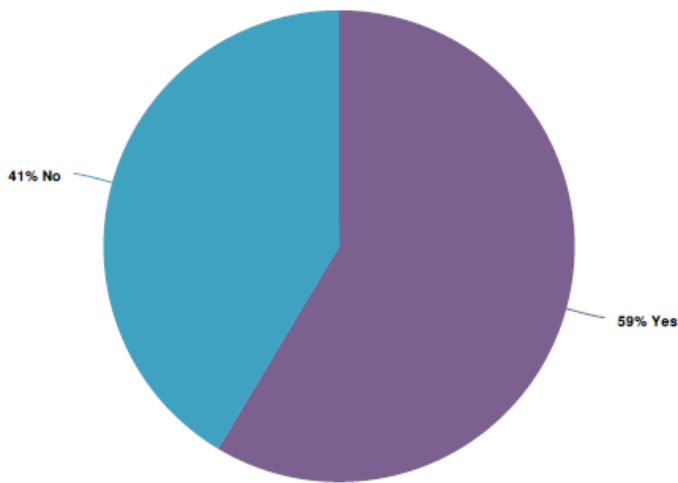
Value	Percent	Responses
Yes	75.1%	169
No	24.9%	56
<b>Totals: 225</b>		

Question 3: The current minimum lot size in Englewood is 3,000 square feet (0.07 ac). Is it appropriate to reduce the minimum lot size for small home development (homes 1,000 square feet and under)?



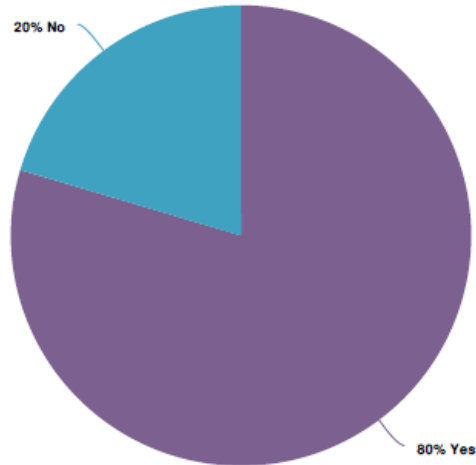
Value	Percent	Responses
Yes	58.9%	132
No	41.1%	92
<b>Totals: 224</b>		

Question 5: Would you support incentives for preserving existing single family homes and converting them into multi-unit or additions rather than redevelopment? (i.e. density bonuses, floor areas bonuses)



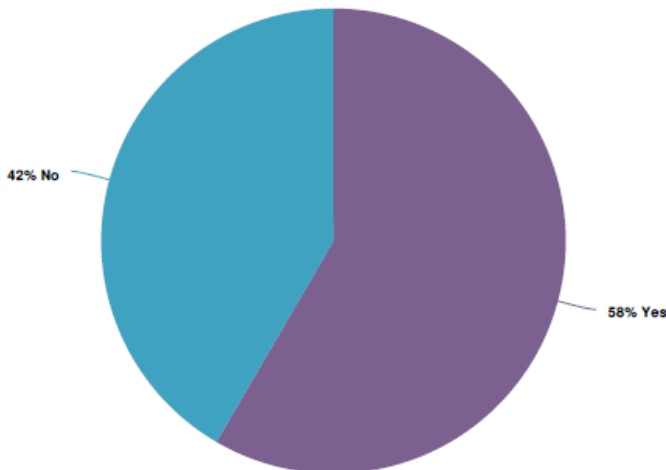
Value	Percent	Responses
Yes	58.6%	129
No	41.4%	91
<b>Totals: 220</b>		

Question 8: Along those lines, the existing code defines a household as: a household includes 1 or more persons related by blood, marriage, adoption, or legal guardianship, including foster children, together in a dwelling unit; or 2 unrelated persons and their children living together in a dwelling unit. Should this definition be revised to include clarify multigenerational living situations (i.e. parents, grandparents, aunts, uncles, cousins, etc.)?



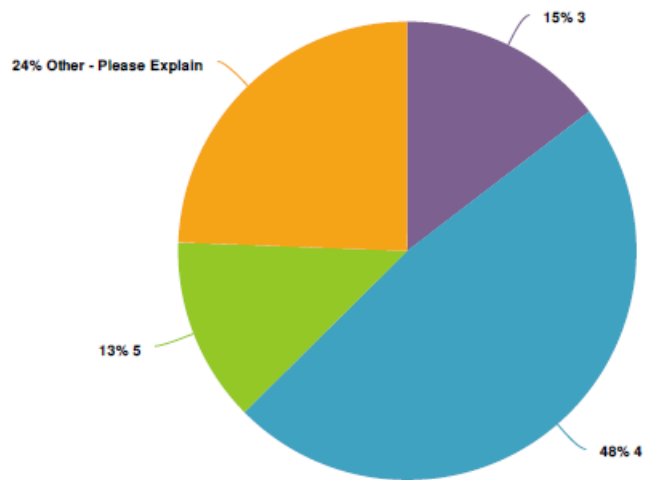
Value	Percent	Responses
Yes	79.6%	176
No	20.4%	45
<b>Totals: 221</b>		

Question 10: Should the household definition allow for more than 2 unrelated persons?



Value	Percent	Responses
Yes	58.4%	128
No	41.6%	91
<b>Totals: 219</b>		

Question 11: What should the number be increased to?



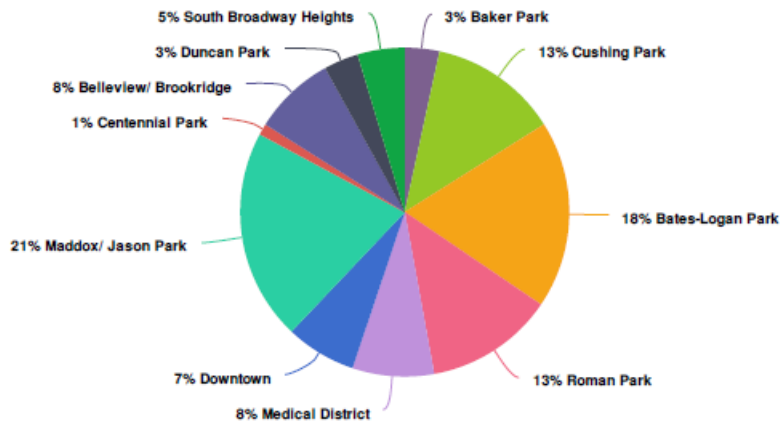
Value	Percent	Responses
3	14.6%	18
4	48.0%	59
5	13.0%	16
Other - Please Explain	24.4%	30

Totals: 123

# Neighborhoods Quick poll (Arcgis story map)

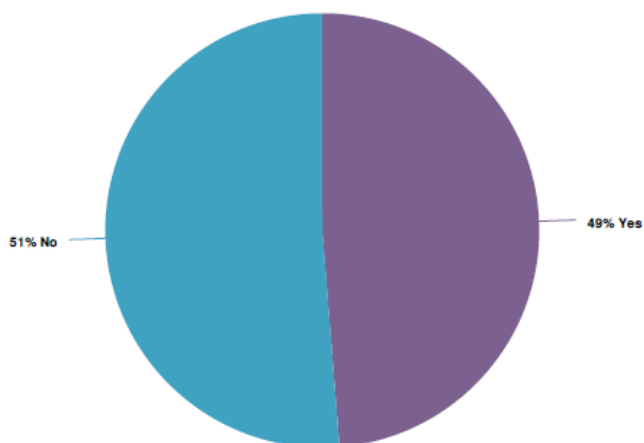
Responses: 93

Question 1: Which neighborhood do you live in?



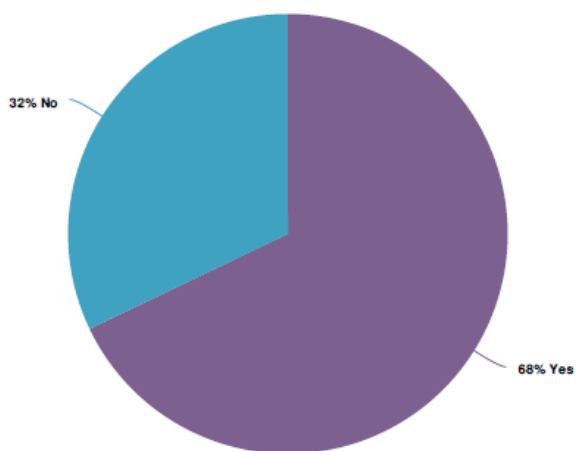
Value	Percent	Responses
Baker Park	3.4%	3
Cushing Park	12.6%	11
Bates-Logan Park	18.4%	16
Roman Park	12.6%	11
Medical District	8.0%	7
Downtown	6.9%	6
Maddox/ Jason Park	20.7%	18
Centennial Park	1.1%	1
Belleview/ Brookridge	8.0%	7
Duncan Park	3.4%	3
South Broadway Heights	4.6%	4
<b>Totals: 87</b>		

Question 2: Baker Park and South Platte – are there specific design and architectural elements which should be preserved or encouraged in the Baker Park and/or South Platte neighborhoods (i.e. architectural styles, streetscapes, tree protection, building materials, colors, and decorative details, etc.)?



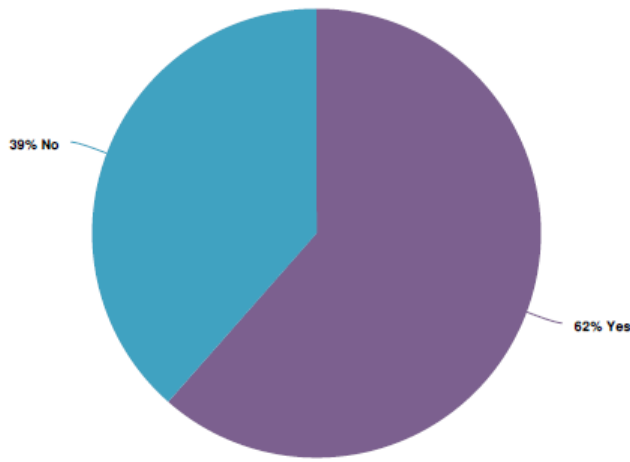
Value	Percent	Responses
Yes	48.8%	39
No	51.3%	41
<b>Totals: 80</b>		

Question 4: Cushing Park, Bate-Logan Park, and Roman Park – are there specific design and architectural elements which should be preserved or encouraged in the Cushing Park, Bate-Logan Park, and/or Roman Park neighborhoods (i.e. architectural styles, streetscapes, tree protection, building materials, colors, and decorative details, etc.)?



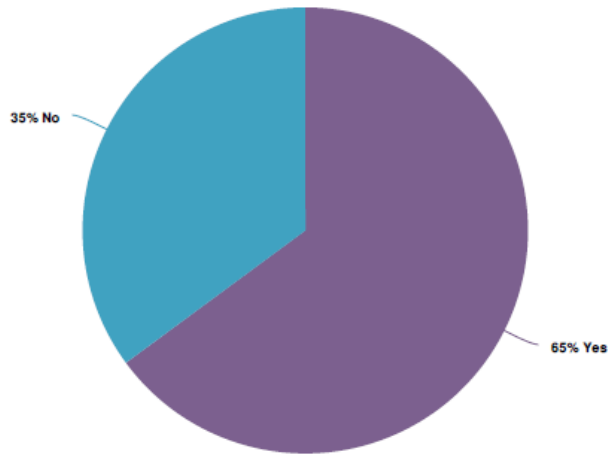
Value	Percent	Responses
Yes	67.9%	55
No	32.1%	26
<b>Totals: 81</b>		

Question 6: Medical District, Downtown, and Oxford Station – are there specific design and architectural elements which should be preserved or encouraged in the Medical District, Downtown, and/or Oxford Station neighborhoods (i.e. architectural styles, streetscapes, tree protection, building materials, colors, and decorative details, etc.)?



Value	Percent	Responses
Yes	61.5%	48
No	38.5%	30
<b>Totals: 78</b>		

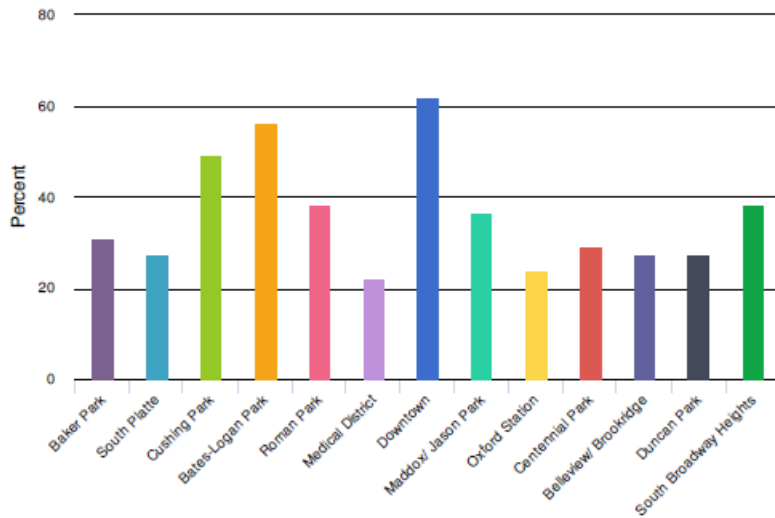
Question 8: Maddox/Jason Park, Centennial Park, Belleview/Brookridge, Duncan Park, and South Broadway Heights – are there specific design and architectural elements which should be preserved or encouraged in the Maddox/Jason Park, Centennial Park, Belleview/Brookridge, Duncan Park, and/or South Broadway Heights neighborhoods (i.e. architectural styles, streetscapes, tree protection, building materials, colors, and decorative details, etc.)?



Value	Percent	Responses
Yes	64.9%	50
No	35.1%	27
<b>Totals: 77</b>		

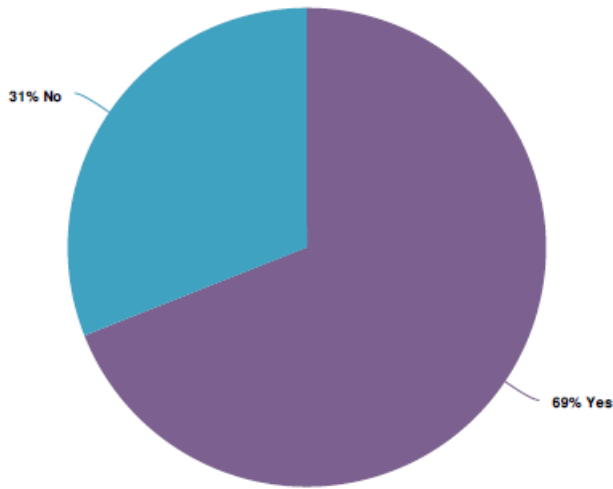


Question 10: Are there specific neighborhoods which should be considered for an NPO?



Value	Percent	Responses
Baker Park	30.9%	17
South Platte	27.3%	15
Cushing Park	49.1%	27
Bates-Logan Park	56.4%	31
Roman Park	38.2%	21
Medical District	21.8%	12
Downtown	61.8%	34
Maddox/ Jason Park	36.4%	20
Oxford Station	23.6%	13
Centennial Park	29.1%	16
Belleview/ Brookridge	27.3%	15
Duncan Park	27.3%	15
South Broadway Heights	38.2%	21

Question 11: Should the City regulate the architectural style and architectural form/elements within the NPOs?

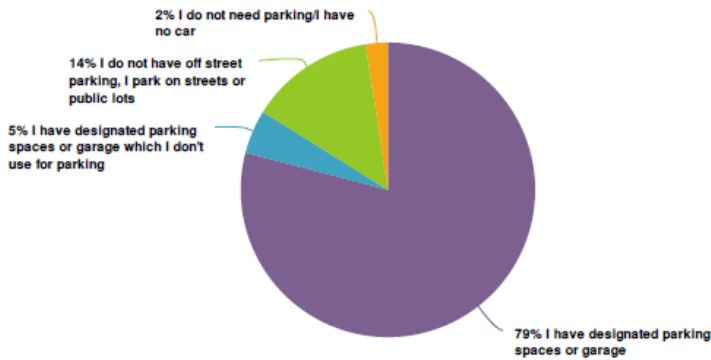


Value	Percent	Responses
Yes	69.0%	60
No	31.0%	27
<b>Totals: 87</b>		

## Parking Quick Poll

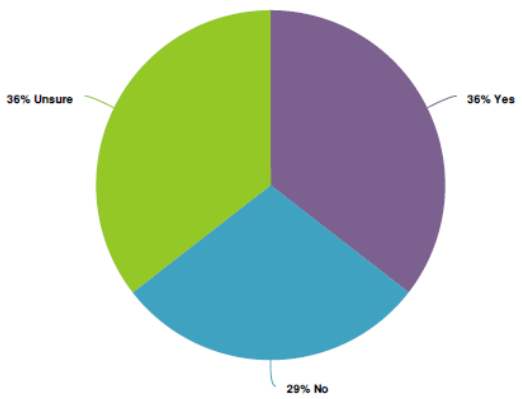
Responses: 125

Question 1: Which of the following statements is most true about where you live/work in Englewood?



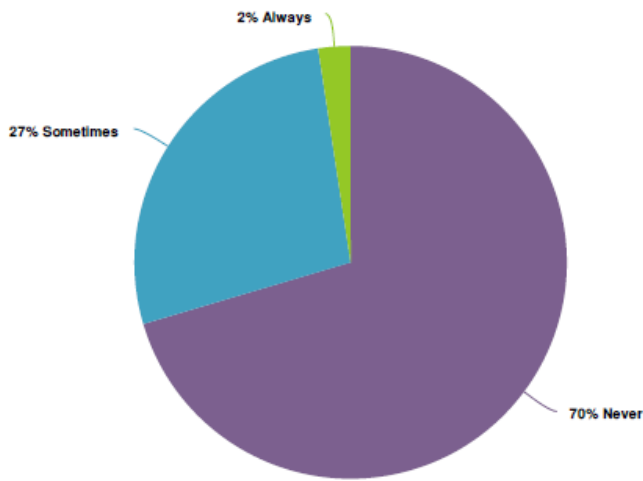
Value	Percent	Responses
I have designated parking spaces or garage	79.0%	98
I have designated parking spaces or garage which I don't use for parking	4.8%	6
I do not have off street parking, I park on streets or public lots	13.7%	17
I do not need parking/I have no car	2.4%	3
<b>Totals: 124</b>		

Question 2: Would your family/friends consider riding the Englewood Trolley if off street parking regulations were eliminated in the Broadway/Hampden/Englewood Parkway corridors in Englewood?



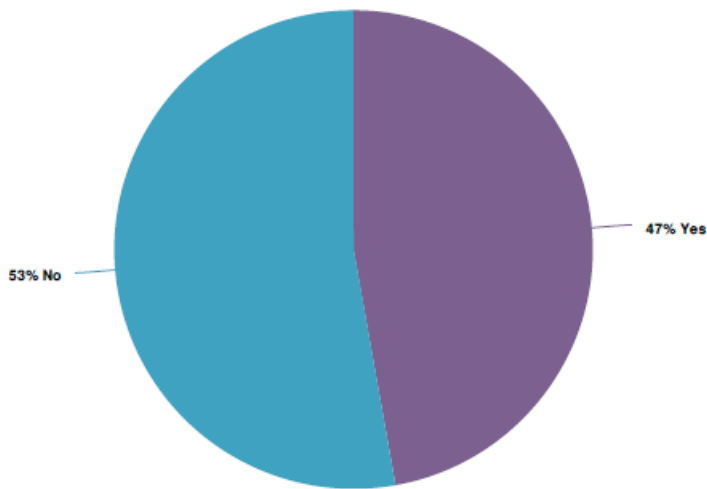
Value	Percent	Responses
Yes	35.5%	44
No	29.0%	36
Unsure	35.5%	44
<b>Totals: 124</b>		

Question 3: In the last year how often have you decided not to go to a restaurant, shop or bar in Englewood because you thought parking would be a problem?



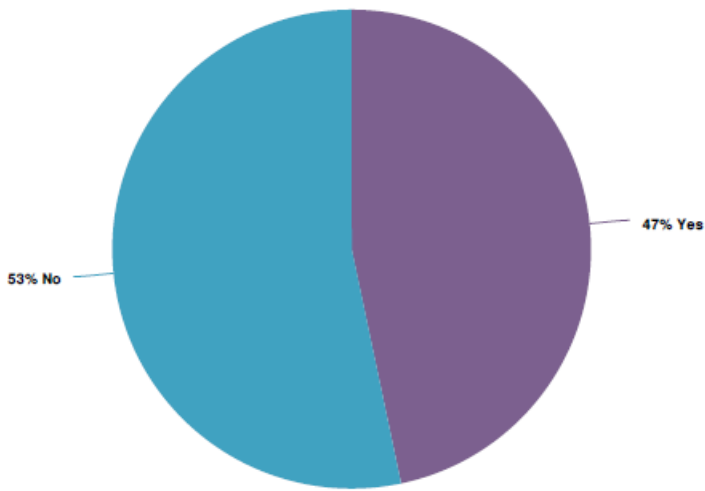
Value	Percent	Responses
Never	70.4%	88
Sometimes	27.2%	34
Always	2.4%	3
<b>Totals: 125</b>		

Question 4: Is paid parking appropriate Downtown?



Value	Percent	Responses
Yes	47.2%	59
No	52.8%	66
<b>Totals: 125</b>		

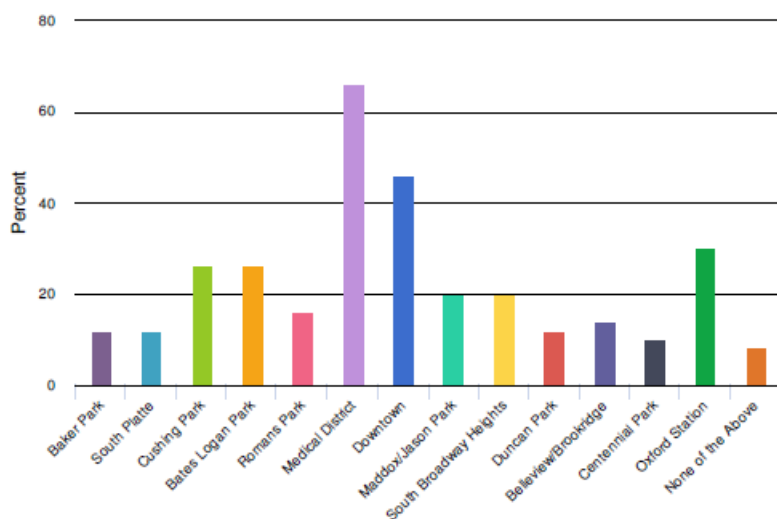
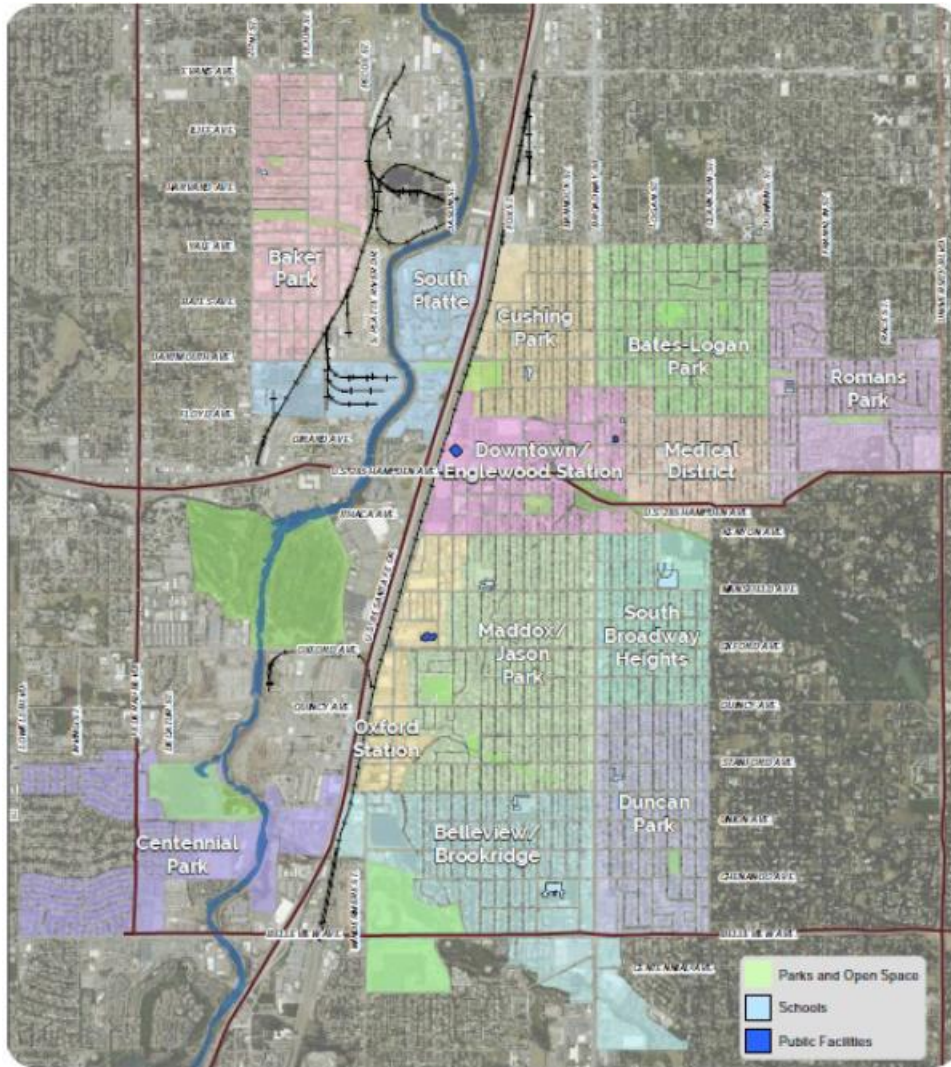
Question 5: Several neighborhoods in Englewood currently participate in a residential parking permit program. Should this program be expanded in the city?



Value	Percent	Responses
Yes	46.7%	57
No	53.3%	65

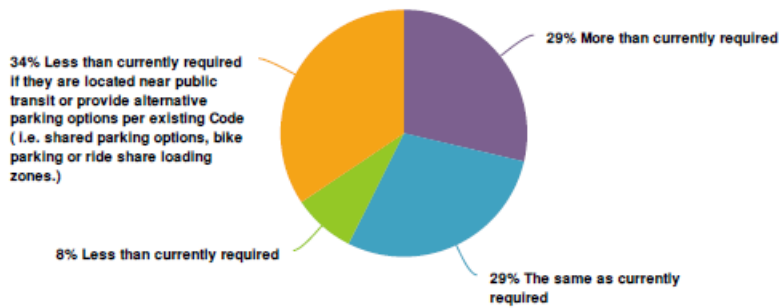
Totals: 122

Question 6: Which neighborhoods would benefit from on street permit parking only?



Value	Percent	Responses
Baker Park	12.0%	6
South Platte	12.0%	6
Cushing Park	26.0%	13
Bates Logan Park	26.0%	13
Romans Park	16.0%	8
Medical District	66.0%	33
Downtown	46.0%	23
Maddox/Jason Park	20.0%	10
South Broadway Heights	20.0%	10
Duncan Park	12.0%	6
Bellevue/Brookridge	14.0%	7
Centennial Park	10.0%	5
Oxford Station	30.0%	15
None of the Above	8.0%	4

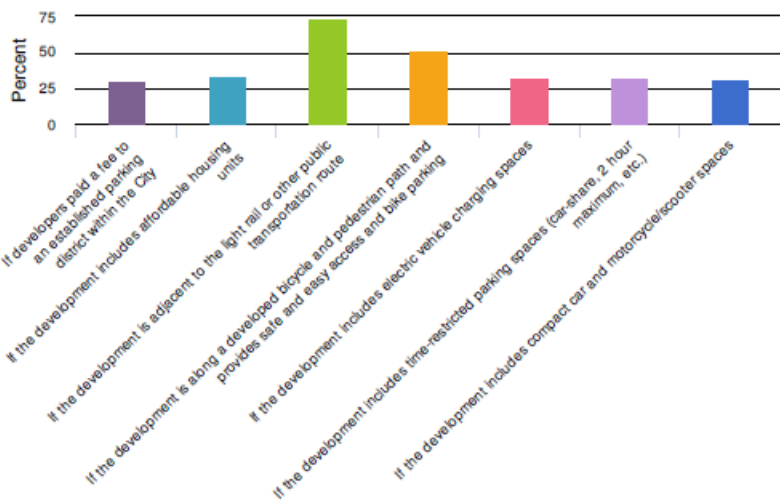
Question 7: Fill in the blank: Should new construction projects require \_\_\_\_\_ parking.



Value	Percent	Responses
More than currently required	28.7%	35
The same as currently required	28.7%	35
Less than currently required	8.2%	10
Less than currently required if they are located near public transit or provide alternative parking options per existing Code (i.e. shared parking options, bike parking or ride share loading zones.)	34.4%	42

Totals: 122

Question 8: Which of the following scenarios could warrant a reduction in the required parking minimum for new residential and commercial development?



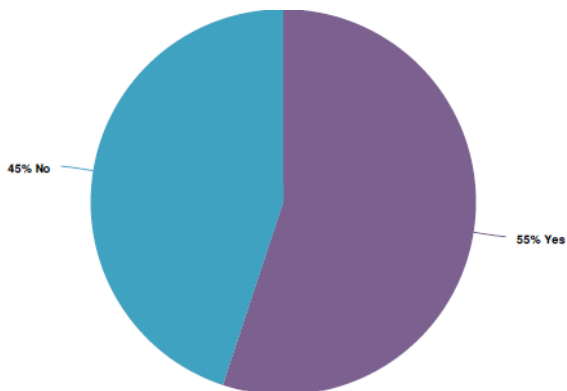
Value	Percent	Responses
If developers paid a fee to an established parking district within the City	29.7%	30
If the development includes affordable housing units	33.7%	34
If the development is adjacent to the light rail or other public transportation route	73.3%	74
If the development is along a developed bicycle and pedestrian path and provides safe and easy access and bike parking	50.5%	51
If the development includes electric vehicle charging spaces	31.7%	32
If the development includes time-restricted parking spaces (car-share, 2 hour maximum, etc.)	31.7%	32
If the development includes compact car and motorcycle/scooter spaces	30.7%	31



Question 9: Englewood’s current parking regulations state minimum parking requirements for development based upon use. Although parking minimums are an important component of parking regulations, parking maximums are becoming increasingly effective in modern parking codes. Parking maximums cap the amount of required parking spaces for a development. Instead of requiring a baseline minimum for parking spaces, maximum curb developers from excessively parking developments. Parking maximums are used in various places throughout the nation and locally in Fort Collins and Lakewood (as shown in the table below) to prevent overparking and promote use of alternative transportation and use-specific development.

	Englewood, CO		Fort Collins, CO		Lakewood, CO	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Retail	< 7,500 sf = an area equal to 1/2 of the gross floor area ≥7,500 sf = an area equal to the gross floor area.	N/A	2 spaces/ 1000 sf	4 spaces/ 1000 sf	1 space/ 1000 sf	5 spaces/ 1000 sf
Restaurant	1 space/ 100 sf	N/A	5 spaces/ 1000 sf	10 spaces/ 1000 sf	2 spaces/ 1000 sf	12 spaces/ 1000 sf
Office	1 space/ 300 sf	N/A	1 space/ 1000 sf	3 spaces/ 1000 sf	1.5 spaces/ 1000 sf	5 spaces/ 1000 sf

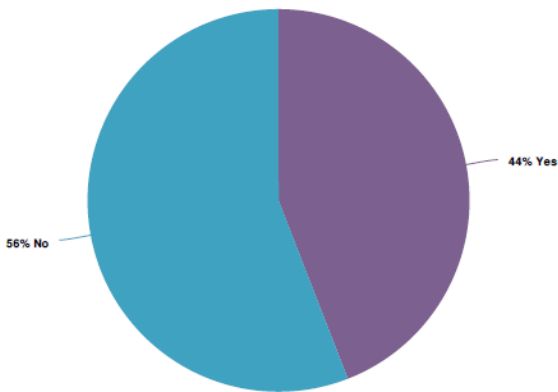
Are parking maximums appropriate for Englewood?



Value	Percent	Responses
Yes	55.1%	65
No	44.9%	53

Totals: 118

Question 11: Should the City of Englewood focus on a policy requiring parking structures instead of minimum/maximum parking space requirements?



Value	Percent	Responses
Yes	44.1%	52
No	55.9%	66
Totals: 118		

## Phase 2 Virtual Open House

Event was held on December 2, 2020 from 6-8:00 and drew 25 attendees. Staff and the Consultant team gave a presentation to summarize potential options to issues raised during Phase 1 and 2 outreach, including regional and national best practices to support options. Below is a summary of the comments heard at the meeting as well as Menti (text poll) results

### General Discussion Comments

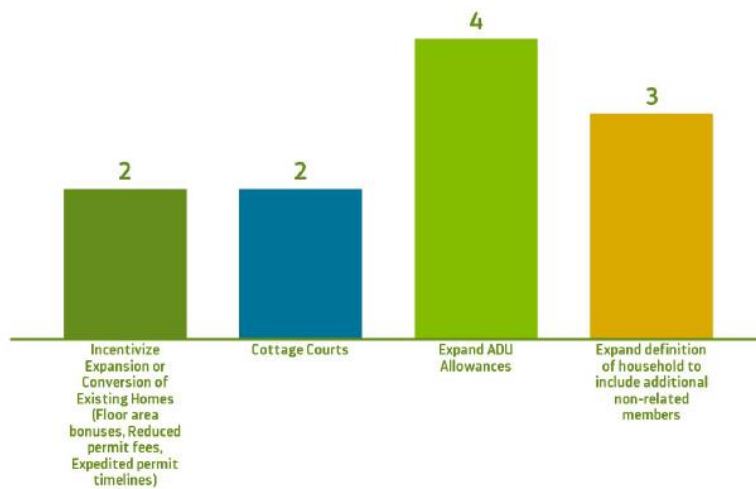
- Many felt that the meeting was not advertised well enough and that outreach has been too minimal, not transparent enough
  - Neighborhood community letters would be a great way to advertise events in the future
- Parking - household allowance being raised helps housing but impacts parking, especially where single family homes are transitioning to multi-plexes
- Location relative to grocery stores is important. Food deserts lead to more vehicular travel and reduced walkability
- Already have enough permitted parking
- Would like to see less regulation to ADUs (lot of great small/tiny home options but regulations don't allow)
- Question about residency restrictions on ADUs - reduce restrictions on occupancy
- Housing affordability is a big issue
- Slot homes do not reflect neighborhood they are in (near hospital)

- Would like to see more on neighborhood character. Neighborhood character doesn't always take into account the historic character of the homes in the neighborhood. Historic character is being destroyed by large box-type homes that don't fit in. Some amount of design standards would prevent the further deterioration of "neighborhood character."

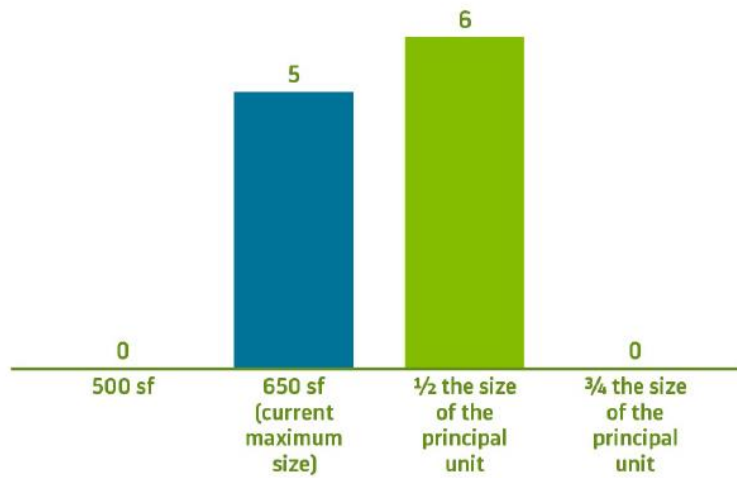
### Menti Poll Results

On the following pages

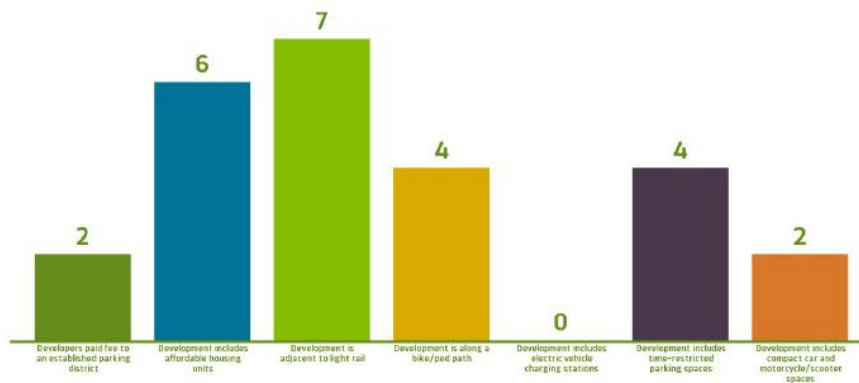
## Which of these possible options is most appropriate for Englewood?



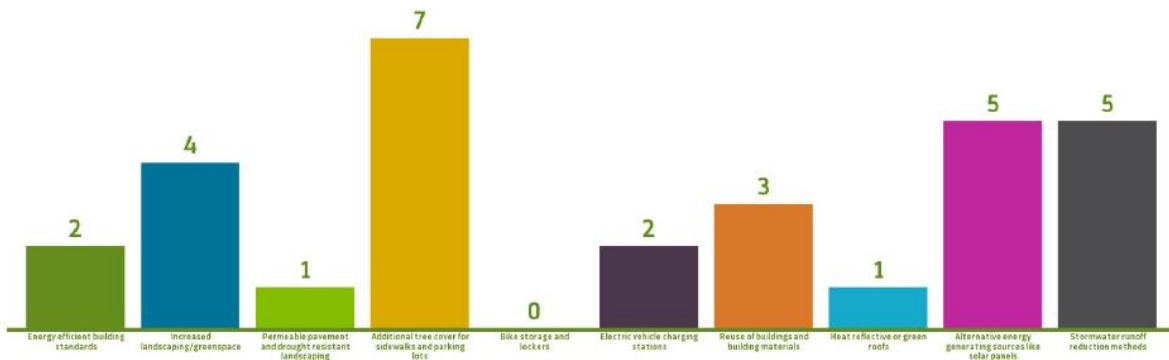
# What would be an appropriate maximum size for an ADU?



# Do any of the following incentives warrant a reduction in parking?



# What are the top 3 initiatives to included in a sustainability menu?



# Should there be design standards tailored to the defined neighborhood areas?



## APPENDIX D: STEERING COMMITTEE MEETING SUMMARIES

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### Steering Committee Meeting #1

20 August 2020, 6:00-7:30 PM

#### Agenda

- I. Introductions
  - A. Logan Simpson Team Introductions
  - B. Steering Committee Introductions
    1. How long have you lived/worked in Englewood?
    2. What is your level of interaction/comfort with the Title 16-Unified Development Code
- II. Project Overview Presentation
  - C. Project goals
  - D. Process
  - E. Schedule
  - F. Steering Committee Expectations
- III. Exercise
  - A. What is **working well** with the existing code?
  - B. What is **not working** well with the existing code?
  - C. Are the **application processes** meeting the needs of staff and the development community?
  - D. Are there any specific **design standards** that need to be tuned up?
  - E. Are there any standards, topics or innovations **missing** from the current code?
  - F. What should be our primary **outcome** of the assessment?
  - G. What **three questions** would you ask the community to kick off the assessment and outreach?
- IV. Next Steps and Closing

#### Meeting Notes

- I. INTRODUCTIONS

- Wade welcomed everyone to the meeting and introduced the consultant team of Logan Simpson and White & Smith.
- Each committee member weighed in on how long they have lived in Englewood and their current understanding of the UDC.

## II. PROJECT OVERVIEW PRESENTATION

- Logan Simpson presented an overview of the project purpose and process as well as anticipated schedule and expectations/roles of the Steering Committee

## III. EXERCISE

Each member weighed in on the questions listed in the agenda above. Those conversations and general comments were captured as follows:

### General Notes & Overall Comments

- Lots of car accidents in neighborhoods, currently no curb markings to prohibit cars from parking right up to the intersections
- Gridded neighborhood structure, irrespective of building type, makes neighborhoods feels good
- Broadway: lots of car dealers, hoping that turnover will result in those businesses moving out to promote local businesses
- "Small town surrounded by the big city"
- Preserve historic small town feel
- City is "Generational" and we want to keep that
- Code is suffering an identity crisis - developed during Cinderella City but now right up against Denver and there is a high demand for higher density
- Slow down traffic on Broadway to help it become a destination (ULI report)
- Landscaping - how to make sure appearance of old are brought up to new
- Main light rail station at Oxford - lot of vacancies, could have more places to gather breweries also near miller field vacant offices
  - Staff looking into ways of incorporating some more residential in industrial areas
- Englewood survives heavily on sales tax; 2/3 City revenue is from businesses
- Would like to know: other than cars what type of transport do people use and want to see
- Broadway thoughts: what could be done to make it more inviting
- Love idea of green space in four lane roads and getting to DTC from Englewood

- Need to grow responsibly, address needs of lower income, and protect community
- We have to decide how we want to change or let others decide for us

#### Primary outcomes of the Process:

- Looking at the things that are holding Englewood back; house sizes; edging industrial into city
- Is code helping or hurting?
- Create a stronger community

#### What is Working:

- Englewood has always done a good job of keeping on top of what other communities were doing
- Diversity in neighborhood, families and generations
- Industrial vs residential, size of houses
- People come from different backgrounds and Englewood is friendly

#### What is Not Working:

- Need more incentives for small business
- Application process: sports authority building application for apartments turned down and then turned into RV lot, missed opportunity - housing could have provided more people to walk to Broadway and Hampden businesses
- Application process is EXPENSIVE and doesn't get passed on (if market says we need to do something we should be looking at it)

#### Design Standards:

- Lot of design standards that need to be updated due to unique marketing opportunity with historic homes
- Design standards, hard with older cities - justify new standards against existing non-conforming properties
- Design standards should bring out the best in neighborhoods
- How do we bring older developments up to the new standards?



## Downtown:

- Downtown historical feel (look at Downtown Littleton for walkability)
- Need opportunities and restaurants Downtown (Barnhouse Tap was first)
- Create small business and restaurant opportunities
- Include landscaping in walkability for Downtown
- Would like to know: How do you get Downtown?

## Housing:

- Like the idea of one or two buildings changing - need to find a good mix
- Rather than restrict, preserve historic homes
- Don't regulate colors
- Could have more modern aspects but keep the historic feel
- Smaller duplexes and apartments are good and meet needs of diversity
- Incentive to buy bungalows and redevelop as affordable
- Tiny home villages - or good, affordable spaces for families to live in
- Not a lot to offer for affordable housing
- Need to cater more to moderate income homes
  - Balance of luxury homes and Section 8
    - There should be a space for everyone
  - Need to be looking at affordable housing regs and having good and meaningful spaces
    - People need safe spaces to live and need to expand
  - Like idea of a couple houses changing and a mix of high density and old homes
  - There is value in promoting integrated housing and upward mobility for wealth and equality
  - Need bigger homes for young families
  - Not in favor of three-story homes in primarily single story residential areas
    - Logan westward: every block has 1-2 of those homes
    - Don't want views blocked
    - Could add modern aspects but still keep historic architecture
    - Owning a home is great financial security asset

- Need to be able to age in place
- Pretty good mix of duplexes and little homes (bungalows)
  - Look into Private/Public Partnership for city to buy rundown homes and fix up instead of scraping all of them
- Need more affordable housing options
- Backyards are huge asset!

#### Neighborhood Character:

- Love historic homes but love eclectic look of neighborhoods that look like they're built in different times
- Uplift and connect neighborhoods
- Rather than restricting future builds; protect existing homes
  - Don't want to restrict people's home colors or rights

#### Walkability:

- The city is walkable but there is no place to walk to
- Connect Downtown neighborhoods
- More bike lanes and non-auto options
- Lots of inconsistency of whether sidewalks are available
- Bike paths are hard to find
- No good way to get to Medical Campus via public transit
- Not great walkability Downtown (sidewalks and lighting don't exist)
- Connectivity to DTC should be improved
  - Commute on Hampden is not great and disconnects from Denver

#### Parking:

- Parking is one of the greatest concerns as well as opportunities to attract the right kind of businesses - restaurants are lacking in the area, they are one of the things that bring people together in the community
  - Gallow has excellent parking and Zelmo (parking behind)
  - RTD not very accommodating - some light rail stations not parked well

- One-barrel has shared parking agreement with residential above
  - Used to be public parking behind One Barrel but now it's an apartment building
  - People found parking very confusing and businesses left because the shared parking system didn't work for them
- We still drive cars and Denver is car-oriented; parking is key
- In the process of trying to fill spots on Broadway and parking is biggest concern
  - Restaurants need parking
- Broadway a scary place to park with kids so they tend to go to places where they can park safely

#### Commercial Development:

- Lots of businesses along S Broadway don't exist anymore
- Walmart was built against desire of community and promised lots of green space that didn't occur
- Want and need more green space
- Applications result in a lot of resident and homeowner input because it has been lacking in previous zoning changes
- Have code enforcement to address unsightly or dangerous problems
- (South of Ithaca) Offices behind Millard field are also empty
- (Harmonic Media) Oxford light rail has weird parking and area of town has lots of potential but is sleepy
  - Mini section of business district
- Slow down traffic to make Englewood a destination

## Steering Committee Meeting #2

17 September 2020, 6:00-7:30 PM

### Agenda

- I. Project Overview
  - A. Our Process
  - B. Steering Committee Expectations
  - C. Who we have Heard From
  - D. What We Have Heard So Far

## II. Exercise

### A. Bulk Plane and Existing Code Allowances

## III. Next Steps

### Meeting Notes

## IV. PROJECT OVERVIEW

- Logan Simpson presented an overview of the project purpose and process and reviewed the expectations/roles of the Steering Committee.
- Logan Simpson provided a brief summary of the comments received to date and the number of responses to the online survey.
  - Who we've heard from
    - Telephone town hall
    - Online questionnaire (618 responses)
    - 9 focus groups/60 attendees
    - Open houses in park
    - Joint Planning Commission / CC work session
    - Historic Preservation Commission (last night)
    - Steering Committee
  - What We've heard
    - 50% familiar less parking
    - Less parking for walkability
    - 45% prefer 1 story, 55% prefer 2 story
    - Specific design standards for different neighborhoods (53%)
    - HP standards favored (84%)
    - Not much on landscaping
    - ADUs
    - RV parking
    - District 1 duplexes

## V. EXERCISE

Logan Simpson provided brief background on zone districts and the dimensional standards in the current Code and each Steering Committee member weighed in on concerns and possible solutions. Those conversations and general comments were captured as follows:

## General Comments and Q & A

- Fencing – city requires fence permits, 6' maximum height. There has to be documented hardship that requires a variance, which are usually not to heights.
- BOA hears a lot of setback variances, not many fence.
- More affordable to add square footage than to build new, but as general rule is it cheaper to build out or pop the top?
- Q: Solar access – was bulk plane to address that?
  - A: Bulk plane addressed things like taller ceilings, etc to accommodate that construction while keeping height not as an obstruction to neighboring property. Incorporated 2015.
- Support for building more intensely to support population growth
- Q: curious about best practices for walkability, green building, sustainability especially that doesn't preclude affordable housing. Measures and levers to promote that kind of building?
  - A: Westminster example to elevate sustainability- require homes to be solar ready through conduits to capture solar; EV ready charging stations in homes
- Q: many things don't seem meaningful for one house, but on cumulative basis it helps with environmental efficiency, etc.
  - No tree preservation standards, they do ask for replacement if remove if new build but not expansion.
- Q: a lot of cities have tons of requirements, eg in Aurora there are all kinds of requirements if take down and rebuild home – eg garage width / %, materials, etc., fencing, commercial developer on Broadway if had new rules on landscaping have extra treatment for exterior to meet community standards.

## Setbacks

- How busy the road is should play into the setbacks
- Reduce front yard setback
  - Reduce front yard adds to backyard
  - Drawback to reducing front yard setback is that it looks more urban
  - Is there an ADA benefit to reducing front setback?
  - Reducing front setback encourages a new build, you don't usually have addition to front of house. If we accommodate additions to existing house it will be more affordable to add sf than to sell and move.

## Design Standards In General

- Should not be dictating aesthetics such as pitches vs flat roof
- Like stormwater mitigation
- Logan Bates neighborhood - to preserve character, 40% lot coverage might be too limiting
- Preserving existing trees should be a priority for shade
  - Would like to see more trees (many more trees), narrow attached walks and not much shade in existing condition
  - Enhance pedestrian quality and reduce the urban heat island effect

## Accessory Dwelling Units (ADUs)

- Think it is more affordable to add to house rather than move - is there a cost difference between attached and detached?
- Like the idea of ADUs

## Other Comparable Communities

- Really interested in walkability, sustainability in comp plan - how other communities might handle that, that we can learn from
- Would like information on things other communities are doing

## Potential solutions for R-1-B scale

- Design Standards
  - Prefer a performance based requirement
  - Address light and air with bulk plane.
  - Don't dictate aesthetics.
- Stormwater mitigation if > 50-60% coverage.
  - Determines soil moisture, city burden for treating. If reduce soil permeability, from sustainability make sure rainwater infiltrates into ground.
  - Important for lot coverage, moisture important. Curious on thinking on density with open space, what mean when not as many options for parks.
- Decrease height, bulk plane.
- Reduce front setbacks

## Steering Committee Meeting #3

29 October 2020, 6:00-7:30 PM

### Agenda

- IV. Attainable Housing
  - E. Why is Attainable Housing Important
  - F. Existing Housing Statistics
  - G. National Best Practices
  - H. Discussion on pros and cons of possible solutions
- V. Neighborhood Preservation
  - A. What We've Been Hearing
  - B. Overview of Neighborhoods from Comp Plan
  - C. National Best Practices
  - D. Discussion on pros and cons of possible solutions
- VI. Next Steps

### Summary

- Given that there is not a lot of housing stock that would fit the requirements for conversion, that option was a lower priority
- There was a lot of support for the cottage court concept
- Household definition is outdated and needs to be updated
- In favor of developing architectural design guidelines per neighborhood/character areas but want to ensure that they are reasonable/tempered to avoid unintended consequences
- Work with the Historic Preservation Commission to define areas and characteristics for preservation

### Meeting Notes

- I. Attainable Housing
  - A. Solution #1- Incentivize Expansion/Conversion of Existing Homes
    - The applicability in Englewood may be limited because there aren't many large homes
    - In favor of more types of housing if a feasible option
    - Interest in investment community opinion of this concept

- People are generally worried about changing character of neighborhood
- B. Solution #2 – Cottage Courts
- Like aesthetic and character
  - Like the concept and it will serve the need but may receive pushback from public
    - Had a few applications go through P & Z a while ago in area near industrial zone
    - Quincy Place was PUD duplexes and fought by neighbors
    - Currently would be a PUD application
  - Want to maintain single-family character
  - Prefer this idea over S #1
  - Example of development in Fort Collins (integrated, walkable, community gardens, orchards, etc) would like to see something like this at Sports Authority redevelopment site (Pam will get name of community to LS)
  - Broadway and industrial districts seem to be the most logical districts but would like to see this option in other areas as well
    - Higher density zones need more density to pencil
  - Might be more palatable if all SF instead of allowing attached

C. Solution #3 – Expand ADU Allowance

- Not a solution for everything but take burden off market
- ADUs work well for young adults in service sector
- Need to allow in R-1A where there are large lots and excess parking

D. Solution #4 – Redefine Household

- Look at comparable city's - Denver just changed their numbers
- Definitions outdated - need to look into constitutional
- Would likely create more affordable rent, but would it increase home prices?

II. Neighborhood

A. Solution #1 – Architectural Design Standards

- Used to have step backs that were removed - found it was too expensive
- Lot of people like neighborhood cause they can do anything, but want to stay the same



- Paved driveway requirements removed unanimously
  - Like the idea per neighborhood - more modern near Downtown, traditional elsewhere
  - Reasonable makes sense but the existing variety makes it hard to determine the features to highlight
    - Bates Logan - east side 1 acre lots, west side duplexes
    - Neighborhoods closer to Broadway and Downtown more urban neighborhood whereas Centennial Park is a little less urban
  - Really basic like no blob/box with no windows on the front
  - New home at Grant and Bates integrates perfectly
  - Like it per neighborhood rather than by zone
  - Allow more two story homes as those are what the market is driving
  - Average Denver house 2200-2400 SF whereas Englewood is smaller
  - Affordability plays in by allowing expansion to homes
  - Work with historic society to define areas for preservation
  - How do we encourage the type of growth we want
  - Worried about unintended consequences
- B. Solution #2 – Neighborhood Conservation Districts
- Maybe offering the vehicle to develop a NCO rather than define them in the UDC

## Steering Committee Meeting #4

19 November 2020, 6:00-7:30 PM

### Agenda

- I. Parking
  - I. Why are we discussing this topic
  - J. National best practices
  - K. Potential options
- II. Green Infrastructure
  - A. Why are we discussing this topic
  - B. National best practices
  - C. Potential options

### III. Next Steps

#### Summary

- A closer look at more site specific issues will help guide the final recommendations on parking ratios but it was generally agreed that providing a range of ratios (min/max)
- Optional approaches tied to green infrastructure and walkability to allow for a reduction in parking are favorable
- All green infrastructure components were desired and it was suggested to incorporate them into the menu approach.

#### Meeting Notes

##### I. Parking

###### E. General:

- Intrigued by McKinney example of tailored parking requirements
- Balance parking with walkable environment
- Parking needs to integrate with landscape
- Parking is demand driven at the end of the day, provide flexibility

###### F. Solution #1- Parking Minimums and Maximums

- Agree that parking requirement in Englewood is not consistent with peer communities
- National guys have trouble with parking maximums
- Light rail station areas under-parked and vacant
- This solution provides flexibility for both the large-scale, national builders who want more parking and the smaller-scale local businesses that feel encumbered by such a high parking requirement

###### G. Solution #2 – Street Permit Parking

- Good solution for streets adjacent to Broadway where residents back to businesses

###### H. Solution #3 – Parking Reduction Incentives

- Structured/shared parking - incentivize structured parking and promote shared
- PZ was amenable to Incentives in the past if showed how it worked
- Incentives for bike/ped, compact cars, EV charging or shared parking to allow the sustainable opportunities if that is priority of the business

##### II. Green Infrastructure

###### A. General:

- Dark sky idea good
  - Englewood means "wooded nook"
  - How to address bldg height on solar panel
  - Cinderella City should incorporate a new park - link nature into the urban center
- B. Solution #1 – Low Impact Development
- LID wonderful idea to make things more enjoyable
- C. Solution #2 – Urban Tree Canopy Protection
- Tree preservation needs to be a priority
  - Urban tree canopy tough with urban environment but everyone likes the idea
- D. Solution #3 – Sustainability Menus (top choice to incorporate all of this section)
- All really like idea of menu idea due to the flexibility of options
  - Solar panel cover in parking lots could be added to menu
  - Incentives to create awesome greenspaces
  - Developers love incentives for value added elements\*\*\*
  - Promote and celebrate businesses that are doing new innovative things
  - Incentivize land for shared park
- E. Solution #4 – Renewable Energy Ready Infrastructure
- Work into the menu approach

## Steering Committee Meeting #5

6 January 2020, 6:00-7:30 PM

### Agenda

- IV. Outline of Assessment Report
- V. General Suggestions
- VI. Suggested Options by Chapter
- VII. Next Steps

### General Comments Heard

- UDC is short term – Comp plan is long term
- UDC needs to be modular and ever changing
- Don't let PUDs dominate poor planning
- Changing intent of some of the zoning districts
- CH 5 will need a lot of the initial updating
- Want to see ADUs expanded to additional zoning districts
- Bulk plane probably needs a really deep analysis to assess further
- Permeable surfaces are desirable
- Sidewalk maintenance seems to be more of an issue instead of the width and connectivity of sidewalks
- In thinking about park strip widths, might want to look more to soil volume metric for plants
- Consider urban plant strips and tree requirements along urban streets
- Establish a catch all provision for hybrid trees with regards to an approved plant list
- Incentivize using low water plants
- Less vague points -more specificity
- Need to address new telecom tech advancements – might need a professional in the topic
- Signs need to deal with physical structure
- Check out Tarantula for 5G towers in Denver

## APPENDIX E: PROPOSED OUTLINE

New Section	Topic
Chapter 1	General Provisions
1.01	Purpose
1.02	Authority
1.03	Effective Date
1.04	Applicability
1.05	Relationship to Other Ordinances
1.06	Relationship to Comprehensive Plan
1.07	Interpretation and Conflicting Provisions
1.08	Transition from Prior Regulations
Chapter 2	Zone Districts
2.01	General Provisions
2.02	Residential Zone Districts
2.03	Commercial and Mixed-Use Zone Districts
2.04	Other Non-Residential Zone Districts
2.05	Planned Unit Developments
2.06	Summary of Dimensional Standards
2.07	Measurements and Exceptions
Chapter 3	Use Regulations
3.01	Purpose and Organization
3.02	Table of Allowable Uses
3.03	Use-Specific Standards (including Telecommunications, mobile home parks, and RV parks)
3.04	Accessory Uses and Structures
3.05	Temporary Uses and Structures

Chapter 4	Development Standards
4.01	General Provisions
4.02	Parks & Open Space
4.03	Exactions
4.04	Landscaping, Screening, LID (green infrastructure)
4.05	Fences and Walls
4.06	Transportation, Vehicular Access, and Connectivity
4.07	Residential Site and Building Design (including residential sustainability)
4.08	Commercial Site and Building Design (including non-residential sustainability)
4.09	Off-Street Parking and Loading
4.10	Signs
4.11	Exterior Lighting
4.12	Refuse/trash disposal
4.13	Historic Preservation
Chapter 5	Subdivisions
5.01	General Provisions
5.02	Design and Improvement Standards
5.03	Stormwater and sewer
5.04	Roads, streets sections
5.05	Dedications
Chapter 6	Floodplain
6.01	General Provisions
6.01	Applicability
6.03	Design Standards
Chapter 7	Nonconformities

7.01	Nonconforming Uses, Lots, Signs, Buildings, and Structures
Chapter 8	Enforcement and Penalties
8.01	General Provisions
8.02	Enforcement
8.03	Penalties
Chapter 9	Administration
9.01	Purpose and Organization
9.02	Public Notice
9.03	Procedures Table
9.04	General Application Procedures: All Applications
9.05	General Application Procedures: Land Development Code Amendment
9.06	General Application Procedures: Lot Line Adjustment
9.07	General Application Procedures: Easement Adjustment
9.08	General Application Procedures: Rezone
9.09	General Application Procedures: Planned Unit Development
9.10	General Application Procedures: Site Plan
9.11	General Application Procedures: Major Subdivisions
9.12	General Application Procedures: Minor Subdivisions
9.13	General Application Procedures: Condominium/Townhouse Plat
9.14	General Application Procedures: Revised Final Plat
9.15	General Application Procedures: Annexation
9.16	General Application Procedures: Administrative Adjustment
9.17	General Application Procedures: Minor Deviation
9.18	General Application Procedures: Variance
9.19	Vested Property Rights
9.20	Application Fees
9.21	Review and Decision Making Bodies

Chapter 10	Definitions
10.01	Use Classifications
10.02	Definitions





## 2020 Unified Development Code Assessment

Supplement to the Assessment Report

Best Practices and Case Studies | January 27, 2021



..... 1

**BEST PRACTICES & CASE STUDIES..... 4**

**Alternate Code Structures ..... 4**

    Colorado Form Based Codes .....4

    Denver, CO .....4

    Carrollton .....7

    Mckinney .....8

    Aurora.....8

    Loveland.....9

**Parking and Walkability ..... 9**

    San Antonio.....9

    San Diego ..... 10

    San Francisco ..... 10

    Portland..... 11

    Seattle..... 12

    McKinney..... 12

    Montgomery County ..... 15

    St. Petersburg ..... 16

    Somerville..... 16

    Minimum Parking ..... 16

    Site-Specific Parking Demand Analysis..... 18

    Shared Parking and Mixed-Use Development..... 18

    Shared Mobility Services..... 18

**Sustainability and Green Infrastructure ..... 19**

    Vegetated Roof ..... 19

    Rain Garden ..... 20

    Planters ..... 20

    Rain Harvesting..... 21

    Permeable Paving..... 22

**Residential: Neighborhood Character, Dimensional and Design Standards ..... 23**

Fort Collins, CO .....	25
Annapolis, MD.....	26
Chapel Hill, NC .....	26
San Antonio, TX.....	27
Raleigh, NC.....	28
Greenville, TX .....	29
New Castle County, DE.....	30
Plano, TX.....	30
<b>Housing Affordability (ADU).....</b>	<b>30</b>
Durango, CO.....	34
Lakewood, CO .....	35
Castle Rock, CO .....	36
Golden, CO .....	36
Plano, TX.....	36
Mukilteo, WA.....	36
West Jordan, UT .....	38
Tempe, AZ .....	39
Eugene, OR.....	39
<b>Planned Unit Developments (PUDs).....</b>	<b>41</b>
Intent .....	41
Austin (TX) .....	42
Portland (OR).....	43
<b>Regulatory Incentives.....</b>	<b>43</b>
Intensity Bonus .....	43
Density Bonus.....	45
Design Standard Alternatives: Dimensional Requirements.....	46
Selectively Eliminate Density Restrictions .....	50

## BEST PRACTICES & CASE STUDIES

Although some of the case studies represented herein highlight cities larger or more urbanized than Englewood, the principles, ideas, and techniques can be applied to the Englewood UDC. Some of the studies may not be applicable on a macro-scale, but could be applicable on a micro-scale. For instance, San Francisco transit development parking regulations could be applied to light rail transit locations in Englewood.

### Alternate Code Structures

#### Colorado Form Based Codes

Title	State	Largest Scale	Implementation Strategy	Adoption Date
Berthoud	CO	Neighborhood		
Boulder	CO	Neighborhood	Boulder Junction	
Buckley AFB	CO	City		
Castle Rock: Southwest Quadrant; Interchange District	CO	Neighborhood	Implements the Southwest Quadrant and the Interchange District plans	
Colorado Springs: The Imagine Downtown Plan	CO	Neighborhood	FBC in final stages of adoption to implement The Imagine Downtown Plan	2009
Cripple Creek FBC	CO	City	Covers the whole city, and a sizeable portion is a National Historic Landmark District	
Denver	CO	City	New zoning code based on a series of contexts. Form-based elements regulate all building types.	2010
Dillon	CO	City		
Durango: Three Springs	CO	Neighborhood	FBC for Three Springs Development	2003
South Fork	CO	Neighborhood	Mandatory for Town Center	2009
Steamboat 700	CO	City	Steamboat 700	

#### Denver, CO

The City of Denver adopted a form-based code in 2010. Denver abandoned their conventional, land use-based zoning model for a zoning approach with emphasis on context and form. With an approach

like this, Denver has been able to preserve community character consistently while encouraging form-based development.

In the Denver model, traditional zoning classifications are encompassed into neighborhood context classifications. There are only 6 neighborhood context classifications with additional context for special districts. The 6 contexts are Suburban, Urban Edge, Urban, General Urban, Urban Center, and Downtown. Each classification is explicit to development based on the community's context (uses, features, streets, etc.) and its development form (site standards). An example of neighborhood context is seen below.

- Urban Edge neighborhood context
  - Defined as small-scale multi-unit residential uses and commercial areas that are typically embedded in residential areas. Single-unit residential structures are typically the Urban House and Suburban House building forms. Multi-unit building forms are typically the Row House, Garden Court, Town House or Apartment building forms embedded with other residential uses. Commercial buildings are typically the Shopfront and General building forms that typically contain a single type of use. Single and two-unit residential uses are primarily located along local and residential arterial streets. Multi-unit residential and commercial uses are located along local streets, arterials, and main streets.

Although there are only 6 neighborhood contexts, each context has underlying districts. For instance, in the Urban Edge neighborhood context there are 25 districts. Each district is defined and indicates its relationship with the Urban Edge neighborhood context. Development associated with the 25 districts are permitted within the Urban Edge neighborhood context. Below is a use matrix for Urban Edge neighborhood context.

Permitted districts within neighborhood contexts must meet design specific requirements to ensure neighborhood form is maintained. Below is a graphic from the Denver Ordinance that shows design requirements for a drive thru services building in the Urban Edge neighborhood context.

Urban Edge (E-) Neighborhood Context Zone Districts		Building Forms											
		Suburban House	Urban House	Duplex	Tandem House	Row House	Garden Court	Town House	Apartment	Drive Thru Services	Drive Thru Restaurant	General	Shopfront
Max Number of Primary Structures Per Zone Lot		1*	1*	1*	2	No Maximum							
RESIDENTIAL ZONE DISTRICTS													
Single Unit (SU)	E-SU-A, -B, -D		■										
	E-SU-D1		■										
	E-SU-Dx, -G	■	■										
	E-SU-D1x, -G1	■	■										
Two Unit (TU)	E-TU-B, -C		■	■	■								
Row House (RH)	E-RH-2.5	■	■	■	■	■							
Multi Unit (MU)	E-MU-2.5	■	■	■	■		■	■	■				
COMMERCIAL MIXED USE ZONE DISTRICTS													
Residential Mixed Use (RX)	E-RX-3, -5							■				■	
Commercial Corridor (CC)	E-CC-3, -3x								□	□	■		
Mixed Use (MX)	E-MX-2x							■			■	■	
	E-MX-2, -2A, 3, 3A							■	□	□	■	■	
Main Street (MS)	E-MS-2x							■				■	
	E-MS-2, -3, -5							■	□	□		■	

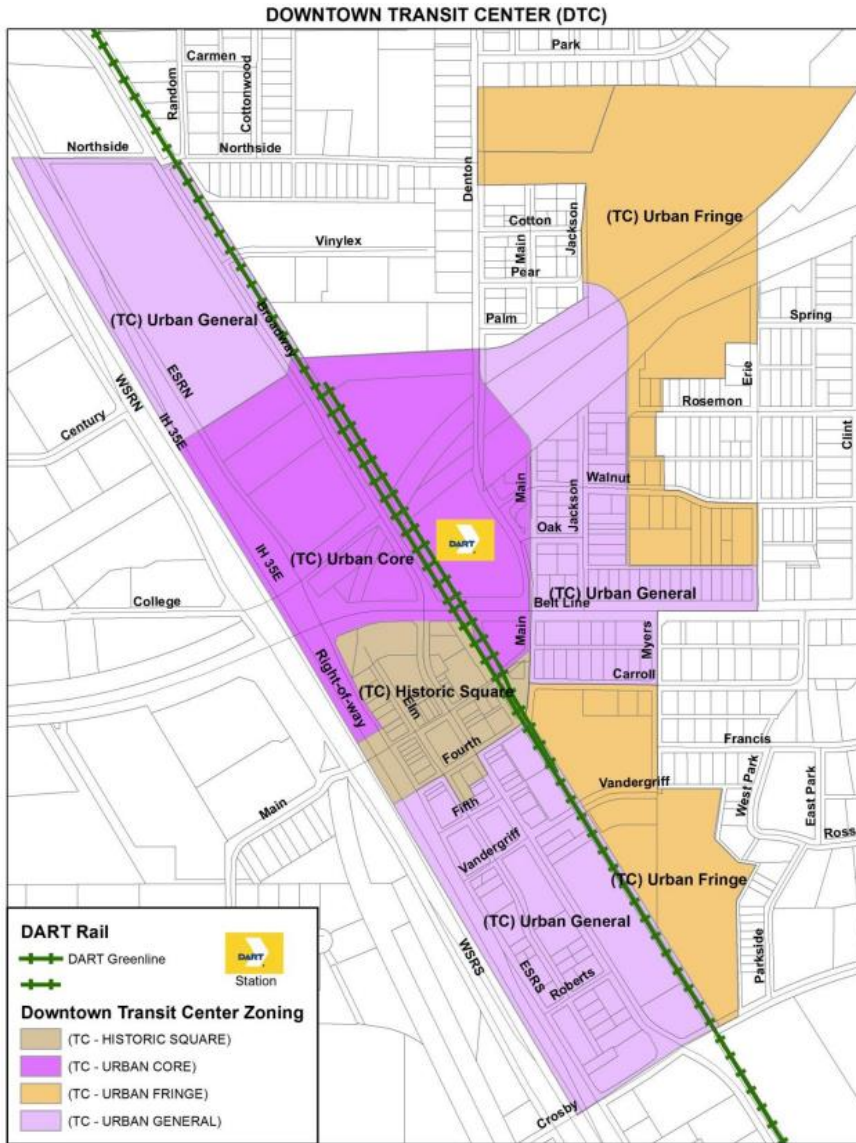
■ = Allowed □ = Allowed subject to geographic limitations \*See Section 1.2.3.5 for exceptions

The main issues with Denver’s zoning code are that it is highly involved, lengthy, and constantly being amended. Since the ordinance’s adoption in 2010, hundreds of pages and numerous amendments have been added. In addition to these changes, the number of regulations can be burdensome and cause friction with staff and the development community.

<b>DRIVE THRU SERVICES</b>			
<b>APPLICABILITY</b>		All E-CC, E-MX, E-MS	
Form is not permitted on Zone Lots within 1/4 mile of the outer boundary of a Rail Transit Station Platform			
<b>HEIGHT</b>	E-CC-3, -3x	E-MX-2, -2A E-MS-2	E-MX-3, 3A E-MS-3, -5
A Stories (max)	3	2	3
A Feet (max)	45'	30'	45'
<b>SITING</b>	E-CC-3, -3x	E-MS-2, -3, -5 E-MX-2A, -3A Option A	E-MX-2, -3 E-MX-2A, 3A** Option B
<b>REQUIRED BUILD-TO</b>			
B Primary Street (min % within min/max)*	na	50% 0'/15'	na
C Side Street (min % within min/max)*	na	50% 0'/15'	na
<b>SETBACKS</b>			
D Primary Street (min)	0'	0'	0'
E Side Street (min)	0'	0'	0'
F Side Interior (min)	0'	0'	0'
Side Interior, adjacent to Protected District (min)	10'	10'	10'
G Rear (min)	0'	0'	0'
Rear, adjacent to Protected District, alley/no alley (min)	0'/10'	0'/10'	0'/10'
<b>PARKING</b>			
Surface Parking between building and Primary Street/Side Street	Allowed/Allowed	Not Allowed/Not Allowed	Allowed/Allowed
<b>DESIGN ELEMENTS</b>	E-CC-3, -3x	E-MS-2, -3, -5 E-MX-2A, -3A Option A	E-MX-2, -3 E-MX-2A, 3A** Option B
<b>BUILDING CONFIGURATION</b>			
H *Canopy	na	Building shall be used to meet a portion of the Primary and Side Street Build-To. Canopy may be used to meet a portion of the Primary and Side Street Build-To.	na
I Screening Required	See Article 10	Garden Wall required within 0'/15' for 100% of the zone lot's Primary and Side Street frontages, excluding access points and portions of building within 0'/15', following the standards of Section 10.5.4.4	
Upper Story Setback Above 27', adjacent to Protected District: Rear, alley/Rear, no alley and Side interior (min)	15'/25'	15'/25'	15'/25'
<b>STREET LEVEL ACTIVATION</b>			
J Transparency, Primary Street (min)	40%	40% E-MS: 60%	40%
K Transparency, Side Street (min)	25%	25%	25%
L Pedestrian Access, Primary Street	Pedestrian Connection	Entrance	Pedestrian Connection
<b>USES</b>	All E-CC;	E-MX-2, -2A, -3, -3A; E-MS-2, -3, -5	
	All permitted Primary Uses shall be allowed within this building form, provided that the building form includes a minimum of one Automobile Services, Light and/or Primary Use with Accessory Drive Thru Uses, excluding Eating/Drinking Establishments. See Division 4.4 Uses and Required Minimum Parking.	For Primary Structures constructed on or before June 25, 2010, all permitted Primary Uses shall be allowed within this building form; however, for Primary Structures constructed after June 25, 2010, Primary Uses shall be limited to Automobile Services, Light and/or Primary Use with Accessory Drive Thru Use, excluding Eating & Drinking Establishments. See Division 4.4 Uses and Required Minimum Parking. **Additionally, in E-MX-2A, 3A Option B is limited to Gasoline Service Station Use Only	
See Sections 4.3.5 - 4.3.7 for Supplemental Design Standards, Design Standard Alternatives and Design Standard Exceptions			

## Carrollton

Carrollton’s use of form-based principles for transit locations yield positive development outcomes. These regulations generated more pedestrian paths, high-density housing, and supportive retail uses within close walking proximity to Carrollton’s main transit station.



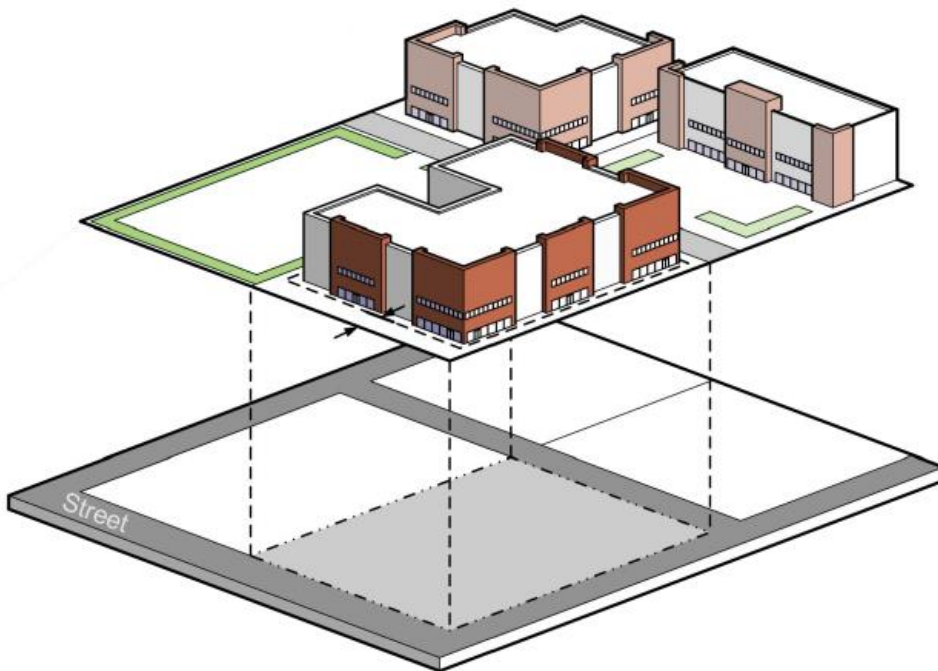
## McKinney

McKinney (TX) uses a similar form-based approach to transit-oriented development by identifying two different transit zones (Transit Village Core and Transit Village Edge). Within these two transit zones are different design and development standards that align with preferred development patterns in transit locations. Although McKinney does not currently have transit locations, they do anticipate transit locations within the decade. Because McKinney is aware of uncertain transit locations, there are flexibility measures called minor modifications to ensure new development meets the area’s intent. Minor modifications provide developers with additional flexibility by allowing deviations from the transit area’s standards. These modifications are listed and have criteria to ensure developers do not abuse the clause to circumvent the transit area’s standards. This flexibility measure is an important feature that works for McKinney when standards do not work for an innovative development proposal.

## Aurora

Aurora uses a hybrid zoning approach with conventional zoning techniques and context-sensitive regulations. The City prescribes different dimensional and development standards for each zoning district. This includes streetscape, outdoor space, landscape, and building design standards for different development types in each zoning district. The Code uses 3-dimensional graphics to communicate the differences between each zoning district’s development standards.

### C. Dimensional Standards





## Loveland

Like Aurora, Loveland uses a combination zoning approach derived from conventional zoning practices and development-sensitive standards. Loveland prescribes different dimensional and development standards for each zoning district. This includes landscape and building design standards for different development types in each zoning district. The Code uses 3-dimensional graphics to communicate the differences between each zoning district’s development standards. The City also uses zoning district summary sheets to show the reader the highlights of each zoning district.



### City of Lakewood

Planning Department  
 Civic Center North  
 470 South Allison Parkway  
 Lakewood, CO 80226-3127  
 Voice: 303-987-7571  
 Fax: 303-987-7990  
[www.lakewood.org/planning](http://www.lakewood.org/planning)

#### ZONE DISTRICT SUMMARY



### M-C-U

#### Mixed Use - Core - Urban

The M-C-U district is intended to provide opportunities for higher density mixed-use development in areas such as downtown Lakewood. The Urban context reflects a more pedestrian-oriented environment that requires buildings to be located within a short distance of adjacent public streets. Parking shall be located behind or to the side of buildings.

The official Zoning Ordinance is available online: [www.lakewood.org/zoning](http://www.lakewood.org/zoning)

Building Setbacks		
Front (measured from edge of existing or future public improvements.)	Minimum: 0 feet Maximum: 20 feet	<sup>1</sup> Buildings not located at the 0 foot setback shall be located a minimum of 5 feet from the property line.  <sup>2</sup> The Build-to-Zone requirement is the percentage of lot width that must contain a portion of a building within the front setback range.  <sup>3</sup> Subject to height transition when adjacent to residential zoning, see <a href="#">17.5.3.4</a> .  <sup>4</sup> All single-use multifamily developments must provide at least 30% open space.
Side <sup>1</sup>	Minimum: 0/5 feet	
Rear <sup>1</sup>	Minimum: 0/5 feet	
Build-to-Zone Requirement <sup>2</sup>	70%	
Height Requirements <sup>3</sup>	Minimum: 30 feet (2 floors) Maximum: 120 feet	
Open Space <sup>4</sup>	Minimum: 15% or 30%	
Non-Residential Building Footprint	Maximum: 60,000 square feet	
Retail Allowed per Business	Maximum: 60,000 square feet by right Greater than 60,000 square feet with Special Use Permit	
Residential Density	Minimum: None Maximum: None	
Surface Parking Lot Locations Allowed	- Behind rear plane of a building - To the side of a building	

Permitted Land Uses	Attached Dwelling Unit	Retail
Permitted as a use by right.	Multifamily	Community Building
	Group Home (1-8 client residents)	Park
	Group Residential Facility	Religious Institution
	Bar	School, Public or Private
	Club, Lodge, or Service Organization	Transportation Facility, Public
	Day Care Facility, Adult or Child	University or College
	Entertainment Facility, Indoor	Utility Facility, Minor
	Fitness or Athletic Facility, Private	Home Business, Major
	Gallery or Studio	Horticulture
	Hotel	Wireless Communications Facility
	Motor Vehicle Sales, Indoor	Stealth
	Office	New Freestanding Structure ≤ 60 ft. in height
	Parking, Stand-Alone, Structured	
	Personal Service	
	Restaurant	

Limited Land Uses	Accessory Dwelling Unit	Apiaries
Permitted as a use subject to compliance with any supplemental standards identified in <a href="#">Section 17.4.3</a> .	Contractor Shop	Community Garden
	Medical Marijuana Business	Temporary Use, Short-term
	Motor Vehicle Rental	
	Parking, Stand-Alone, Surface	

Special Land Uses	Animal Care	Temporary Use, Long-term
Permitted with a special use permit, subject to compliance with <a href="#">Section 17.4.3</a> .	Emergency Medical Facility	Wind-Powered Electric Generator, Freestanding
	Convention or Exposition Center	Wireless Communications Facility, > 60 ft. in Height
	School, Vocational or Trade	
	Utility Facility, Major	
	Solar Garden	

Accessory Land Uses	Construction or Sales Trailer Outdoor Display	Satellite Dish Antenna
Only permitted as accessory to a permitted use, subject to compliance with <a href="#">Section 17.4.3</a> .		Solar Collection System
	Home Business, Minor	Wireless Communications Facility, Existing Structures
		Building Facade Mounted Roof Mounted Other Freestanding Support Structure

## Parking and Walkability

This section expands on parking and walkability by analyzing case studies and parking regulations. Although some of the case studies are larger, more urbanized cities, principles and techniques can be applied to Englewood’s revised parking regulations.

### San Antonio

- San Antonio utilizes a traditional parking approach throughout the city except for in select urbanized areas.
- There are no minimum parking requirements in Downtown to encourage walkability, transit use, and pedestrian-oriented development.

- Although there are no parking minimums in Downtown San Antonio, developments are required to provide bicycle spaces to promote alternative modes of transportation.
- Additionally, the *San Antonio Downtown Design Guide* supplements the parking regulations expressed in the Zoning Ordinance.
- This guide primarily aims to minimize off-street parking visibility by:
  - Locating off-street parking behind or below buildings;
  - Hiding ground floor parking by building façades; and
  - Providing on-street parking for visitors and customers.
- Most of the parking regulations follow an approach where parking ratios are allocated by land use.
- These ratios tend to favor automobile-oriented development patterns seen in suburban areas instead of vibrant, walkable patterns noticed in the city's core areas.

### San Diego

- Right-sized parking requirements for developments within the core of the city.
- Commercial parking requirements are determined by the level of commercial use and proximity to transit.
- The amount of spaces required varies between 4 different districts: basic, low-income, transit area, and parking impact areas.
- Fewer parking spaces are required in transit area overlay zones, where there is a reduced demand for parking.
- A commercial use outside a transit area is required to provide a minimum of 2.5 spaces for every 1,000 square feet and a maximum of 6.5 spaces per 1,000 square feet.
- A commercial use in a transit area is required to provide a minimum of 2.1 spaces per 1,000 square feet and a maximum of 6.5 spaces per 1,000 square feet.
- The city defines a parking impact area as a zone with high parking demand (i.e. colleges).
- Parking requirements are higher in these areas.

### San Francisco

- Uses parking maximums in the Central Business District and Downtown areas.
- Moved towards eliminating parking minimums throughout the city.
- Most of the districts are well-served by mass transit.
- Minimum parking requirements for all uses outside the Central Business District.

- Parking requirements can vary in districts that are well-served by public transportation.
- Mitigates for congestion in Downtown mixed-use districts through a transportation demand management program.
- These programs are submitted to the Planning Department and approved by the planning director for all new buildings and conversions of existing buildings greater than 100,000 square feet of floor area.
- Developers are required to provide a strategy for minimizing adverse transportation impacts in the area.
- Often accomplished by discouraging single-occupancy vehicle commuter trips and creating incentives to encourage people to commute by public transportation, carpool, or bicycle.

## Portland

- Utilizes parking minimums, maximums, and reductions to effectively park different development styles.
- Incorporates standards in concert with zoning districts and uses.
- Parking maximums are most noted for areas that are zoned for more intense development or are easily reached by alternative modes of transportation.
- These areas have lower maximums than areas where less intense development is anticipated or where transit service is less frequent.
- Higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.
- There is no minimum parking requirement for sites located within 500 feet of a transit street with frequent service.
- Developers may also reduce parking requirements by providing a transit plaza if the site is located on a transit street.
- The city further classifies parking in particular situations, which are subject to a certain review process.
- The city identifies growth and preservation parking to help account for parking conflicts.
- Growth parking is associated with all new development that is not residential or for hotel development.
- Developers may build parking as-of-right up to the set parking maximums.
- Most parking demands are met through growth parking.

- Preservation parking is associated with existing non-residential development.
- This category is intended to augment parking needs for uses which did not provide enough parking at the time the structure was built.
- Historic buildings must follow growth parking ratios and non-historic buildings are limited to 0.7 spaces per 1,000 square feet.

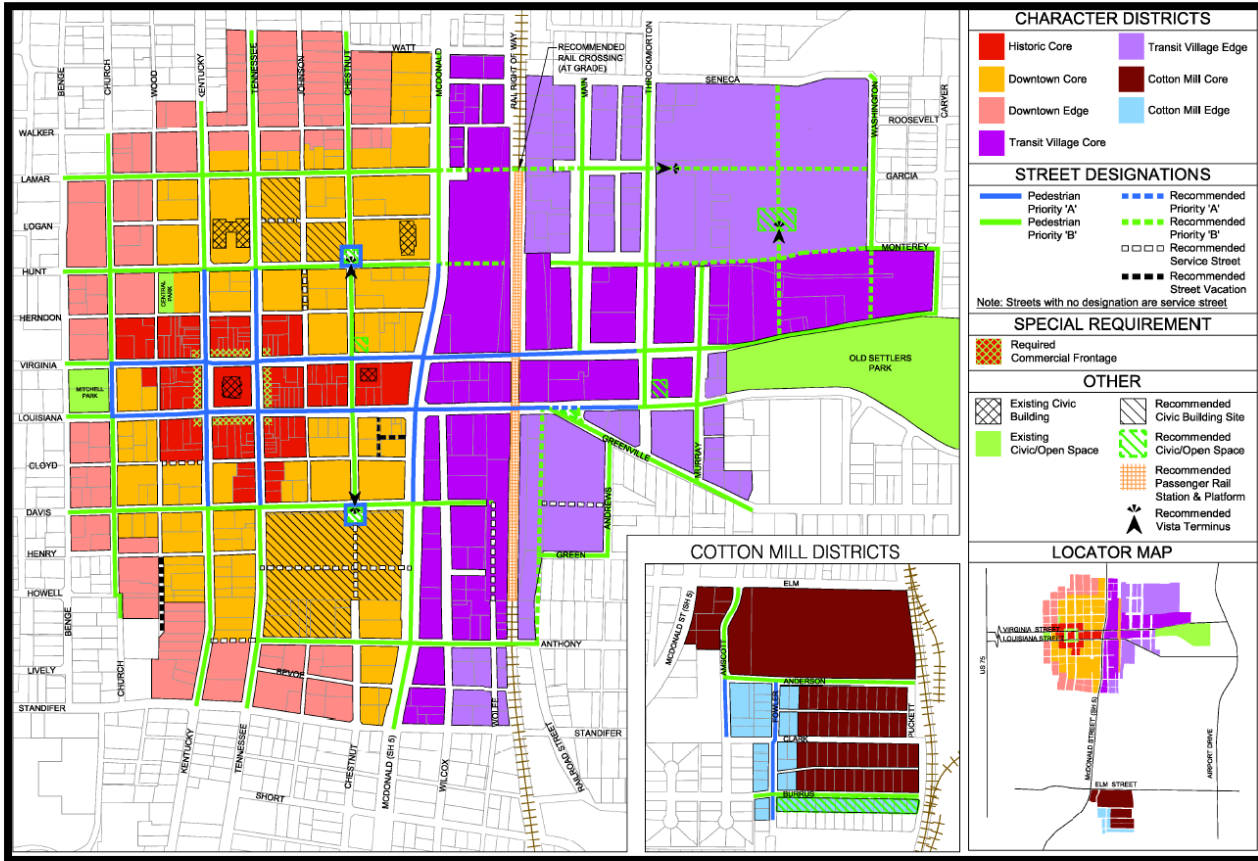
## Seattle

- Utilizes a hybrid parking approach.
- Requires parking minimums according to use in most parts of the city except for select zoning districts.
- In highly urbanized zoning districts, no minimum parking for non-residential uses.
- Developments outside of these select zones have required parking minimums that align with traditional parking practices
- No more than 145 spaces are permitted in all commercial zones.
- To increase the city’s goal to provide pedestrian-friendly development patterns, the city applies parking waivers that reduce required parking.
- Parking reductions apply to all non-residential uses except for drive-thru restaurants, theaters, offices, and institutions (see table below).

Zone Type	Reduction for Non-Residential Use
Commercial	No parking required for the first 1,500 sf
Pedestrian-Designated Areas	No parking required for the first 1,500 sf
Other Zones	No parking required for the first 2,500 sf

## McKinney

- A traditional parking code in most parts of the city, except for the Downtown area.
- The Downtown area – the McKinney Town Center District (MTC) – does not calculate parking ratios dependent on certain uses but determines parking ratios based on specific character districts within the MTC.
- 7-character districts in the MTC, which all have different tailored parking requirements.
- The districts are identified on a map of the MTC to show where certain development regulations, including parking, apply.



Character District	Existing Buildings	New Construction
Historic Core	<u>Non-residential Uses:</u> No off-street parking required <u>Residential Uses:</u> No off-street parking required	<u>Non-residential Uses:</u> No off-street parking required <u>Residential Uses:</u> 1 off-street space per DU
Downtown Core	<u>Non-residential Uses:</u> No off-street parking required <u>Residential Uses:</u> No off-street parking required	<u>Non-residential Uses:</u> No off-street parking required <u>Residential Uses:</u> 1 off-street space per DU
Downtown Edge	<u>Non-residential Uses:</u> 1 off-street space per 500 gross sf – the first 2,000 gross sf of every non-residential building is exempt	<u>Non-residential Uses:</u> 1 off-street space per 500 gross sf – the first 2,000 gross sf of every non-residential building is exempt

		<u>Residential Uses:</u> 1 off-street space per DU	<u>Residential Uses:</u> 1 off-street space per DU
Transit Core	Village	<u>Non-residential Uses:</u> No off-street parking required	<u>Non-residential Uses:</u> 1 off-street space per 500 gross sf  <u>Light Industrial Uses:</u> 1 off-street space per 1,000 sf
		<u>Residential Uses:</u> No off-street parking required	<u>Residential Uses:</u> 1 off-street space per DU
Transit Edge	Village	<u>Non-residential Uses:</u> 1 off-street space per 500 gross sf – the first 2,000 gross sf of every non-residential building is exempt  <u>Light Industrial Uses:</u> 1 off-street space per 1,000 sf – the first 2,000 gross sf of every non-residential building is exempt	<u>Non-residential Uses:</u> 1 off-street space per 500 gross sf – the first 2,000 gross sf of every non-residential building is exempt  <u>Light Industrial Uses:</u> 1 off-street space per 1,000 sf – the first 2,000 gross sf of every non-residential building is exempt
		<u>Residential Uses:</u> 1 off-street space per DU	<u>Residential Uses:</u> 1 off-street space per DU
Cotton Mill Core		traditional parking ratios applied by use	traditional parking ratios applied by use
Cotton Mill Edge		traditional parking ratios applied by use	traditional parking ratios applied by use

- Parking requirements in the MTC are right-sized to the character districts to improve walkability and pedestrian-oriented development.
- Outside of the MTC, the city promotes a traditional, automobile-oriented development pattern by requiring set parking minimums for all new development.

## Montgomery County

- A progressive parking approach that determines parking ratios by use, intensity, and zoning district.
- The number of required spaces is based on a metric specific to each use.
- If the proposed intensity of the use is less than the metric, then the baseline minimum is calculated using a fraction of that metric.
- The required number of parking spaces depend if a development is located within a *Parking Lot District* or *Reduced Parking Area*.
- *Parking Lot Districts* are designated areas that do not require parking minimums and limits maximum parking.
- *Reduced Parking Areas* are designated areas defined by a property's location within commercial and employment zones.
- Adjustments to parking regulations mostly occur in *Parking Lot Districts* and *Reduced Parking Areas*.

USE or USE GROUP	Metric	AGRICULTURAL, RURAL RESIDENTIAL, RESIDENTIAL, AND INDUSTRIAL ZONES  Baseline Minimum	COMMERCIAL/RESIDENTIAL AND EMPLOYMENT ZONES		
			Within a Parking Lot District or Reduced Parking Area		Outside a Parking Lot District or Reduced Parking Area
			Baseline Minimum	Baseline Maximum	Baseline Minimum
Home Health Practitioner (Low Impact) Home Health Practitioner (Major Impact)	Home Health Practitioner	1.00	1.00	1.00	1.00
	Non-Resident Employee	1.00	1.00	1.00	1.00
	plus, Each Client Allowed per Hour (in addition to residential spaces)	1.00	1.00	1.00	1.00
Live/Work Units	Accessory Dwelling Unit	--	1.00	1.00	1.00
<b>CIVIC AND INSTITUTIONAL</b>					
Ambulance, Rescue Squad (Private)	Employee	1.00	0.50	1.00	1.00
	plus, Each Vehicle Operated in Connection with the Use (adequately sized space)	1.00	1.00	1.00	1.00
Charitable, Philanthropic Institution	Resident and Employee	1.00	0.50	1.00	1.00
	OR: 1,000 SF of Recreational GFA	5.00	1.00	3.50	3.50
Cultural Institution	OR: 1,000 SF of Office GFA	4.00	2.00	4.00	4.00
	1,000 SF of GFA	1.25	0.50	2.00	1.25
<b>DAY CARE FACILITY</b>					
Family Day Care Group Day Care	Non-Resident Employee (in addition to residential spaces)	1.00	0.50	1.50	1.00
	Required spaces may be allowed on the street abutting the site				
Day Care Center	1,000 SF of GFA	3.00	3.00	4.00	3.00
Educational Institution (Private)	Student (Grades 9 - 12 or age 16+)	0.25	0.15	0.25	0.25
	Employee	1.00	0.25	0.50	0.50
Hospital	1,000 SF of GFA	1.75	1.75	5.00	1.75
Private Club, Service Organization	1,000 SF of GFA	2.50	1.50	2.25	2.25
	Fixed Seat	0.25	0.15	0.25	0.25
Religious Assembly	OR: 1,000 SF of Assembly Area	20.00	10.00	14.00	14.00
	Every 7 Persons Legally Permitted to Occupy Pool	1.00	0.50	1.00	1.00
<b>COMMERCIAL</b>					
<b>Animal Services</b>					
Animal Boarding and Care	Employee	1.00	1.00	3.00	1.00
	plus 3				plus 3
Veterinary Office/Hospital	Employee	1.00	1.00	2.50	1.00
	plus, Each Doctor Practicing Simultaneously	2.50	2.00	3.50	2.50
		(Minimum of 5)	--	--	(Minimum of 5)

## St. Petersburg

- Reduces parking minimums if a project is near high-frequency transit routes.
- A 10% parking reduction is permitted if the development is within 1/8 mile of a high-frequency transit route.
- Off-street parking reductions for tree preservation, drainage and surface water management, bicycle parking, and workforce/affordable housing.
- Off-site parking is allowed within 1,000 feet in downtown center zoning districts and 300 feet in other zoning districts.

## Somerville

- Conventional parking regulations are traditional with the caveat of development near transit or public parking.
- Developments within 650 feet of municipal parking garages/lots are permitted a 10% reduction in parking.
- Developments within 1000 feet of rapid transit stations are permitted a 20% reduction in parking.

## Minimum Parking

Parking standards that apply minimums may create more parking than is needed, creating additional impervious surfaces and negatively affecting local water quality. Minimum parking requirements can result in sprawling parking lots with perpetually vacant spots.

An unintended side effect of minimum requirements is excessively sized surface parking areas. For example, a 50,000 square-foot retail business would require a minimum of 50,000 square feet of paved parking surfaces, with additional areas required for landscaping for which the property owner charges rent. This creates economic waste because the property owner cannot charge rent for the spaces, although a certain number of spaces is certainly needed to provide access to the site. In fact, commercial properties often include more parking than the zoning code requires. Regardless of why it is provided, parking is a development cost that is ultimately capitalized into the cost of housing and consumer goods.

These large surface parking areas inhibit walkability by spreading uses apart, forcing pedestrians to compete with cars to reach retail and employment destinations, and making vehicular travel convenient relative to foot travel. They also create “urban heat islands” as the summer sun hits the pavement and creates the need for stormwater drainage systems. The stormwater management systems needed to capture runoff from parking areas consumes even more land, spreading uses farther apart and creating barriers to pedestrian access. This, in turn, encourages businesses to provide larger signs to identify the buildings that are set back behind the parking.



This is not a new idea and many localities across the country have moved away from minimum parking requirements. Another option to remove minimum parking requirements is to identify cases where for a certain size of development, for example anything under 5,000 sq. ft., no parking is required.

Parking minimums are useful but are becoming antiquated with modern zoning ordinances. Although parking minimums can increase the need for parking, they can also be used effectively to minimize excessive parking. The research shows which jurisdictions place more emphasis on car-oriented and pedestrian-oriented development styles. For instance, jurisdictions like Portland, San Francisco, Seattle, Philadelphia, and Montgomery County have similar parking minimums that require less parking (i.e. 1 space for 1,000 square feet of retail space), while places like San Antonio and McKinney have parking minimums that require substantial parking (i.e. 1 space for 250 square feet of retail space). When comparing these two models for a 4,000 square foot retail building there is a difference of 4 and 16 required spaces. The latter jurisdictions essentially require 4 times as much parking than the former jurisdictions.

Although parking minimums are an important component of parking regulations, parking maximums play an increasing role in effective, modern parking codes. Parking maximums cap the amount of required parking spaces for a development. Instead of requiring a baseline minimum for parking spaces, maximums curb developers from excessively parking developments. Places such as Portland, San Francisco, Montgomery County, and San Diego use parking maximums to prevent overparking and promote context-sensitive development. For instance, in San Diego, the city classifies parking regulations into 3 metrics – minimum parking required outside of transit areas, minimum parking required within Transit Areas, and maximum parking permitted – to deliver on these goals. The example below shows San Francisco’s approach to parking minimums and maximums. Parking maximums are a critical and effective tool Englewood can consider to right-size parking within different contexts of the city.

Parking Ratios for Retail Sales, Commercial Services, Offices, and Mixed-Use Development			
Zone	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted ( <i>Floor Area</i> Includes <i>Gross Floor Area</i> plus Below Grade <i>Floor Area</i> and Excludes <i>Floor Area</i> Devoted to Parking)		
	Required Automobile Parking Spaces <sup>(1)</sup>		
	Minimum Required Outside a <i>Transit Area</i> or <i>Transit Priority Area</i>	Minimum Required Within a <i>Transit Area</i> or <i>Transit Priority Area</i> <sup>(2)</sup>	Maximum Permitted
<b>Commercial Zones</b>			
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	2.1	6.5
CC-1-2 CC-2-2 CC-4-2 CC-5-2	2.5	2.1	6.5
CC-1-3 CC-2-3 CC-4-3	5.0 <sup>(3)</sup>	4.3	6.5

## Site-Specific Parking Demand Analysis

Site-specific parking demand is becoming a popular practice in modern zoning codes. Developers are required to provide a study that determines adequate on-site parking. These studies typically include traffic counts, anticipated site capacity, peak capacity hours, land uses, and site location. Site-specific parking demand analysis provides a development's true parking needs.

A site-specific parking demand analysis requirement for large developments could benefit the city by saving land area and preventing overparking. This requirement could include data to support anticipated parking demand for the project, number of on-street and off-street parking spaces, shared vehicle parking arrangements, and the number of bicycle parking spaces. A site-specific parking demand analysis requirement should also include possible strategies that could limit single-occupancy vehicle trips, reduce vehicle miles travelled by site users, and promote transportation alternatives such as walking, cycling, ridesharing, and transit.

Most jurisdictions use parking studies and Traffic Demand Model (TDM) plans to weigh the advantages and disadvantages of a new development regarding its impacts on the existing and surrounding areas. Aside from Portland, Seattle, San Francisco, and other jurisdictions use TDM to promote land use efficiency, achieve comprehensive plan goals, and reduce unnecessary parking for new, large developments near existing or potential high transit areas. In San Francisco, TDM is mandatory for all developments greater than 100,000 square feet in downtown mixed-use districts to mitigate automobile congestion. TDM programs are submitted to the Planning Department and approved by the planning director. Developers are required to come up with a strategy for minimizing adverse transportation impacts in the area, and often accomplish this by discouraging car commuter trips and creating incentives to encourage people to commute by public transportation. Parking studies and TDM programs could be a worthwhile tool for Englewood to investigate, especially for existing and future transit areas.

## Shared Parking and Mixed-Use Development

Shared parking is the use of parking spaces generated by two or more individual land uses without conflict or encroachment. Mixed-use development parking regulations can calculate required parking for more than one land use in the same development. Most conventional zoning ordinances use a cumulative parking requirement for both shared parking and mixed-use parking. This practice can result in more parking than is needed and fails to take advantage of efficient sharing of parking among different land uses. Shared-use parking standards should be based upon a site-specific demand analysis for all land uses combined.

## Shared Mobility Services

Technology has significantly changed travel means and will continue to do so. Companies like Uber and Lyft, bikeshare programs, carsharing and micro transit will have a significant impact on parking

demands with the possibility of fewer required parking spaces. High-capacity transit lines continue to develop while younger people are not driving as much as older people, thus affecting parking ratios. While these trends affect required parking, they also create spatial needs for sufficient on-site drop-off areas.

## Sustainability and Green Infrastructure

This section expands on sustainability and green infrastructure techniques. This section credits spur.org's (SPUR is a nonprofit public policy organization in San Francisco, CA specializing in planning and infrastructure issues within urban contexts) 2013 article "8 Shades of Green Infrastructure" by Kurt Pelzer and Laura Tam.

### Vegetated Roof

A vegetated roof is composed of multiple layers including a waterproof membrane, sub-surface drainage pipes, engineered planting soils and specially selected plants. Green roofs can be installed on many types of roofs, from small slanting roofs to large, flat commercial roofs. There are two basic types of green roofs: extensive and intensive. An extensive green roof system is a thin, lighter-weight system (usually less than 6 inches deep) planted predominantly with drought-tolerant succulent plants and grasses. An intensive green roof is deeper, often 18 inches, and can support plants that require great root depth.

- Where to apply
  - Commercial, multi-family, and industrial structures, as well as single-family homes, garages and sheds; can be used for new construction or to re-roof an existing building if there is sufficient structural support; roof slopes less than 5 degrees or greater than 20 degrees are not suitable
- Advantages
  - Reduces the volume and velocity of stormwater runoff from roofs by temporarily storing stormwater
  - Provides added insulation and noise reduction
  - Reduces urban heat island effect and lowers temperature of stormwater runoff
  - Increases biodiversity and habitat
  - Provides aesthetic amenities
- Disadvantages
  - Limited to roof slopes less than 20 degrees
  - Additional structural or seismic support may be needed to bear added weight

- Irrigation required to establish plants and maintain them during dry periods
- High upfront cost compared to other green infrastructure

## Rain Garden

Rain gardens are designed to collect stormwater from impervious surfaces such as roofs, walkways and parking lots, then hold it in a planted, depressed area where it may be absorbed into the ground. Rain gardens can be connected to sewer systems through an overflow structure, but usually they are sized to infiltrate the collected stormwater runoff into the ground. Rain gardens contain soils high in organic matter and plants that tolerate wet conditions. Rain gardens are effective at removing pollutants from stormwater, improving stormwater quality and reducing stormwater runoff volume.

- Where to apply:
  - Residential yards
  - Storefronts
  - Parks
  - Right-of-ways
  - Parking lots
- Advantages:
  - Simple and inexpensive to install
  - Wide range of scales and site applicability
  - Improves water and air quality
  - Aesthetically pleasing
  - Reduces runoff volume
- Disadvantages:
  - Flat site needed

## Planters

Planters allow stormwater to flow and filter through vegetation, growing medium and gravel. They temporarily store stormwater runoff on top of the soil and filter sediment and pollutants as water infiltrates down through the planter. Planters do not infiltrate runoff into the ground, rather they rely on evapotranspiration (water uptake by plants) and short-term storage to manage stormwater.

- Where to apply:
  - Poorly drained sites

- Sites with contaminated soils
- Drainage from rooftop gutters
- Adjacent to streets where runoff may be directed into them for treatment
- Advantages:
  - Planted vegetation helps lessen stormwater flows
  - Traps sediments and reduces erosion
  - Reduces stormwater volume and removes pollutants
  - Provides water detention in significant rainfall events
- Disadvantages:
  - Irrigation may be needed to maintain plats in dry seasons/climates

### Rain Harvesting

Rain harvesting is the collection and storage of stormwater runoff from impervious surfaces for later use in irrigation, toilet flushing or other non-potable uses. By temporarily holding stormwater runoff during a heavy rain, rain barrels and cisterns functionally add capacity to the city's sewer system. However, they only serve as an effective stormwater control function if the stored water is used or emptied between most storms so that there is free storage volume for the next storm. Rain barrels are designed to overflow into the sewer system through the existing downspout connection in large storm events.

- Where to apply:
  - Above-ground storage must be sited in a stable, flat area
  - Rainwater storage cannot block path of travel for fire safety access
  - Overflow locations must be designed to direct flows away from building foundations and adjacent properties
- Advantages:
  - Reduces volume and peak flows of stormwater entering the sewer
  - Reduces energy and chemicals needed to treat stormwater
  - Low maintenance for above ground cisterns
  - Good for sites where infiltration is not an option
  - Recycles water for non-potable reuse
- Disadvantages:

- May require pumps or valves to use stored water
- Roof surfaces should not contain copper or materials treated with fungicides and herbicides if storing and reusing water for irrigation
- Prone to algal growth if placed in warm and sunny location
- Does not remove pollutants

### Permeable Paving

Permeable paving is designed to allow water to pass through it, preventing runoff associated with conventional pavement. It provides the structural support of conventional pavement, but is made up of a porous surface and an underlying aggregate layer. The aggregate layer provides temporary storage before the water infiltrates into the soil. Another type of permeable paving contains an aggregate layer and an underground pipe that routes stormwater to a collection system. The added underdrain is a “slow it” technology. There are many different types of porous surfaces including pervious asphalt, pervious concrete and interlocking pavers.

- Where to apply:
  - Parking lots
  - Low-traffic streets
  - Driveways
  - Bike paths
  - Patios
  - Plaza
  - Sidewalks
- Advantages:
  - Reduces runoff volume and attenuates peak flows
  - Improves water quality by reducing fine-grained sediment, organic matter and trace metals
  - Reduces heat island effect
- Disadvantages:
  - Limited to paved areas with low traffic volumes and limited speeds
  - Limited to slopes less than 5 percent
  - Difficult in sites with compacted soils

## Residential: Neighborhood Character, Dimensional and Design Standards

The section assesses Neighborhood Conservation Districts (also known as Neighborhood Preservation Overlay/District, or NCD) and discusses its distinction from historic preservation. This section also provides a summary of different neighborhood conservation case studies. Design features, dimensional standards, and character requirements from the different case studies can be applied to distinct neighborhoods in Englewood.

A Neighborhood Conservation District is a zoning tool used to help communities protect certain characteristics in a specific neighborhood. They aim to preserve, revitalize, protect, and enhance significant older areas within a community beyond what is specified in the standard code. NCD regulations are supplemental to standard zoning regulations and usually take precedence. They concentrate on protecting form and context.

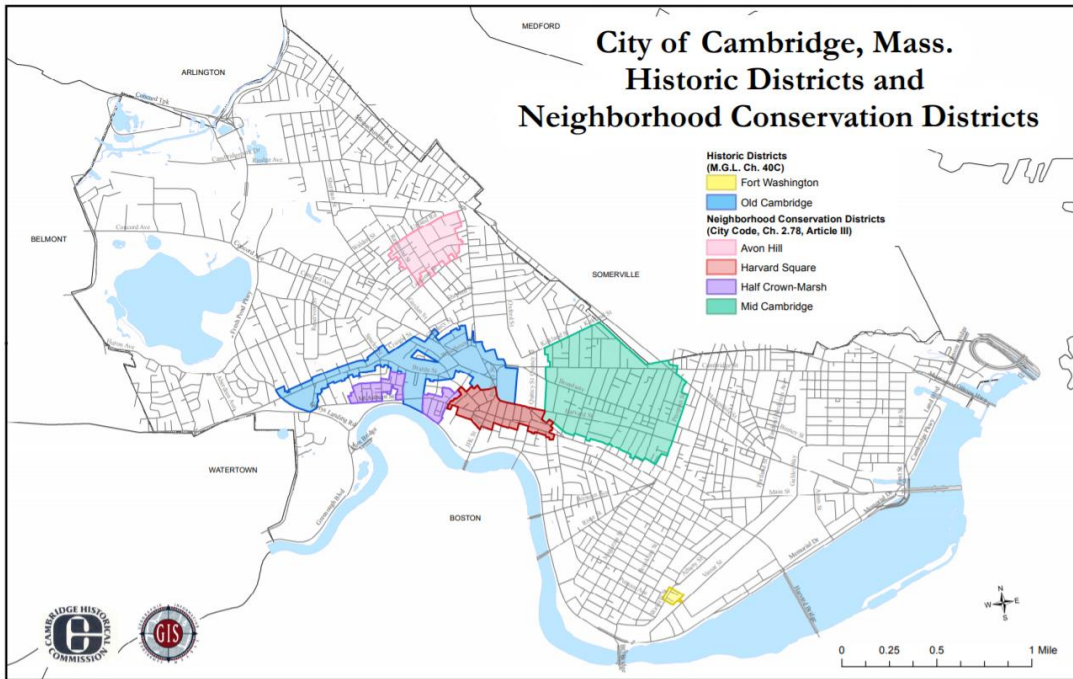
These districts are similar to and often compared with historic districts. While they share similar characteristics, the two are quite different. Historic districts look to preserve the original structure exactly as when it was first built. They also attempt to preserve original materials, colors, styles, and other elements of the original structure. Conservation districts maintain certain standards of an area. This means that conservation districts regulate fewer features than historic districts and focus more on significant character defining features, like lot size, building height, architectural styles, setbacks, streetscapes, and tree protection. NCDs seldomly consider specific elements, like windows, buildings materials, colors, and decorative details, but they do on occasion. Also, most NCDs do not include demolition standards, whereas historic districts frequently use them.

Conservation districts should identify goals that:

- Maintain and reinforce neighborhood character
- Manage development in neighborhoods with a distinctive character
- Accommodate change in a manner that is compatible with the area
- Conserve and enhance existing architectural and cultural identity
- Provide tailored guidelines and regulations to respond to the unique development conditions in each neighborhood district
- Foster new construction in harmony with the scale and physical character of existing buildings

Conservation districts are designated by a nomination process. This process includes neighborhood property owners, city departments, and general members of the public. Nominations identify design features significant to the district consistent with baseline development criteria such as:

- Elements that contribute to the neighborhood's character
- District boundaries (refer to map)
- Relationship to buildings and structures from an area survey



Sample Conservation District eligibility criteria could consist of:

- Identifying a set number of contiguous blocks
- Inclusion of residential and non-residential buildings
- Cohesive and distinct design standards (architectural style, era, construction style, etc.)
- A majority of buildings and structures that contribute to an area

Conservation districts often establish review board or approval bodies to ensure development complies with the district's regulations. These bodies can examine new construction, demolition, renovations, building height, building materials, and architectural features.

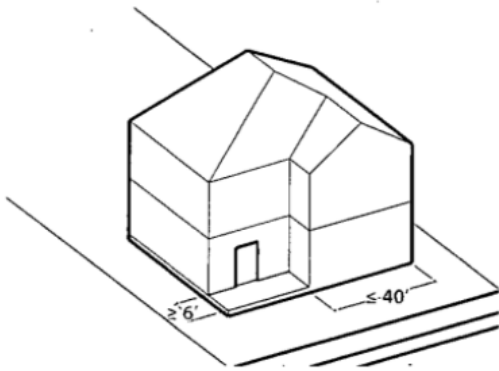


## Fort Collins, CO

Fort Collins uses 3 NCDs. These NCDs are applied to low and medium density residential zoning districts. The city identifies goals for the NCDs and prescribes dimensional, development, and architectural standards for new development in these areas. Standards are more restrictive in the NCDs than the underlying zoning district regulations. The city uses illustrations to depict certain standards like front façade design options (below).

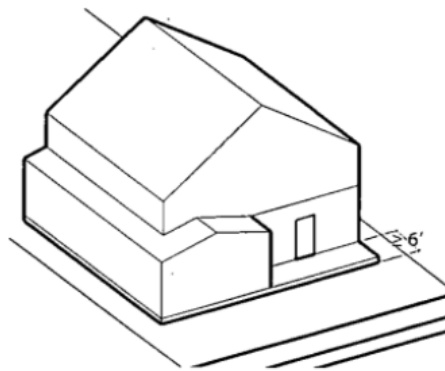
### Menu of Design Options for Front Façade Character

**Limited Two Story Façade**



*Two-story front-façade width is no more than 40', with any remaining two-story front façade set back an additional six (6) feet from the street.*

**One Story Element**

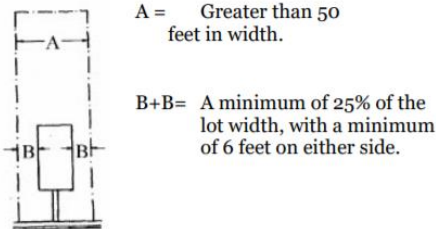


*The portion of the façade closest to the street is one-story, with any two-story façade set back an additional six (6) feet from the street.*

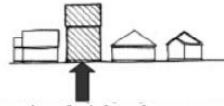
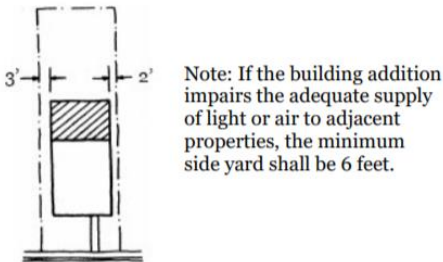
## Annapolis, MD

Annapolis uses NCDs to control development within certain residential districts. The city regulates architectural style, scale, and setbacks to protect neighborhood character (snapshot of regulations below). Their regulations are detailed and specific to ensure the existing neighborhood fabric is not disturbed.

- B.** On lots which are 50 feet or greater in width, the total of both side yards must be equal to or greater than 25 percent of the lot width.



- C.** Rearward building additions may maintain the side yard of the existing structure, except in cases where the addition will impair an adequate supply of light and air to adjacent property or will impede the exterior maintenance of adjacent property.



Inappropriate height of a new structure.

### *Scale and Massing*

All new structures, enlargements of existing structures and all substantial rehabilitation or alteration of existing structures or buildings shall have scale and massing similar to the structures on the block face. On corner and through lots, the two facades facing the street shall relate to the scale and massing of the buildings on their respective streets. Corner buildings should complete the street typology.

Additions which are located on a front façade should be designed to be subordinate to the main structure in terms of massing, height, scale and detail. Additions which result in a structure larger than those on adjacent sites should reduce the appearance of the size of the front façade by dividing it into smaller parts.



Even though the home on the left is twice as large as the adjacent homes, it does not appear to be out of place or scale.

## Chapel Hill, NC

Chapel Hill has a robust set of Neighborhood Conservation districts. For conservation districts, the city requires that an:

- Area must include one block face (all lots on one side of a block, at a minimum)
- Area must have been developed at least 25 years before applying for an NCD and 75% of the land in proposed area must be presently improved
- Area must create a consistent setting, character, or association by possessing at least one of the following:
  - Scale, size, type of construction;
  - Lot layouts, setbacks, street layouts, alleys or sidewalks;

- Special natural or streetscape characteristics (i.e. creek beds, parks, gardens, street landscaping);
  - Land use patterns, including mixed or unique uses or activities; and
  - Abuts or links designated historic landmarks and/or districts.
- Area must be mostly residential in nature and character.

### San Antonio, TX

San Antonio uses neighborhood conservation districts to promote a unified vision. This vision protects high-character neighborhoods that are not designated historic. San Antonio designates NCDs by:

1. Containing a minimum of one blockface (all the lots on one side of a block);
2. Requiring at least 75% of the land area in the proposed district was improved at least 25 years ago, and is presently improved; and
3. Possessing one or more of the following distinctive features that create a cohesive identifiable setting, character or association:
  - a. Scale, size, type of construction, or distinctive building materials;
  - b. Spatial relationships between buildings;
  - c. Lot layouts, setbacks, street layouts, alleys or sidewalks;
  - d. Special natural or streetscape characteristics, such as creek beds, parks, greenbelts, gardens or street landscaping;
  - e. Land use patterns, including mixed or unique uses or activities; or
  - f. Abuts or links designated historic landmarks and/or districts.

## Raleigh, NC

Raleigh uses NCDs throughout the city. The city has more than 10 NCDs, each with their own boundaries and standards. Raleigh's NCD regulations mostly address lot size, building height, and setbacks. The city does not regulate architectural styles or elements within their NCD regulations. Below are specific NCD regulation examples from Raleigh's zoning ordinance.

### 1. Brookhaven Neighborhood

#### a. South District (south of Millbrook Road)

- i. Minimum lot size: 20,000 square feet.
- ii. Lot width at the building setback line: Minimum of 100 feet.
- iii. Front yard setback: Minimum of 50 feet.
- iv. Maximum building height: 2½ stories.

#### b. North District (north of Millbrook Road)

- i. Minimum lot size: 14,000 square feet.
- ii. Maximum building height: 2½ stories.

### 2. Cameron Park Neighborhood

#### a. Core Area

- i. Maximum lot size: 21,779 square feet.
- ii. Front yard setback: Within 10% of the average front yard setback of houses on the same block face. No portion of any garage or carport shall protrude beyond the primary facade of the principal structure. Covered porches shall be considered part of the primary facade. For corner lots with driveway access from the secondary side, attached garage entrances must be set back at least 10 feet from the secondary side building elevation. A secondary side elevation is the alternative side of a corner lot house that faces a roadway, but does not include a primary entrance to the house.
- iii. Side yard setback: Within 5 feet of the average side yard setback and corner side yard setback of other properties on the block face, but no less than 5 feet.
- iv. Setback for accessory structures: Side and rear yard setbacks for accessory structures, including those greater than 150 square feet shall be a minimum of 3 feet.
- v. Maximum building height: 38 feet with the exception of those lots fronting on Park Drive between Oberlin Road and Forest Road (except the lots fronting the south side of Park Drive, between Oberlin Road and Groveland Avenue), all lots fronting on West

Johnson Street and on the south side of Peace Street, and the 3 lots fronting the south side and the 4 lots fronting the north side of Park Drive immediately west of St. Mary's Street (Wake County Registry: DB 08350, PG 1823; DB 02660, PG O-E-; DB 11659, PG 1800; DB 02425, PG 0670; DB 12811, PG 0908; DB 07129, PG 0713; DB 09060, PG 1175), which shall be limited to a maximum building height of 34 feet.

- vi. Building placement and building entrance: The orientation of the building and entry level of the main entrance to the building shall be located in a manner that is the same as the majority of the buildings on the block face.
- vii. Vehicular surface areas: New driveways onto public streets shall not be allowed for lots adjacent to alleys. Within that portion of the front yard area (as measured perpendicular to the right-of-way), between the principal building and the public street, new vehicular surface area shall not be permitted except where there are no adjacent alleys and when driveways are constructed alongside the house in the shortest practical distance from the right-of-way to the rear of the building. Parking areas and any other vehicular surface area installed prior to the August 3, 2010 shall not be deemed a zoning nonconformity. No vehicular entrance to a garage attached to the principal structure shall face the front yard. Maximum driveway width shall be limited to 12 feet for single driveways and 20 feet for shared driveways.

#### b. Transition Area B

- i. Maximum building height: 40 feet when located within 75 feet of an adjacent Core Area lot.

### 3. Five Points East Neighborhood

#### a. Core Area

- i. Maximum lot size: 13,067 square feet.
- ii. Front yard setback: Within 10% of the average front yard setback of houses on the same block face as the new construction.

- iii. Maximum building height: 2 stories, 35 feet. Buildings may exceed 35 feet when the average height of houses on the same block face as the new construction exceeds 35 feet, and then the allowed height shall be within 10% of the average height of houses in the same block face as the new construction.

**4. Foxcroft Neighborhood**

- a. Minimum lot size: 108,900 square feet.
- b. Minimum lot width: 200 feet as measured at the required front yard setback.
- c. Front yard setback: Minimum of 50 feet.
- d. Side yard setback: Minimum of 40 feet.
- e. Rear yard setback: Minimum of 40 feet.
- f. Setbacks for accessory structures: Side and rear yard setbacks for accessory structures shall be a minimum of 20 feet.
- g. Maximum building height: 40 feet for the principal building and 25 feet for accessory structures.

**5. Glen Forest Neighborhood**

- a. Minimum lot size: 17,424 square feet.
- b. Minimum lot frontage: 100 feet.
- c. Maximum building height: 35 feet.

**6. King Charles Neighborhood**

- a. South District (south of New Bern Avenue, south of Bertie Drive and Albemarle Avenue, frontage lots on north side of Bertie Drive and Albemarle Avenue east of Locke Lane)
  - i. Minimum lot size: 33,541 square feet.
  - ii. Minimum lot width: 144 feet.
  - iii. Front yard setback: Minimum of 76 feet.
  - iv. Maximum building height: 2 stories.

**7. Laurel Hills Neighborhood**

- a. Minimum lot size: 21,780 square feet.

- b. Minimum lot frontage: 45 feet.
- c. Minimum lot width: 100 feet as measured 80 feet from the front property line.
- d. Front yard setback: Minimum of 50 feet.
- e. Maximum building height: 35 feet.

**8. Mordecai Neighborhood**

**a. Conservation District 1 (west of Wake Forest Road and north of Cedar Street, except for part of the north side of Courtland Drive - see Mordecai Plan boundaries)**

- i. Minimum lot size: 7,260 square feet.
- ii. Maximum lot size: 14,520 square feet.
- iii. Minimum lot width: 50 feet.
- iv. Maximum lot width: 100 feet.
- v. Front yard setback: Minimum of 35 feet.
- vi. Maximum building height: 35 feet.

**b. Conservation District 2 (east of Wake Forest Road, south of Cedar Street and portions of Courtland Drive - see Mordecai Plan boundaries)**

- i. Minimum lot size: 7,260 square feet.
- ii. Maximum lot size: 14,520 square feet.
- iii. Minimum lot width: 50 feet.
- iv. Maximum lot width: 100 feet.
- v. Front yard setback: Minimum of 15 feet; maximum of 25 feet.
- vi. Maximum building height: 35 feet.

**9. New Bern - Edenton Neighborhood**

- a. Minimum lot size: 4,000 square feet.
- b. Minimum lot frontage: 30 feet.
- c. Front yard setback: Minimum of 10 feet, maximum of 25 feet.

## Greenville, TX

Greenville uses NCD regulations to preserve established neighborhoods. Greenville provides property owners in NCD areas with significant input on development. For instance, property owners determine the important features of their neighborhood and work with the city to set development guidelines. To be considered for an NCD, the city requires an area to:

1. Contain a minimum of one block face, meaning all the lots on one side of a block;
2. Be platted or developed at least twenty-five (25) years ago; and
3. possess one or more of the following distinctive features that create a cohesive identifiable setting, character, or association:
  - a. Scale, size, type of construction, or distinctive building materials;
  - b. Lot layouts, setbacks, street layouts, alleys or sidewalks;
  - c. Special natural or streetscape characteristics, such as creek beds, parks, gardens or street landscaping;
  - d. Land use patterns, including mixed or unique uses or activities; or
  - e. Abuts or links designated historic landmarks or districts.

## New Castle County, DE

New Castle County uses neighborhood conservation districts to protect the residential character of existing neighborhoods. These districts recognize the lot standards in effect when the community was developed and avoid making older developments nonconforming as development standards evolve. These districts permit infill consistent with the existing character but are not used for zoning. There are 11 Neighborhood Conservation districts in the County, each with their own standards.

## Plano, TX

Plano uses NCD regulations for specific established neighborhoods. The city protects established neighborhoods that have a distinct scale, design, character, unique physical features, or importance to the community while preserving an area’s overall historic, architectural, or cultural identity from incompatible development. Designation of these districts are driven by owners and residents to protect the individual characteristics of the neighborhood that they value. NCD regulations provide enhanced development standards and architectural requirements.

Jurisdiction	Identified Goals	Designation Criteria	Dimensional Standards						Architectural Standards				Development Standards		
			Bldg. Height	Bldg. Size	Lot Size/Coverage	Setbacks	Bldg. Orientation	Density	Facade Features	Architectural Style	Roofline	Bldg. Materials	Parking	Landscaping	
<i>Fort Collins, CO</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<i>Annapolis, MD</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No
<i>Chapel Hill, NC</i>	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	No	Yes	Yes	Yes
<i>San Antonio, TX</i>	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	No	No
<i>Raleigh, NC</i>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No
<i>Greenville, TX</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
<i>New Castle County, DE</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	No	No	No	No
<i>Plano, TX</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No

## Housing Affordability (ADU)

The section addresses housing affordability through ADUs. This section summarizes multiple jurisdictions’ ADU regulations.

Affordable housing is becoming a growing issue in the Denver metropolitan area, with the issue becoming more pressing as cities like Englewood approach buildout. The revised Code will need to accommodate a variety of housing types to meet future housing demands. With rapid regional growth, high household incomes and a housing stock traditionally dominated by single-family detached homes, affordable housing is an important issue in Englewood. While Millennials and Baby Boomers receive attention nationally, families are the most influential demographic group in Englewood when it comes to affecting household size and the city’s housing stock. Additionally, transit expansion contributes to the area’s increasing demographic diversity that will drive the need for housing options with easy access to services, entertainment, and transit.

The city can encourage housing affordability by increasing the range of residential uses and densities selectively to augment the supply of housing permitted in the Code. Most of the city’s residential districts allow for low density residential development, with all of the residential districts allowing single-family detached dwellings. Two of the residential districts (R-2-A and R-2-B), excluding the mixed-use residential districts, allow multi-unit dwellings.

Englewood Forward includes several policies to encourage housing affordability, and to expand the supply and range of housing in the city. Notably, the housing policies aim to preserve existing housing options, while providing flexibility for density, building height, lot size, lot line, parking, setbacks, and design standards. To achieve these goals, multi-family development can be regulated by floor area ratio (FAR) instead of traditional density (dwelling units per acre). In addition, the city can consider form-based approaches for infill and redevelopment areas that facilitate the development of “missing middle” housing product types and affordable prices. This will require additional revisions to the use regulations (currently Chapter 5), establishing more flexible zoning metrics, and adding design standards to ensure that the additional density fits a zoning district’s context.

The following approaches can encourage a broader portfolio of housing types that support Englewood’s redevelopment, housing stock, and affordability preferences:

- Some communities have created districts or development options that describe a variety of housing types between single- and two-family dwellings such as apartment courts, apartment houses, stacked flats, live-work units, townhouses, and cottage or common green (or bungalow court) options. These provide a variety of “missing middle” housing options that can accommodate needed housing types at a scale that is more appropriate to existing, single-family neighborhoods.
- However, the Code should update the list of housing types, expanding the range of uses in the infill and redevelopment areas to include additional forms such as (see The Types Archives - Missing Middle Housing, at <http://missingmiddlehousing.com/category/the-types/>; Lafayette Consolidated Government, Unified Development Code (Section 89-84):

Apartment House (or “Big House”)

A converted single-family detached dwelling, or new building with architectural features and massing that are compatible with single-family dwellings, that consists of at least 3 separate dwelling units. This use type is different from a boarding house in that the units are intended for occupancy as permanent residences, and each unit may have

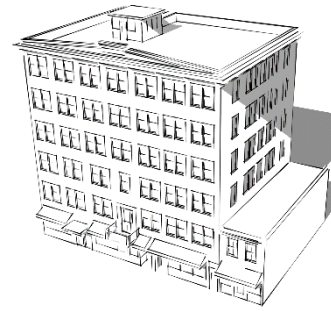


separate kitchens and bathroom facilities.

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Apartment Hotel

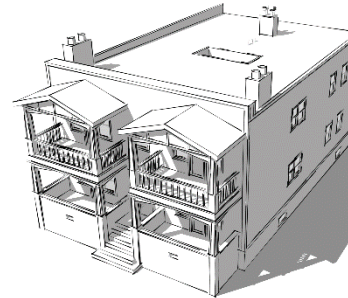
A hotel in which at least 90 percent of the hotel accommodations are available for occupancy by permanent guests.



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Fourplexes

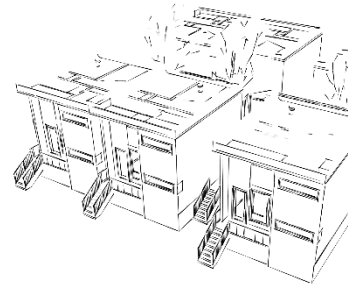
Apartments with 4 residential units – typically 2 on the ground floor and 2 above, with a shared entry.



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Multiplexes

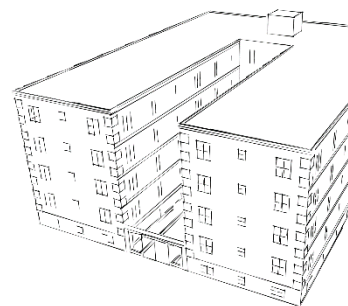
Apartments with 5-10 side-by-side or stacked units, with either shared or individual entries.



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Courtyard apartments

Side-by-side or stacked apartments that open to a shared courtyard.



- Once the range of housing types is defined, the Code can define specific standards for them such as building orientation, frontage buildout, entryway spacing, access, open space, building materials, and the location and design of site improvements such as parking facilities.



- Another option is a small lot subdivision with zero-side setback. This creates a new hybrid housing type that has the appearance and function of rowhouses, but where each unit sits on an individual lot with fee-simple ownership. An example is Los Angeles, which adopted a small lot ordinance in 2005.



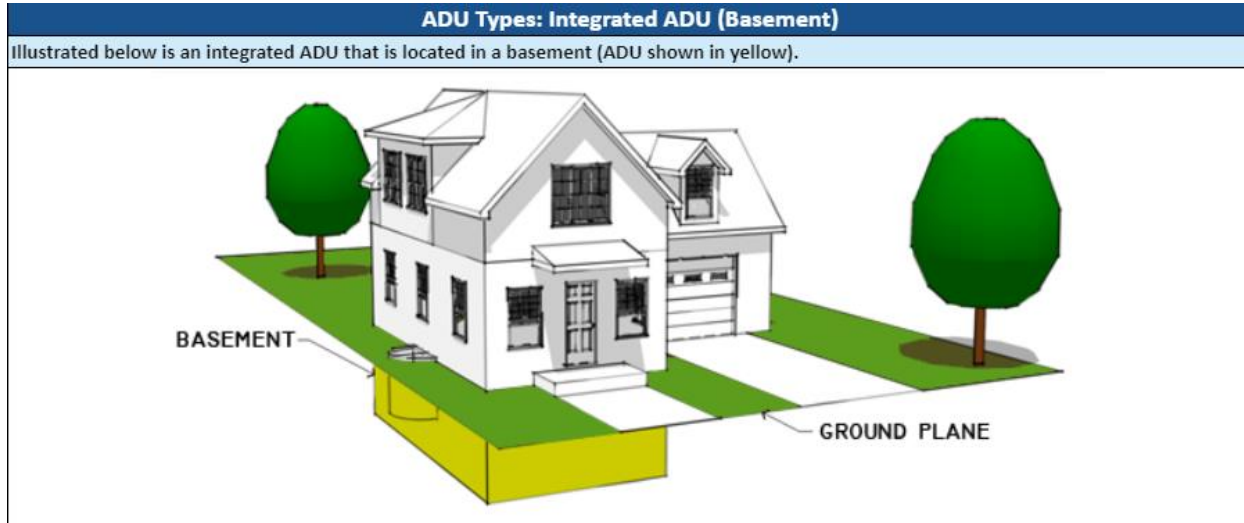
*Figure XXX Small lot subdivision*

- Requirements for building materials can facilitate the siting of multi-unit homes in neighborhoods that resist such building types on the grounds of quality and impact on property values.

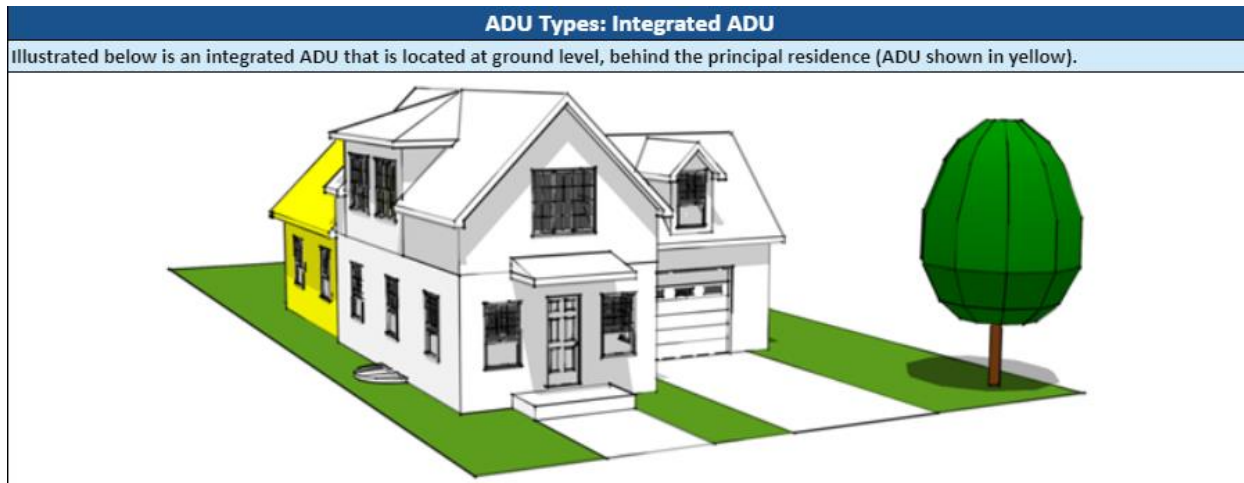
## Durango, CO

Durango is a small town in southwestern Colorado that addressed housing variety through ADU regulations. Durango identifies multiple types of ADUs and prescribes different, specific standards for each ADU type. There are 4 ADUs: basement, integrated, detached, and detached garage. Durango provides illustrations to show what each ADU looks like.

### Basement



### Integrated



## Detached

### ADU Types: Detached ADU

Illustrated below is a detached ADU located on the rear 1/2 of the lot (ADU shown in yellow).



## Detached Garage

### ADU Types: Detached ADU (Garage)

Illustrated below is a detached ADU located above an alley-facing garage (ADU shown in yellow).



## Lakewood, CO

Lakewood is a medium sized city within the Denver metropolitan area that provides ADU regulations. Lakewood's regulations are not as intensive as Durango's, but they do have dimensional and architectural standards for ADU developments. The Lakewood regulations address maximum building height, square footage, architectural relationship to the primary dwelling unit, and locational requirements. There are no ADU classifications.

## Castle Rock, CO

Castle Rock is a medium sized city south of Denver that permits ADUs throughout the city. ADU regulations are not as stringent as Durango's but they do address design, occupancy, and dimensional standards.

## Golden, CO

Golden is a small city on the outskirts of Denver that relies on ADUs to alleviate the area's housing strain. Golden allows ADUs in most residentially zoned areas, but there are parking, dimensional, occupancy, and ownership requirements. Golden does not specify different ADU types.

## Plano, TX

Plano is a large suburb north of Dallas. This city is nearly built out to capacity and sees frequent infill development. Because of these two factors, new housing is difficult to locate in Plano. To address Plano's housing stock, the city initiated a zoning amendment to permit ADUs. Plano calls ADUs "backyard cottages". These structures are small residential units located on residential lots with a primary dwelling unit. The city's standards are not as flexible as other ADU regulations because the city does not want ADU oversaturation. Plano's regulations address: lot layout, height, size, construction quality, design consistency with the primary residence, owner occupancy and permitting requirements, and parking standards.

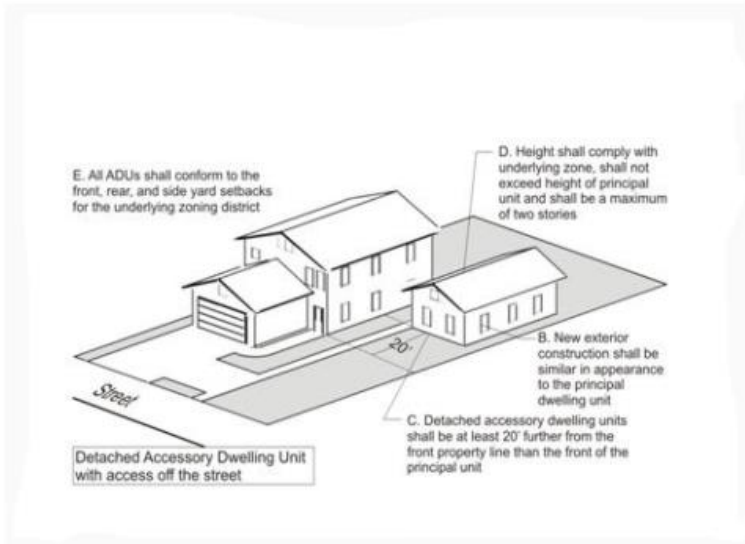
## Mukilteo, WA

Mukilteo is a small city north of Seattle. Mukilteo identifies 3 ADU types:

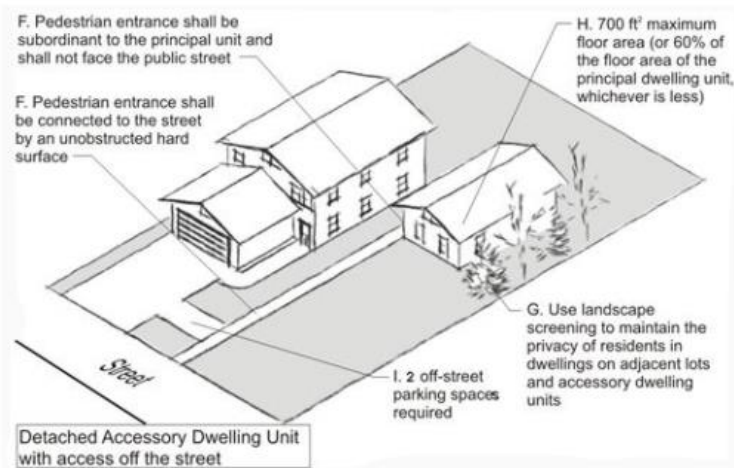
- Interior – ADU is located entirely within the footprint of the principal dwelling unit.
- Attached - ADU shares a common wall or roof line with the principal dwelling unit but some or all of the accessory dwelling unit is outside the footprint of the principal dwelling unit.
- Detached – ADUs that are neither interior nor attached.

The city prescribes different standards depending on ADU type. For instance, interior and attached ADUs are only allowed on lots more than 5,000 square feet.; whereas detached ADUs are permitted on lots greater than 10,000 square feet. Also, Mukilteo's ADU regulations are the most intensive next to Durango. Their regulations address height, entrances, setbacks, design, floor area, parking, screening, and addressing requirements. Mukilteo incorporates illustrations (below) to demonstrate ADU features and requirements. Mukilteo is one of the few cities that uses illustrations to communicate ADU regulations.

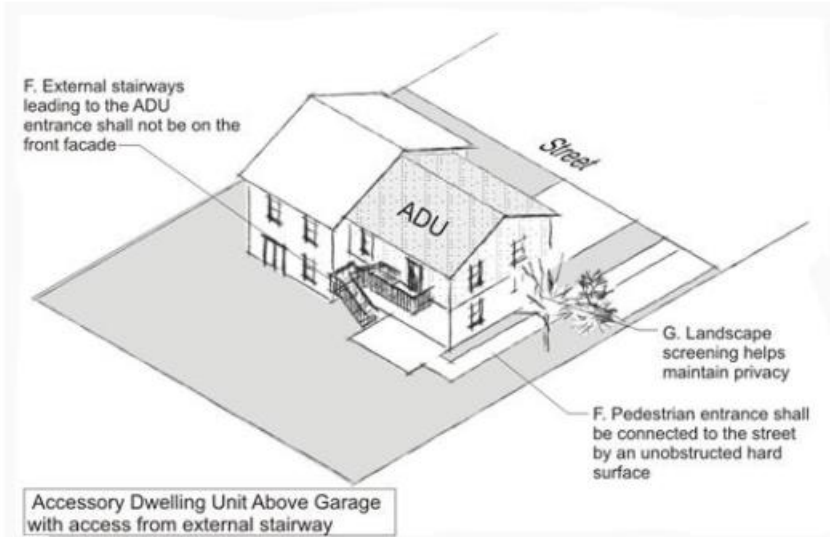
### Location and Height Illustration (C3 and D)



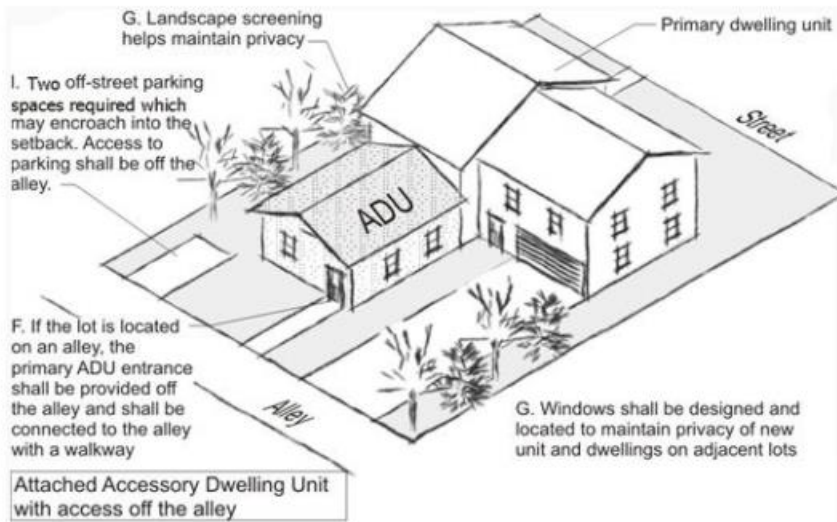
### Pedestrian Entrance and Parking Illustration (F and I)



**Pedestrian Entrance, External Stairway and Privacy Screening Illustration (F and G)**



**Entrance, Privacy and Parking Illustration (F, G and I)**



**West Jordan, UT**

West Jordan is a fast-growing suburban city outside of Salt Lake City. West Jordan regulates ADUs but labels them as accessory living quarters. The city regulates floor area, lot size, parking, setbacks, and ownership. Compared to other cities West Jordan ADUs are not as prevalent because they can only be built on lots more than 40,000 square feet. This incentivizes large lot owners to build ADUs where smaller lot owners are not offered that opportunity.

## Tempe, AZ

Tempe is a city within the Phoenix metropolitan area where ADUs are prevalent. Tempe is home to a large university which impacts the city's housing portfolio. ADUs are a big part of the city's housing stock and are permitted throughout residential districts. Tempe recognizes two ADU types – attached and detached – and regulates them with dimensional, development, and infrastructure standards.

## Eugene, OR

Eugene is medium sized city that is home to a large university. Like Tempe, housing variety is paramount because of the city's demographics. Eugene recognizes 3 ADU types (attached, detached, and area-specific) and provides different standards for each type. Area-specific ADUs have completely different standards from attached and detached ADUs because the city wants context-sensitive ADU development. For instance, area-specific ADUs near the University of Oregon are permitted, but the required lot areas differ. For lots 7,500 to 9,000 square feet, ADUs are limited to 600 square feet of floor area and for lots greater than 9,000 square feet, ADUs are limited to 800 square feet. Additionally, the city regulates maximum occupancy and bedroom requirements for area-specific ADUs.

Jurisdiction	Owner-Occupancy Requirements	Permitted Zoning District(s)	Architectural Design	Lot Size (square feet)	Floor Area (square feet)		Building
				Minimum	Minimum	Maximum	Height (feet)
<b>Colorado</b>							
Englewood	Yes	Residential zoning districts	Must relate to the primary dwelling unit	N/A	N/A	650 or the size of the principal dwelling (whichever is less)	26
Durango	Yes	Established Neighborhood, Multi-family, Rural-Agricultural, Residential Low, Residential Medium, and mixed use neighborhood	Must relate to the primary dwelling unit	Depends on Zoning District and parcel location (ranges from 5,000 sf and above)	N/A	550	20
Lakewood	The owner of the property on which an accessory dwelling unit is located shall occupy either the primary or accessory dwelling unit.	Most residential zone districts	Must relate to the primary dwelling unit	9,000	N/A	700	30
Castle Rock	The property owner must occupy either the Primary Dwelling Unit or the Accessory Dwelling Unit, or both.	Most residential zone districts	Must relate to the primary dwelling unit	N/A	N/A	An ADU located interior to the main residence shall not exceed fifty percent (50%) of it's floor area. The building footprint of a detached ADU shall not exceed 800 square feet.	Follows Zoning District Regulations
Golden	The property owner must occupy either the principal dwelling unit or accessory dwelling unit.	Single-family residential, multi-family residential and Planned Unit Development (PUD)	Must relate to the primary dwelling unit	7,000	N/A	For a principal dwelling unit of 1,000 square feet or more of living space, the ADU shall be no larger than 50% of the living space, or 800 square feet, whichever is smaller. For a principal dwelling unit of less than 1,000 square feet of living space, the ADU shall be no larger than 500 square feet	Follows Zoning District Regulations
<b>Other States</b>							
Plano, TX	Property owner must occupy either the main dwelling unit or the backyard cottage as a permanent residence, and can't receive rent for the owner-occupied unit.	Single family residential districts	Must relate to the primary dwelling unit	6,000	400	1,100 or 50% gross habitable floor area of the primary dwelling unit (whichever is most restrictive)	Can't exceed primary dwelling unit height
Mukilteo, WA	The property owner must occupy either the principal dwelling unit or accessory dwelling unit for at least 6 months of the calendar year.	Single and Multi-family residential districts	Must relate to the primary dwelling unit	5,000 for interior and attached ADUs or 10,000 for detached ADUs	N/A	gross floor area of no more than 700 or 60% of the floor area of the principal dwelling unit (whichever is less)	Follows Zoning District Regulations; can't exceed primary dwelling unit height if detached ADU
West Jordan, UT	The property owner must occupy either the principal dwelling unit or accessory dwelling unit.	Most residential districts	Must relate to the primary dwelling unit	40,000	N/A	gross floor area less than 33% of the gross floor area of the principal dwelling unit	Follows Zoning District Regulations
Tempe, AZ	N/A	Multi-Family residential Districts when a property contains an existing single-family dwelling	Must relate to the primary dwelling unit	N/A	N/A	800	Follows Zoning District Regulations
Eugene, OR	Depends on ADU type: specific-area ADUs have occupancy requirements	Residential zoning districts	Must relate to the primary dwelling unit	Attached & Detached ADUs: 12,500 for flag lots or 6,100 for all other lots; Area-Specific ADUs: 7,500	N/A	Attached & Detached ADUs: not exceed 10 % of the total lot area or 800 (whichever is smaller); Area-Specific ADUs: 600 for lots between 7,500 and 9,000	Follows Zoning District Regulations



## Planned Unit Developments (PUDs)

This section addresses PUDs and how they are applied in different jurisdictions across the nation.

### Intent

A PUD is typically a development and a regulatory process. Definitions vary, but the purpose of a PUD is generally to allow greater development flexibility on a site than is allowed in the standard zoning ordinance. PUDs is often used to encourage unified plans that provide a more holistic and innovative package over conventional development. The traditional PUD would include a cluster of small lots in conjunction with a common usable open space with some recreational amenities and a protected natural area functioning as permanent open space. A developer receives extra flexibility in configuring lots and buildings and perhaps incentives, while the jurisdiction receives permanent open space and other desired amenities.

- Advantages:
  - Creates a master planned vision for an area with customizable uses and design guidelines
  - Alternative to the ordinance by providing development flexibility
  - Innovative projects
  - Protects the overall development integrity
  - Creates design uniformity for the individual project
  - Customizes parking specifications
  - Mitigates for undesirable uses
  - Helps with branding and establishing new development energy
  - Reinforces a centralized vision for a particular area for a sustained period of time
- Disadvantages:
  - Excessive regulations and requirements create a rigid development atmosphere
  - Confuses all parties involved (staff, developers, and the public)
  - Becomes an administrative nightmare
  - Implementation can be controversial and time consuming which can deter developers from investing
  - Development community overuse and abuse

## Austin (TX)

Austin uses PUDs as a zoning tool to preserve the natural environment, encourage high quality development and innovative design, and ensure adequate public facilities and services. PUDs are used as a method to create unique developments that are not possible under conventional zoning district regulations. Austin assesses PUD applications through a 2-tier process. All PUD applications must meet the requirements and criteria of the tier-system. Some of the Tier 1 requirements include:

- The objectives of the City Code;
- Providing a total amount of open space that equals or exceeds 10 percent of the residential tracts, 15 percent of the industrial tracts, and 20 percent of the non-residential tracts;
- Exceeding the minimum landscaping requirements
- Providing appropriate transportation and mass transit connections to areas adjacent to the PUD district;
- Protecting, enhancing, and preserving preserve areas that include structures or sites that are of architectural, historical, archaeological, or cultural significance; and
- Providing a 2-star Austin Energy Green Building Rating.

If a PUD meets the requirements in Tier 1, then Tier 2 requirements are examined to assess the proposal's superior design. There are 12 distinct criteria categories that are reviewed for superior design (the PUD does not need to meet all criteria):

- Open Space;
- Environment/Drainage;
- Austin Energy Green Building;
- Art;
- Great Streets;
- Community Amenities;
- Transportation;
- Building Design;
- Parking Structure Frontage;
- Affordable Housing;
- Historic Preservation;
- Accessibility; and

- Local Small Business.

Austin allows for significant development innovation and design creativity by giving developers discretion to create their own regulations and requirements if they meet the conditions of the tier system. The city also provides incentives to obtain a well-designed PUD. Bonuses are granted in certain instances if the developer provides affordable housing and rental units. Austin's use of PUDs – tier system, development flexibility, negotiability, and ability to achieve innovative developments – is something Englewood could consider.

### **Portland (OR)**

Portland uses Planned Developments (PDs – similar in concept to PUDs) as a master planning mechanism to encourage innovative and creative developments. These developments allow for additional housing types and uses, the transfer of density and floor area to different portions of a site, increased intensity, bonus floor area and increased height on large commercial/mixed use sites if an applicant provides features that benefit the public. Well-designed PDs:

- Integrate into the urban fabric and complements the existing community character;
- Are pedestrian-oriented with emphasis on transit and multi-modal transportation;
- Incorporate design standards that ensures light and air is accessible to the public;
- Creates a safe and vibrant realm with gathering spaces and activities;
- Promote open space areas for passive and active recreation;
- Accommodates affordable housing; and
- Are energy efficient.

An applicant must meet the intent of the PD regulations and can request additional flexibility to certain provisions. Depending on public benefit potential, PDs can transfer development rights and increase density and development intensity. Portland's streamlined approach is something Englewood could consider because regulations are not too restrictive or liberal. Regulations also incentivize particular development patterns which could apply to different Englewood areas.

## **Regulatory Incentives**

This section expands on development and regulatory incentives to foster higher intensity, mixed-use, and walkable development. This section provides different methods and case studies that address regulatory incentives.

### **Intensity Bonus**

An intensity bonus is one incentive Englewood could use to create flexibility for context-sensitive, compact development. Intensity bonuses are used to increase the regular maximum permitted

intensity. This incentive is mostly utilized at locations where there is capacity for mixed-use development near transit facilities. The City of Orlando, FL uses intensity bonuses to achieve superior urban design, a greater mixture of land uses, and to encourage housing opportunities. Orlando also utilizes intensity bonuses to incentivize compact urban form where travel distances and reliance on the single-occupant vehicle is reduced, multi-modal convenience is promoted, and energy is conserved. Orlando aligns intensity bonuses with “Future Land Use Designations” (see table below).

Future Land Use Designation

District	From	To
O-1	Office Low Intensity	Office Medium Intensity
O-2	Office Medium Intensity	Office High Intensity
O-3	Office High Intensity	Metropolitan Activity Center
MU-1	Mixed Use Corridor Medium Intensity	Mixed Use Corridor High Intensity
MU-2	Mixed Use Corridor High Intensity	Metropolitan Activity Center
AC-N	Neighborhood Activity Center	Community Activity Center
AC-1	Community Activity Center	Urban Activity Center
AC-2	Urban Activity Center	Metropolitan Activity Center
AC-3	Metropolitan Activity Center	Downtown Activity Center
AC-3A	Downtown Activity Center	Double the density and intensity of the future land use map designation

To use the intensity bonus provision, a development must provide design enhancements such as improved streetscape treatment and landscaping, environmentally sustainable building materials, and superior quality architectural features.

- Advantages:
  - Allows for more efficient use of land
  - Encourages people to walk and/or use transit
  - More aesthetically appealing developments
  - New energy to areas that need development
  - Carefully considered at public hearings
- Disadvantages:
  - Too much negotiation
  - Increased administrative work

### Density Bonus

Density bonuses are common tools used to encourage and incentivize certain development styles. Density bonuses increase the maximum allowable development on a site in exchange for a particular incentive offered by a city. Density bonuses can allow for increases in developed square footage and/or increases in the number of developed units. This tool works well in areas where market demand is strong and land availability is scarce. It is also effective for projects that will provide an exceptional quality and significant benefit to the city as opposed to a permitted, alternative development pattern. Density bonuses regulations must have a distinct purpose, identify applicable areas, and carefully tend to a specific policy objective.

In Caledonia (WI) density bonuses are used to protect and maintain quality open space through conservation design. Caledonia offers developers up to an additional 20% density bonus to the number of lots allowed if they provide additional standards (self-funding for open space management, trails and open space connectivity design, primary or secondary environmental corridor preservation, and designing 75% or more of all lots that abut open space).

Englewood could implement a similar approach to Caledonia's that aligns with the neighborhoods identified in Englewood Forward. Density bonus incentives can preserve the limited space the city has by building denser developments in higher intensity areas.

- Advantages:
  - Stimulate construction of a public good without spending capital funds
  - Predictable development scenarios

- Preservation of natural resources
- Works best in areas where growth is needed, and land availability is limited
- Encourages a mixed-income community
- Disadvantages:
  - Consistent density bonuses can create monotonous land use patterns
  - Administrative confusion can cause process complication
  - Limited to robust market environments where developers can afford subsidized housing costs

### Design Standard Alternatives: Dimensional Requirements

The Code should include built in design standard alternatives for certain places to help define the public realm and enhance the visual quality of the built environment. Implementing a context-based planning approach to focus on form within a specific community can incentivize development and create flexibility. Design standard alternatives provide design flexibility and development patterns where compliance with the baseline standards is challenging. Alternatives to build-to lines, setback encroachments, transparency, height, and pedestrian access points aid development, avoid variance requests, and reinforce the surrounding area’s character.

Flexible setbacks and floor area ratio requirements are often provided in areas where urban form is the focal point. Relaxed setbacks and floor area ratio regulations are reasonable incentives for developers because it emphasizes site design, effective use of land, and development functionality instead of traditional developments that meet the Code. Portland, OR uses setback and floor area ratio to encourage certain development patterns. In commercial/mixed-use zones, developers can receive floor area and height flexibility in exchange for affordable housing/commercial space. Constructing these spaces create dense developments, generates land use efficiency, and incentivizes unique site design. The city summarizes the floor area ratio and height bonuses in the table below.

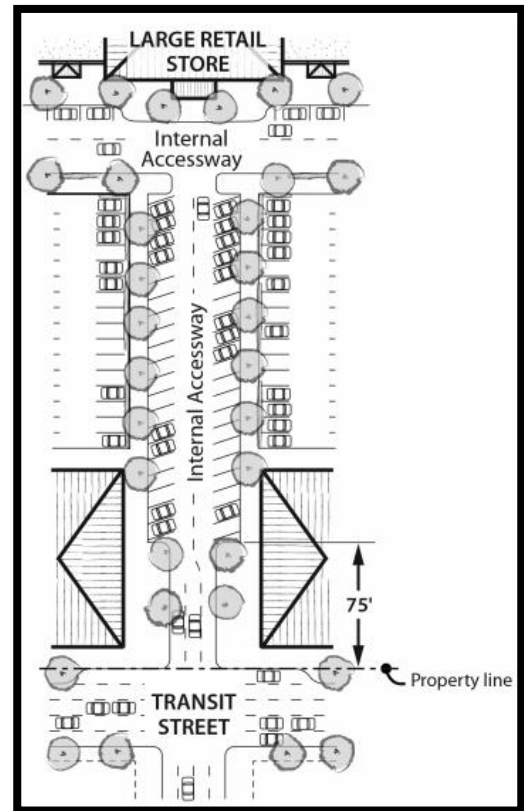
Additionally, Portland allows for alternative building setbacks for certain uses. The city specifically adjusts its maximum setback requirements for large retailers if the site provides a pedestrian and transit-friendly main street type of development. The intent is to encourage development that will form a pedestrian-

Table 130-3 Summary of Bonus FAR and Height						
		CM1	CM2	CM3	CE	CX
<b>Overall Maximums Per Zone</b>						
Maximum FAR with bonus		2.5 to 1	4 to 1	5 to 1	4 to 1	6 to 1
Maximum height with bonus		35 ft.	55 ft. [1] 75 ft. [2]	75 ft. 120 ft. [2]	45 ft.	85 ft. 120 ft. [2]
<b>Increment of Additional FAR and Height Per Bonus</b>						
Inclusionary Housing (see 33.130.212.C)	FAR Height	1 to 1 none	1.5 to 1 10 ft.	2 to 1 10 ft.	1 to 1 none	2 to 1 10 ft.
Affordable Commercial Space (see 33.130.212.D)	FAR Height	0.5 to 1 none	0.75 to 1 10 ft.	1 to 1 10 ft.	0.5 to 1 none	1 to 1 10 ft.
Planned Development (see 33.130.212.E)	FAR Height	none none	1.5 to 1 up to 30 ft.	2 to 1 up to 55 ft.	1.5 to 1 up to 30 ft.	2 to 1 up to 45 ft.

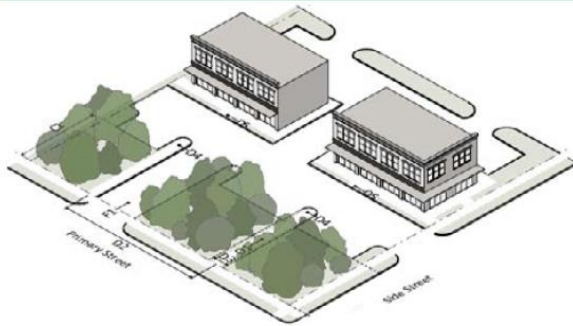
friendly main street along the perimeter of the parking blocks and provide connectivity within the site and to adjacent streets and uses (see illustration below).

McKinney, TX also uses similar setback regulations to promote dense development within the downtown area. The area identifies multiple districts with specific development regulations for each district. There are setback ranges dependent on street classification. For instance, new developments can develop within a 5 to 20 foot setback range in the Downtown Edge district instead of using a traditional required setback line. This setback range incentivizes developers to construct pedestrian-oriented developments as opposed to conventional developments. It also allows for developers to utilize more of the lot, thus enhancing the development's design.

To encourage innovative development options, Englewood could consider offering developers multiple frontage options. The City of San Marcos, TX implemented this component in their recently updated zoning ordinance. The multiple frontage approach is not applied throughout the city, but along major transportation corridors. The city offers 3 frontage types with various associated standards: parkway, green, and multi-way (see illustrations below). San Marcos also uses conservation frontage for projects within the Conservation Corridor Overlay District. The intent for this frontage type is to preserve sensitive environmental regions and protect scenic beauty along conservation corridors.



### Section 4.5.4.1 Parkway Frontage



#### GENERAL DESCRIPTION

The parkway frontage is intended to provide a heavily landscaped buffer between the roadway and adjacent development to ensure a continuous green corridor along the street right-of-way. Permits a maximum of 2 bays of on-site parking with a single drive aisle between the building and the street right-of-way.

#### BUILDING TYPES ALLOWED

House	Section 4.4.6.2
Attached House	Section 4.4.6.6
Townhouse	Section 4.4.6.7
General Commercial	Section 4.4.6.13
Mixed Use Shopfront	Section 4.4.6.14
Civic	Section 4.4.6.15

#### ADDITIONAL PROTECTIVE YARD SETBACKS

C1 Protective yard setback from primary street	50 ft. (min)
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#### PEDESTRIAN ACCESS

D1 Pedestrian access required (minimum 1/lot)	Yes
D2 Pedestrian access way spacing (max)	300 ft.

D3 Width of pedestrian access way (min/max)	10ft. / 20 ft.
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D4 A road or driveway with a sidewalk at least 6 feet in width may substitute for a required pedestrian access way

D5 Direct pedestrian access is required from the public sidewalk to the primary building entrance.

#### PROTECTIVE YARD LANDSCAPING

##### PLANTINGS PER 100 LINEAL FEET

Shade Trees	10
Understory Trees	6
Shrubs	32

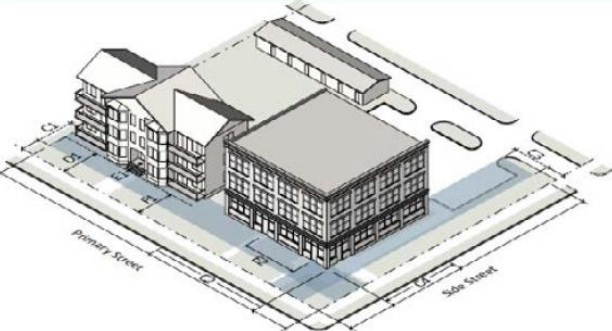
#### PROTECTIVE YARD ENCROACHMENTS

F1 Driveways	Section 4.5.3.3
Monument Sign	Section 7.3.4.9
Pole Sign	Section 7.3.4.10
Wall	Section 7.2.6.1
Pedestrian access way	

#### STREETSCAPE REQUIREMENT

Conventional	Section 3.8.1.7
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### Section 4.5.4.2 Green Frontage



#### GENERAL DESCRIPTION

Intended for areas where it is desirable to locate buildings close to the street, but where parking between the building and street is not permitted. Requires a landscaped area between the building and the street right-of-way.

#### BUILDING TYPES ALLOWED

Townhouse	Section 4.4.6.7
Apartment	Section 4.4.6.10
Live/ Work	Section 4.4.6.11
General Commercial	Section 4.4.6.13
Mixed Use Shopfront	Section 4.4.6.14
Civic	Section 4.4.6.15

#### BUILD-TO

C1 Primary street build-to (min/max)	20ft. /50ft.
C2 Building width in primary build-to (min)	70%
C3 Side street build-to (min/max)	10ft. /30ft.
C4 Building width in side build-to (min)	35%

#### ADDITIONAL PARKING LIMITATIONS

D1 Parking setback from primary street (min)	20ft.
D2 No on-site parking or vehicular surface area permitted between the building and the street	

#### PEDESTRIAN ACCESS

E1 Primary street-facing entrance required	Yes
E2 Street-facing entrance spacing (max)	100 ft.

#### LANDSCAPE YARD

##### PLANTINGS PER 100 LINEAL FEET

Understory Trees	3
Shrubs	15

#### LANDSCAPE YARD ENCROACHMENTS

Driveways	Section 4.5.3.3
Monument Sign	Section 7.3.4.9
Pole Sign	Section 7.3.4.10
Pedestrian access way	

#### STREETSCAPE REQUIREMENT

Conventional	Section 3.8.1.7
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Section 4.5.4.3 Multi-Way Frontage



**GENERAL DESCRIPTION**

The Multi-Way frontage is intended for areas where access to buildings by automobile is desired but where some level of walkability is maintained. Permits a maximum of one bay of angled parking or parallel parking with a single one-way drive aisle between the building and the street right-of-way. Additional parking should be located in the rear when required.

**BUILDING TYPES ALLOWED**

Townhouse	Section 4.4.6.7
Apartment	Section 4.4.6.10
Live/ Work	Section 4.4.6.11
General Commercial	Section 4.4.6.13
Mixed Use Shopfront	Section 4.4.6.14

**BUILD-TO**

Primary street build-to (min/max)	47ft. /65ft.
Building width in primary build-to (min)	70%
Side street build-to (min/max)	10ft. /30ft.
Building width in side build-to (min)	35%

**ADDITIONAL PARKING LIMITATIONS**

A maximum of 1 bay of angle parking or 1 bay of parallel parking with a single on-way drive aisle is permitted between the building and the street.

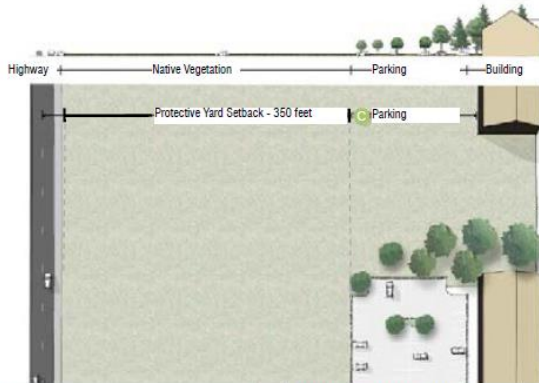
**PEDESTRIAN ACCESS**

Primary street-facing entrance required	Yes
Street-facing entrance spacing (max)	100 ft.

**STREETSCAPE REQUIREMENT**

Multi-Way	Section 3.8.1.9
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Section 4.5.4.4 Conservation Frontage



**GENERAL DESCRIPTION**

The intent of the conservation frontage is to manage development to ensure, to the maximum extent feasible, limited environmental impact and the preservation of existing native vegetation.

**BUILDING TYPES ALLOWED**

House	Section 4.4.6.2
General Commercial	Section 4.4.6.13
Civic	Section 4.4.6.15

**PROTECTIVE YARD SETBACKS**

Protective yard setback from primary street	350 ft.
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**PROTECTIVE YARD LANDSCAPING**

Existing landscaping and existing grades must be retained within the protective yard setback

**PROTECTIVE YARD ENCROACHMENTS**

Driveways	Section 4.5.3.4
Monument Sign	Section 7.3.4.9
Fences and Walls	Section 7.2.6.1

**STREETSCAPE REQUIREMENT**

None	
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Although multiple frontages options are only applicable to certain areas, Englewood could apply a similar approach oriented to certain areas and street typologies within the city. Providing additional development options can increase site design, improve congestion, and generate innovative developments.

- Advantages:
  - Provides design flexibility
  - Promotes place-specific developments
  - Limits need for site variances
  - Additional development options
- Disadvantages:
  - Added administrative confusion
  - More potential red tape

### Selectively Eliminate Density Restrictions

To attract placemaking, a simple ordinance change can establish a strong incentive for urbanism in regional centers. Density restrictions are unnecessary in core districts where intensive activity and vibrancy are goals. The City of Seattle uses a minimum density standard that has been successful to combat traditional development patterns. Seattle accomplishes this by applying selective density elimination standards to highly urbanized zoning districts in conjunction with street classification. Since this ordinance’s enactment in 2014, developments that under develop sites, reduce activity adjacent to sidewalks, encourage substantial parking, and limit development opportunities near transit and services have been effectively discouraged. Setting minimum densities are feasible alternatives to aid Englewood’s vision of compact, pedestrian-oriented development patterns.

<u>Height Limit</u>	<u>30'</u>	<u>40'</u>	<u>65'</u>	<u>85'</u>	<u>125'</u>	<u>160'</u>
<u>Minimum FAR</u>	<u>1.5</u>	<u>1.5</u>	<u>2</u>	<u>2</u>	<u>2.5</u>	<u>2.5</u>

In anticipation of new transit and to promote revitalization of underutilized land, the City of San Leandro, CA established land use designations for the parcels near existing and planned transit.

These designations vary according to their distance from the station, existing land use adjacencies, and current building types. To maximize transit potential, the city requires a minimum density for new projects of 80 units per acre. This density requirement creates expectations for developers to construct a quality product that provides benefit to the city. Additionally, the city permits various residential density and heights (standards are below).

- Land Use: Residential use required. Limited ground floor retail and office allowed in mixed-use development (quantities to be determined during zoning review). Neighborhood- and downtown-serving retail (e.g., grocery store) allowed subject to review.
- Minimum residential density: 80 dwelling units/acre.
- Maximum residential density: no limit, subject to review.
- Maximum building height: no limit.
- Special residential parking ratio: 1.0 space/dwelling unit (maximum).
- Design standards for transitions, to minimize impact on neighboring parcels.

In addition to the zones, flexibility is allowed in “special policy areas”. This flexibility includes the location of public plazas, setbacks for transit loading areas, street closures, minimum building heights, and allowing office uses above ground floors.

- Advantages:
  - Avoids lot underutilization
  - Increases lot yield
- Disadvantages
  - Increased infrastructure demand
  - Neighborhood/property owner conflict