



Planning and Zoning Commission

TO: CITY OF CENTENNIAL PLANNING AND ZONING COMMISSION
SUBJECT: REGULAR MEETING
DATE AND TIME: October 26, 2016, 6:00 PM
PLACE: *COUNCIL CHAMBERS, 13133 E. ARAPAHOE ROAD*

AGENDA

Meeting Protocols:

PLEASE TURN OFF CELL PHONES; BE RESPECTFUL AND TAKE PERSONAL CONVERSATIONS INTO THE LOBBY AREA.

The Planning & Zoning Commission Meetings are recorded for the City's website. Please remember to mute the volume on your laptop computers and to turn off all cell phones as they may cause interference with the microphones and audio streaming.

I. CALL TO ORDER

II. ROLL CALL

- a. Alternate Selection for Voting Purposes

III. CONSENT AGENDA

The Consent Agenda can be adopted by a simple motion. The Consent Agenda will be read aloud prior to a vote on the motion. Any Consent Agenda item may be removed from the Consent Agenda at the request of a Planning and Zoning Commissioner for individual consideration.

- a. Consideration of Resolutions
 - i. Pet Cremation Services Site Plan Ratification
- b. Consideration of Other Items
 - i. Approval of 2017 Meeting Calendar
- c. Approval of Minutes

IV. LAND USE APPLICATIONS/PUBLIC HEARINGS

- a. Bank of America Site Plan, LU-16-00040
- b. Small Scale City Initiated Rezoning of Certain Parcels from General Commercial (CG) to Activity Center (AC)

V. UPDATES

VI. LONG RANGE AGENDA

VII. ADJOURNMENT

THE NEXT REGULAR MEETING WILL BE HELD 11/09/2016, 6:00 PM

Please call 303-754-3309 at least 48 hours prior to the meeting if you believe you will need special assistance or any reasonable accommodation in order to be in attendance at or participate in any such meeting, or for any additional information.



Staff Report

TO: Planning and Zoning Commission

THROUGH: Derek Holcomb, AICP, Deputy Community Development Director

FROM: Michael Gradis, AICP, Planner II

DATE OF MEETING: October 26, 2016

DATE OF SUBMITTAL: October 19, 2016

SUBJECT: Resolution No. 2016-PZ-R-25: Ratification of Director of Community Development Approval of the Pet Cremation Services Site Plan (Case No. LU-16-00135)

DISTRICT/LOCATION: District 3 – located south of S. Troy Cir. between S. Racine Cir. And E. Caley Ave. (<https://goo.gl/ZoFDCE>)

1. Executive Summary:

Upon review of the Pet Cremation Services Site Plan, Case No. LU-16-00135 (the “Site Plan”), and finding that the Site Plan met all of the technical requirements and approval standards for a site plan set forth in the Land Development Code (the “LDC”), the Director of Community Development (the “Director”) approved the Site Plan on October 14, 2016. In accordance with Sections 12-14-203 and 12-14-602 of the LDC, the Director’s approval of the Site Plan must be ratified by the Planning and Zoning Commission.

2. Discussion:

Mr. Ed Peterson and Manhard Consulting (collectively known as the “Applicant”) on behalf of TCCH Management II LLC (the “Owner”) proposes to construct a 8,053 square foot pet cremation facility on 1.36 acres. The site is located south of S. Troy Cir. between S. Racine Cir. And E. Caley Ave. The site is currently zoned Business Park (BP₁₀₀) and is located within the Southfield Business Park. A pet cremation facility is permitted as a limited use within the CG zone district.

This Staff Report provides a summary of the Site Plan, a copy of which is attached. Staff recommends that the Planning and Zoning Commission ratify the Director’s approval of the Site Plan on the October 26, 2016 Consent Agenda, through approval of Resolution No. 2016-PZ-R-25. A copy of the Resolution is attached to this report and is incorporated herein by reference.

Site Plan Summary

Applicant: Mr. Ed Peterson and Manhard Consulting
Project Description: Site plan for a 8,053 square foot pet cremation facility on 1.36 acres

Project Location: Located south of S. Troy Cir. between S. Racine Cir. And E. Caley Ave.
Project Zoning: Business Park (BP₁₀₀)

Director of Community Development Decision

The Director approved the Site Plan on October 14, 2016, finding that the Pet Cremation Services Site Plan met all of the technical requirements and approval standards for a site plan set forth in the LDC Section 12-14-602(D), *Approval Standards*:

- Site plans shall be used to implement physical design objectives of adopted Sub-Area Plans in a manner that is consistent with the standards of this LDC.
- The proposed site plan shall be designed to minimize impacts on the reasonable development expectations or the use and enjoyment of adjacent land or the public interest, consistent with the applicable standards of this LDC.
- The proposed site plan shall not materially and adversely affect the public health or safety through interpretations of the standards of this LDC that do not give full effect to other provisions that would be protective to health and safety if applied.
- The proposed site plan recognizes the limits of existing and planned infrastructure, by thorough examination of the availability and capability of water, sewer, drainage, and transportation systems to serve present and future land uses.
- The proposed site plan provides for compatibility between the proposed development, surrounding land uses (existing or planned), and the natural environment.
- The proposed site plan provides for efficient and adequate provision of public services and solid waste removal.
- The proposed site plan protects public health and safety against natural and man-made hazards which include, but are not limited to, traffic noise, water pollution, airport hazards, and flooding.
- The proposed site plan provides for accessibility within the proposed development and appropriate connectivity or buffering or both between the development and existing adjacent uses.
- The proposed site plan minimizes disruptions to existing physiographic features, including vegetation, streams, lakes, soil types and other relevant topographical elements.
- If the site plan includes buildings that are more than 30 feet in height and the parcel proposed for development abuts existing residential development with existing views of the mountains, then the site plan shall distribute the mass of the buildings that are taller than 30 feet in a manner that allows for sight lines to the mountains from the residential development.

Ratification by Planning and Zoning Commission – Procedure

Section 12-14-312(D) of the LDC establishes the applicable ratification procedures applicable to the Planning and Zoning Commission's consideration of the Director's approval of the Site Plan:

1. The Planning and Zoning Commission may ratify the Director's approval of the Site Plan upon approval of the consent agenda; or
2. The Planning and Zoning Commission may remove the ratification of the Site Plan from the consent agenda. If the Site Plan is removed from the consent agenda, the Planning and Zoning Commission is required to: (a) ratify the Site Plan by majority vote; or (b)

schedule the Site Plan for a public hearing in accordance with Section 12-14-312(D)(3) of the LDC, if a majority of Planning and Zoning Commission members do not vote to ratify the Site Plan.

3. Recommendations:

Staff recommends that the Planning and Zoning Commission ratify the Site Plan on the October 26, 2016 Consent Agenda, by and through approval of Resolution No. 2016-PZ-R-25.

4. Alternatives:

The Planning and Zoning Commission may remove the ratification of the Site Plan from the consent agenda. If the Site Plan is removed from the consent agenda, the Planning and Zoning Commission is required to: (a) ratify the Site Plan by majority vote; or (b) schedule the Site Plan for a public hearing in accordance with Section 12-14-312(D)(3) of the LDC, if a majority of Planning and Zoning Commission members do not vote to ratify the Site Plan.

5. Fiscal Impact:

Ratification of the Pet Cremation Services Site Plan will have no direct fiscal impact on the City.

6. Next Steps:

If ratified by the Planning and Zoning Commission, the Applicant is required to submit final mylars of the Site Plan to the Community Development Department for recordation within 60 days of Planning and Zoning Commission ratification.

7. Previous Actions:

The Director approved the Site Plan on October 14, 2016.

8. Suggested Motions:

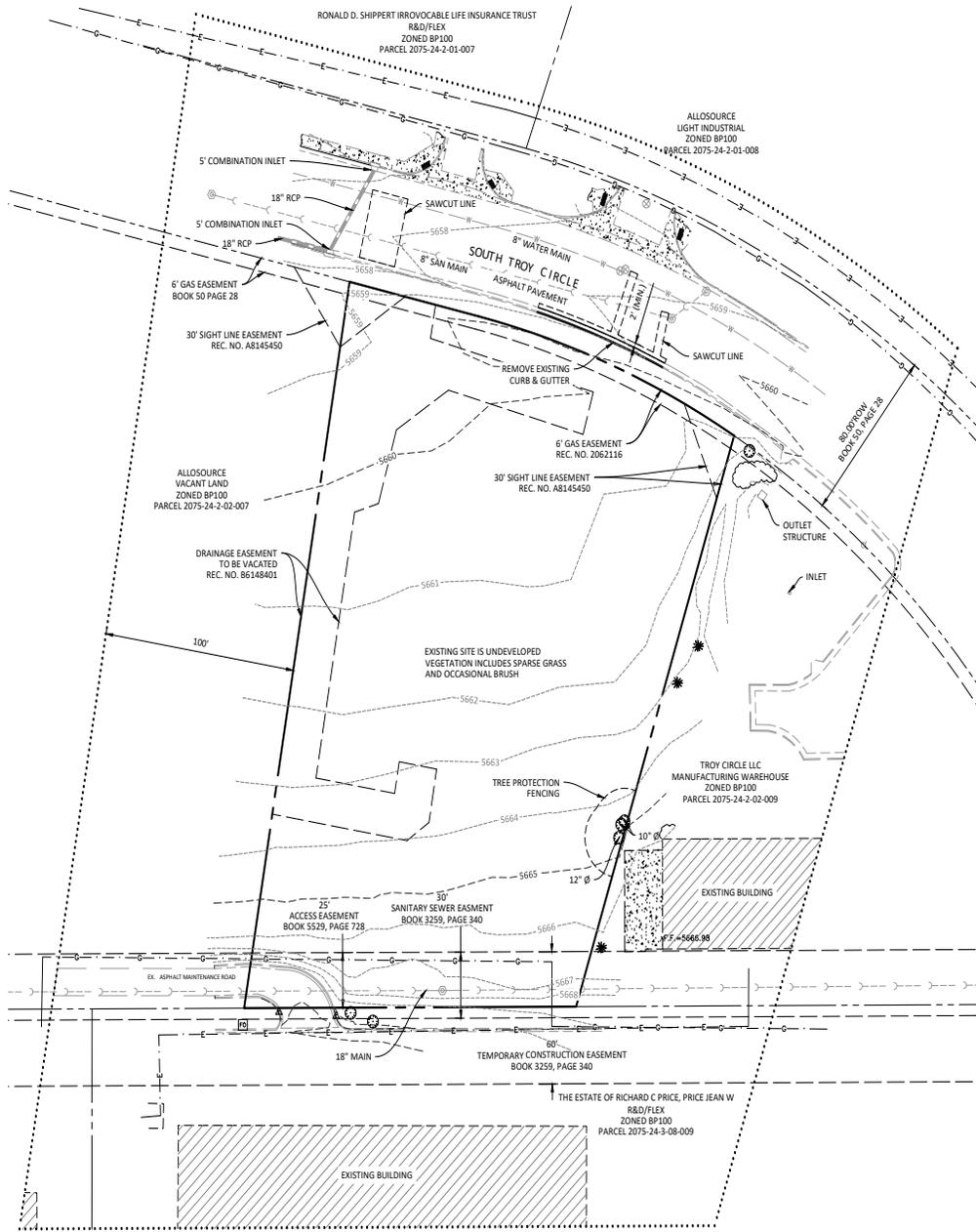
Approval of the consent agenda will effect approval of Resolution No. 2016-PZ-R-25 and ratify the Pet Cremation Services Site Plan. If the Site Plan is removed from the consent agenda, the Planning and Zoning Commission may ratify the Site Plan by majority vote with the following motion:

“I MOVE TO APPROVE RESOLUTION NO. 2016-PZ-R-25, A RESOLUTION RATIFYING THE APPROVAL OF THE PET CREMATION SERVICES SITE PLAN, CASE NO. LU-16-00135.”

Attachment 1: Pet Cremation Services Site Plan, LU-16-00135

Attachment 2: Resolution No. 2016-PZ-R-25

CASE NO.: LU-16-00135



LEGEND

- PROPERTY LINE
- LOT LINES
- EASEMENT
- MAJOR CONTOUR
- MINOR CONTOUR
- SANITARY SEWER
- STORM SEWER
- GAS LINE
- ELECTRIC LINE
- WATER LINE
- 100' PROPERTY LINE OFFSET
- CURB & GUTTER
- SIDEWALK
- DECIDUOUS TREE
- CONIFER TREE

REVISIONS	Description
DATE	
BY	
DRAWN	JMP
CHECKED	DEM
DESIGNED	AMA
FILENAME	PCS_PRELIM_EX.CONDTIONS

PET CREMATION SERVICES
EXISTING CONDITIONS & DEMOLITION PLAN

JOB NO.	PCS.COCE01
SCALE	1" = 30'
DATE	6/30/2016
SHEET	2
SHEETS	16

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REV	DESCRIPTION	DATE

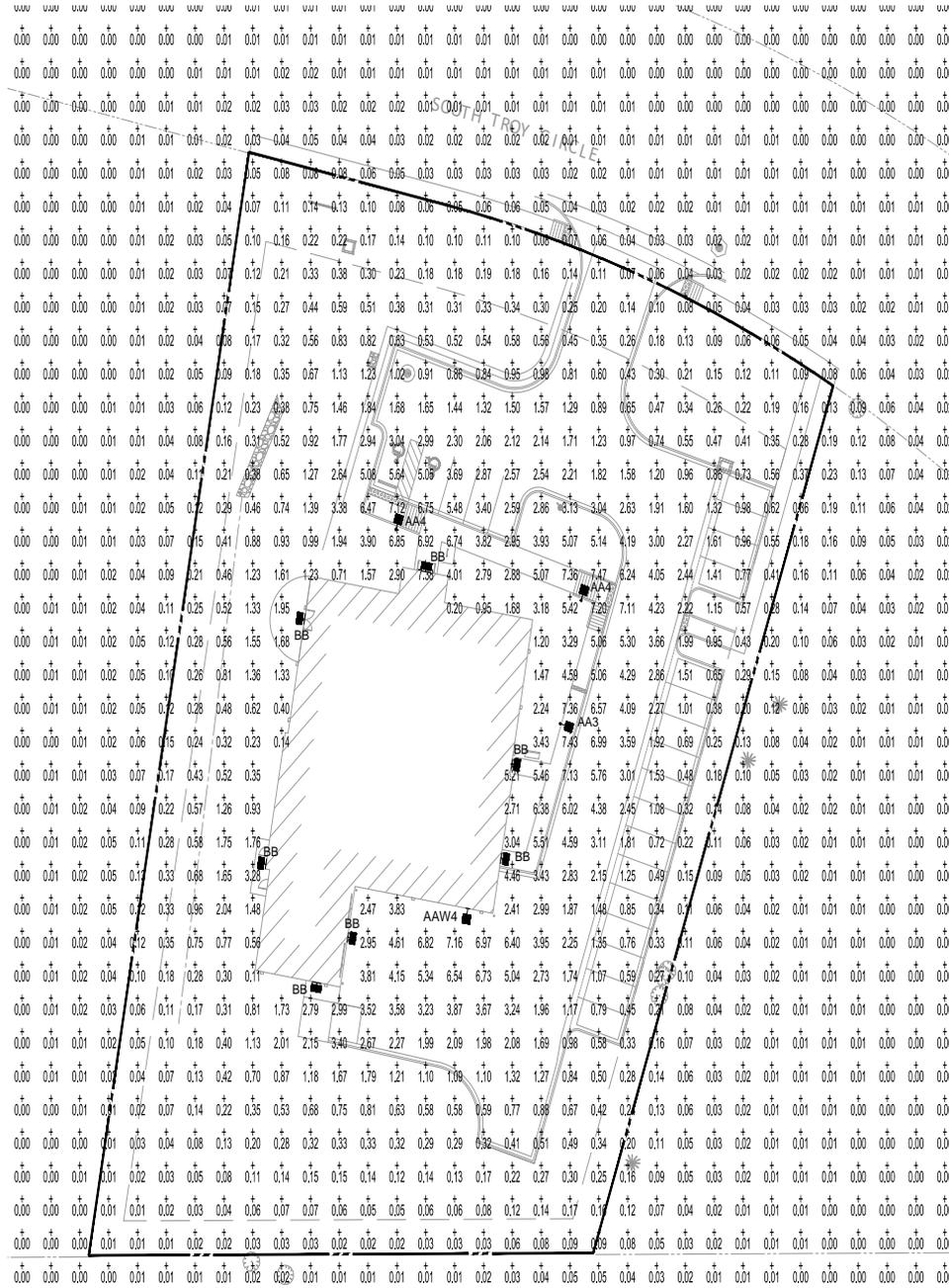
DRAWN: C. KINCAID
 CHECKED: E. PETERSON
 DESIGNED: CHRISTOPHER A. KINCAID, ARCHITECT
 FILENAME: PCS-ELEVS 6-1-2016.PDF

PET CREMATION SERVICES
ARCHITECTURAL BUILDING ELEVATIONS



JOB NO.	PCS.CECC01
SCALE	"N.T.S."
DATE	8/16/2016
SHEET	8
SHEETS	16

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1 PHOTOMETRIC PLAN
SCALE: 1" = 20'-0"

REVISIONS	DESCRIPTION
DATE	CITY COMMENTS
BY	
CHK	
DATE	

DRAWN	
CHECKED	
DESIGNED	
FILEDNAME	

PET CREMATION SERVICES
CENTENNIAL, CO
SITE LIGHTING PHOTOMETRIC PLAN



JOB NO.	
SCALE	NOTED
DATE	6-1-16
SHEETS	14
SHEET	16

KAZIN
Associates, Inc.
Consulting Electrical Engineers
Est. 1984
Village Square at Lone Tree
9364 Teddy Lane, Ste #101
Lone Tree, CO 80124
Phone: 720-489-1628
Fax: 720-489-1611
Project #: MTRC © 2014


COMcheck Software Version 4.0.4.0
Exterior Lighting Compliance Certificate

Project Information

Energy Code: 2015 IECC
 Project Title: PET CREMATORIUM
 Project Type: New Construction
 Exterior Lighting Zone: 2 (Light industrial area with limited nighttime use)

Location: 6259 SOUTH TROY CIRCLE CENTENNIAL, CO 80111
 Designer: KAZIN & ASSOCIATES, INC. 9364 Teddy Lane Ste #101 Lone Tree, CO 80124 720-489-6009

Allowed Exterior Lighting Power

Area/Surface Category	Quantity	Allowed Watts / Unit	Tradable Watts	Allowed Watts (B X C)
Other door (not main entry)	36 ft of door	20	Yes	720
		Total Tradable Watts (a) =		2623
		Total Allowed Watts =		2623
		Total Allowed Supplemental Watts (b) =		600

(a) Wattle tradeoffs are only allowed between tradable areas/surfaces.
 (b) A supplemental allowance equal to 600 watts may be applied toward compliance of both non-tradable and tradable areas/surfaces.

Proposed Exterior Lighting Power

Fixture ID - Description / Lamp / Wattage Per Lamp / Ballast	Lamps/ Fixture	# of Fixtures	Watt. (C X D)	
LED 1: AA3: Other	1	1	181	
LED 2: AA4: Other	1	2	362	
LED 3: AA4W: Other	1	1	181	
LED 4: BB: Other	1	7	28	
		Total Tradable Proposed Watts =		920

Exterior Lighting PASSES: Design 71% better than code

Exterior Lighting Compliance Statement

Compliance Statement: The proposed exterior lighting design represented in this document is consistent with the building plans, specifications, and other calculations submitted with this permit application. The proposed exterior lighting systems have been designed to meet the 2015 IECC requirements in COMcheck Version 4.0.4.0 and to comply with the mandatory requirements listed in the Inspection Checklist.

DAVID KAZIN, P.E. Signature:  Date: 10-3-16

Project Title: PET CREMATORIUM Report date: 10/03/16
 Data filename: C:\Users\david.kazin\Documents\KAZIN\WG STORAGE\Projects 2016\PET CREMATORIUM - Page 1 of 5
 16196\COMCHECK PET CREMATORIUM-16196.cck

LNC2

Compact LED Wallpack



The compact LED LNC2, slightly larger than the LNC1 designed for perimeter illumination for safety, security and general lighting applications.

- IES Progress Award Winner - 2013 and Building Operating Management 2014 Top Products Award - LNC2 (2012)
- DesignLight Consortium (DLC) qualified (Types III and IV). Control: DALI, remote for more details: www.designlight.com
- Zero-voltage, non-hazardous friendly
- Mounting height up to 35 feet and 40% fixture spacing (without acrylic diffuser) and 40% spacing with acrylic diffuser installed
- Protective polycarbonate lens in five color choices
- Features long life (60,000hr L80 rated), high CRI, 3000K, 4000K, and 5000K LEDs
- Includes quick-mount adapter
- Acrylic diffuser reflects high angle output for use at entrance or pedestrian pathways
- Battery backup option in 12L version for space applications
- Photocell and occupancy sensor options available for complete on/off and dimming control
- Factory installed back box on 800 and motion sensor units (options cannot be combined)
- Listed to UL1599 for use in wet locations

ORDERING INFORMATION

Series	Number of Lamps	Wattage	CT	UL Listing/Options	Finish	Options
LNC2 LNC2	5L 5 LEDs	1 120V-577V	3K 3000 nominal	2 nd Type III	1 Bronze	PC ¹ Photocell (Must specify field-mount wiring)
	7L 7 LEDs	1 120V	4K 4000 nominal	3 rd Type III	2 Black	Integral battery
	4L 4 LEDs	2 200V	3 200V	4 th Type IV	3 White	SCM ² Programmable motion control factory default is 10% light output
	12L 12 LEDs	4 277V	5K 5000 nominal	5 th Surface	4 White	SCM ² Programmable motion control factory default is 10% light output
	12L 12 LEDs, 400V	4 277V	5K 5000 nominal	5 th Surface	4 White	SCM ² Programmable motion control factory default is 10% light output
	12L 12 LEDs, 347V	4 277V	5K 5000 nominal	5 th Surface	4 White	SCM ² Programmable motion control factory default is 10% light output

FINISHES: 1 Bronze, 2 Black, 3 White, 4 White, 5 Surface

OPTIONAL: PC¹ Photocell (Must specify field-mount wiring), Integral battery, SCM² Programmable motion control factory default is 10% light output

SCM² PROGRAMMABLE MOTION CONTROL: Factory default is 10% light output

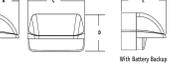
LNC2 - BATTERY BACKUP AND MOTION SENSOR



PERFORMANCE INFORMATION

Series Number	Dimensions	Distance Lumens	Height	Mounting Height	CT	Voltage	Output Current
LNC2-7L-5K	70w 70w 42w	1,557	17	up to 11 ft.	5000K	120-277V	1.0/700mA
LNC2-9L-5K	90w 90w 42w	2,095	22	up to 11 ft.	5000K	120-277V	1.0/700mA
LNC2-12L-5K-4-1	150w 150w 2x42w	2,869	28	up to 15 ft.	5000K	120-277V	1.0/700mA
LNC2-12L-5K-4-1	150w 150w 2x42w	4,166	42.7	up to 15 ft.	5000K	120-277V	2.0/700mA

DIMENSIONS: 6.25" x 1.6" x 10.25", 5.6" x 10.25" x 7.0", 5.0" Dia., 158.7 mm x 40.2 mm x 260.4 mm, 142.2 mm x 265.4 mm, 3.2 kg, 6.8 kg



INSTALLATION: With Battery Backup

ASL LED SERIES

AREASIDE/ROAD LIGHTER



ASL LED SERIES AREASIDE/ROAD LIGHTER

Specifications:

- 12" VDC driving standard photocell, occupancy sensor and wireless available for complete control and dimming control
- Separate optical and electrical compartments for improved thermal management and optimum component operation
- EPA: 8L - 50W, 12L - 100W, 24L - 200W
- Options:
 - Photocell
 - Occupancy sensor
 - Wireless remote control
 - Dimming leads can be pulled for use with remote control devices, order to specify
- Includes:
 - 7-pin ANSI C12.41-2013 photocell receptacle option available for field back performance or wireless control modules (control accessories sold separately)
 - Dimming leads can be pulled for use with remote control devices, order to specify
 - Features easy-to-wire photocell compartment
 - Universal mounting back works with all 400 pattern (see page 4 illustration for dimensions)
 - Fasten clips with slotted mounting back to accommodate wide range of drill patterns to easily remove/reinstall (see page 4 illustration for dimensions)
 - Most are fiber optic or option available for 2-3/8" OD brackets
- Lens distribution are field installable (see 16" illustration for dimensions)
- 3000K, 4000K, or 5000K (70-076, CCT)
- Zero-voltage

Finish: 1 Bronze, 2 Black, 3 White, 4 White, 5 Surface

SCM² PROGRAMMABLE MOTION CONTROL: Factory default is 10% light output

LED Drivers: Five year limited warranty (for more information visit www.hubbell.com/led-driver)

Warranty: Five year limited warranty (for more information visit www.hubbell.com/warranty)

Shipping Information:

Category	8.5" H x 3.5" W	Length (in)	Depth (in)	Weight (lb)
ASL-8L	19.85	3.5	7.25	3.5
ASL-12L	19.85	23.625	15.125	28.6
ASL-24L	24.125	23.625	15.125	58.6

CONFIGURATION LISTINGS

ORDERING INFORMATION - STOCK CONFIGURATIONS

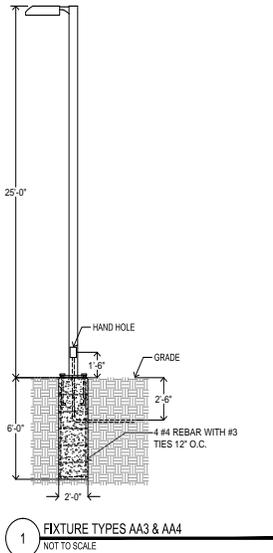
Category	Series	Description	Wts.	Distribution	Wattage	# Drivers	Wattage	CT	Length	Depth	Weight
ASL-8L-3	Medium size 8 LED configuration, Dark Bronze	Arts	Type B	125	180/270V	120V-277V	4000K	11103	3.1	6.2	3.5
ASL-12L-3	Medium size 12 LED configuration, Dark Bronze	Arts	Type IV	125	180/270V	120V-277V	4000K	11103	3.1	18.1	16.0
ASL-24L-3	Large size 24 LED configuration, Dark Bronze	Arts	Type IV	181	180/270V	120V-277V	4000K	11404	3.1	20.0	17.0
ASL-24L-4	Large size 24 LED configuration, Dark Bronze	Arts	Type IV	181	180/270V	120V-277V	4000K	16752	3.1	20.0	17.0

CONFIGURABLE ORDERING INFORMATION NEXT PAGE

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
 On-line: www.hubbell.com • Email: info@hubbell.com • Product specifications are subject to change without notice.
 © 2015 HUBBELL OUTDOOR LIGHTING. All Rights Reserved. For more information visit our website: www.hubbell.com • Printed in USA

LIGHTING FIXTURE SCHEDULE						
PREPARED BY KAZIN & ASSOCIATES			LUMINAIRE SPECIFICATION			
ID	DESCRIPTION	FINISH	MOUNTING INFO	MANUFACTURER	CATALOG NUMBER	LAMP(S)
AA3	POLE MOUNTED FULL CUT-OFF LED AREA LIGHT WITH TYPE 3 DISTRIBUTION	DARK BRONZE	25' POLE	HUBBELL	ASL-24L-24L-4K-210-3	21935 LUMEN LED
AA4	POLE MOUNTED FULL CUT-OFF LED AREA LIGHT WITH TYPE 4 DISTRIBUTION	DARK BRONZE	25' POLE	HUBBELL	ASL-24L-24L-4K-210-4	22260 LUMEN LED
AA4W	WALL MOUNTED FULL CUT-OFF LED AREA LIGHT WITH TYPE 4 DISTRIBUTION	DARK BRONZE	WALL +23'	HUBBELL	ASL-24L-24L-4K-210-4	22260 LUMEN LED
BB	WALL MOUNTED FULL CUT-OFF LED AREA LIGHT WITH TYPE 4 DISTRIBUTION	DARK BRONZE	WALL +12'	HUBBELL	LNC2-12LU-4K-4	2869 LUMEN LED

CALCULATION SUMMARY					
AREA NAME	AVE	MAX	MIN	MAX/MIN	AVE/MIN
PARKING	2.51	7.16	0.44	16.31	5.73



PET CREMATION SERVICES
CENTENNIAL, CO
SITE LIGHTING DETAILS

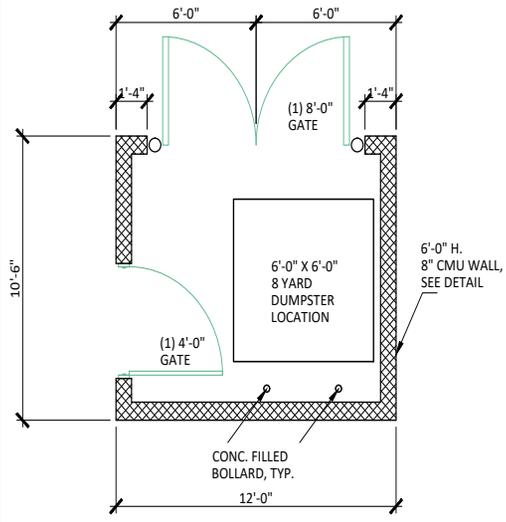


KAZIN & ASSOCIATES, INC.
 Consulting Electrical Engineers
 Est. 1981

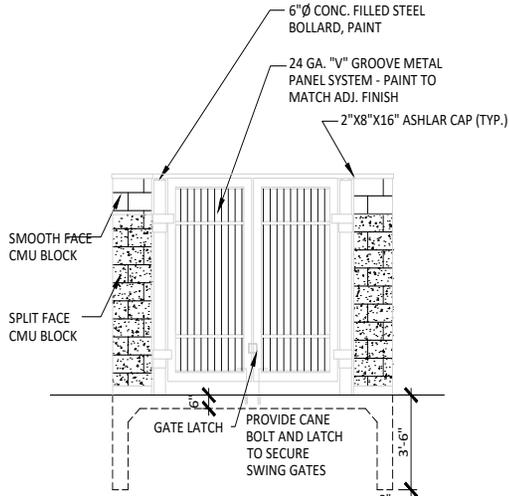
Project # MTRC 1014

Project Name: PET CREMATORIUM
 Location: 6259 SOUTH TROY CIRCLE, CENTENNIAL, CO 80111

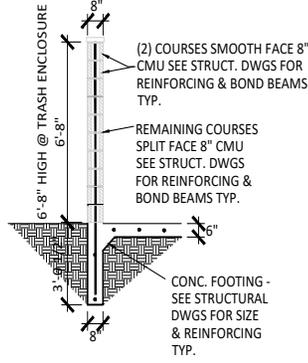
DATE: 6-1-16
 SHEETS: 16 OF 15



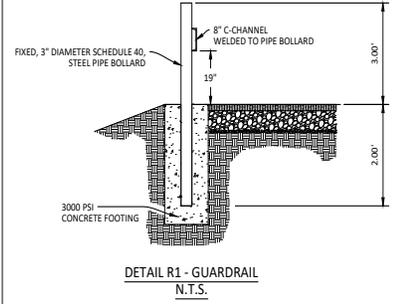
TRASH ENCLOSURE PLAN
N.T.S.



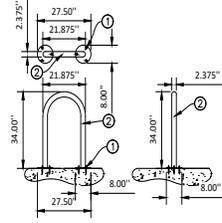
TRASH ENCLOSURE GATE
N.T.S.



SCREEN WALL
N.T.S.



DETAIL R1 - GUARDRAIL
N.T.S.



BIKE RACK DETAIL
N.T.S.

- NOTES:
1. 0.375 X 3" LG. STAINLESS STEEL CONCRETE SLEEVE ANCHORS
2. LOOP BIKE RACK

DATE	REVISIONS	DESCRIPTION
9/29/16	1	ISSUED FOR PERMITTING
9/29/16	2	REV SUBMITTAL TO THE CITY
9/29/16	3	REV SUBMITTAL TO THE CITY
9/29/16	4	REV SUBMITTAL TO THE CITY

Manhard CONSULTING
 6255 South Troy Circle, Centennial, Colorado 80108
 303.440.4400
 www.manhardconsulting.com
 Services: Architecture • Engineering • Construction Management • Planning • Urban Design • Transportation Planning • Environmental Planning • Real Estate

PET CREMATION SERVICES
 6259 SOUTH TROY CIRCLE, CENTENNIAL, COLORADO
 SITE DETAILS

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PROJ. MGR.: JGM
 PROJ. ARCH.: MHA
 DRAWN BY: JWP
 DATE: 5/31/2016

SHEET
16 OF 16
 PCS.COC001

CITY OF CENTENNIAL, COLORADO

**PLANNING AND ZONING COMMISSION
RESOLUTION 2016-PZ-R-25**

**A RESOLUTION OF THE CITY OF CENTENNIAL PLANNING AND
ZONING COMMISSION RATIFYING THE PET CREMATION SERVICES SITE PLAN
(CASE NUMBER LU-16-00135)**

WHEREAS, pursuant to the Home Rule Charter of the City of Centennial (“City”) and Article 23, Title 31 of the Colorado Revised Statutes, the City has authority to regulate the development of land, streets and utilities within the City for the purposes of promoting the public health, safety, convenience, and the general welfare of the community; and

WHEREAS, through the City of Centennial Land Development Code (“LDC”), site plans are approved by the City Council, the Planning and Zoning Commission or the Director of Community Development (“Director”); and

WHEREAS, site plans may be approved by the Director if the parcel proposed for development is more than 500 feet from a residential zoning district boundary within the City of Centennial and either:

- The parcel proposed for development is less than five acres in area; or
- None of the buildings or structures will be taller than 30 feet in height; or
- They implement an approved Master Development Plan that has not been converted, sunsetted, or abandoned; and

WHEREAS, Mr. Ed Peterson and Manhard Consulting (collectively known as the “Applicant”) on behalf of TCCH Management II LLC (the “Owner”) submitted a site plan entitled “PET CREMATION SERVICES SITE PLAN,” Case No. LU-16-00135 (the “Site Plan”) to construct a 8,053 square foot pet cremation facility on certain property legally described as LOT 10, BLOCK 4, SOUTHFIELD PARK, COUNTY OF ARAPAHOE, STATE OF COLORADO (the “Subject Property”); and

WHEREAS, the Subject Property is located is located south of South Troy Circle between South Racine Circle and East Caley Avenue within the Southfield Business Park; and

WHEREAS, the Subject Property is currently zoned Business Park (BP₁₀₀) under the LDC; and

WHEREAS, the Subject Property consists of 1.36 acres, more or less; and

WHEREAS, the Site Plan qualifies for administrative approval and was approved by the Director on or about October 14, 2016 upon finding that the Site Plan met all the technical requirements and approval standards for a site plan as contained in the LDC; and

WHEREAS, the approved Site Plan was submitted to the Planning and Zoning Commission for ratification on its October 26, 2016 consent agenda; and

WHEREAS, the administrative record for this case includes, but is not limited to, the City of Centennial Land Development Code, City of Centennial Comprehensive Plan, all other applicable ordinances, resolutions and regulations, the staff report presented to Planning and Zoning Commission, the application and all other submittals of the Applicant, and the tape recording and minutes of the Planning and Zoning Commission meeting at which this application was ratified.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION FOR THE CITY OF CENTENNIAL, COLORADO, THAT:

Section 1. The foregoing recitals are incorporated herein as findings of the Planning and Zoning Commission.

Section 2. The Planning Commission hereby ratifies the Director's approval of the Pet Cremation Services Site Plan, Case No. LU-16-00135.

Section 3. Approval of the Site Plan shall be and is subject to the following conditions of approval:

- a. The Applicant shall resolve and correct any technical issues as directed by City staff prior to recordation of the Site Plan mylar;
- b. The Applicant shall pay any and all remaining fees and costs incurred by the City and its consultants in review and processing of the application in full prior to recordation of the Site Plan mylar; and
- c. Recordation by the City of a vacation and abandonment declaration vacating that certain City drainage easement, recorded at reception number B6148401 on October 17, 2006 in the property records of Arapahoe County, as both the City and SEMSWA have determined that such drainage easement is no longer necessary to serve the public interest and qualifies for vacation pursuant to LDC Section 12-14-706.

Section 4. The Community Development Department is authorized to make any changes to the mylar form of the approved Site Plan as may be needed to conform the Site Plan to the form and content requirements of the LDC in effect at the time the Site Plan is submitted for signature(s) and to make such other changes that are expressly authorized or required pursuant to this Resolution.

Section 5. **Effective Date.** This Resolution shall take effect upon its approval by the City of Centennial Planning and Zoning Commission.

ADOPTED by a vote of ___ in favor and ___ against this 26th day of October, 2016.

**PLANNING AND ZONING
COMMISSION FOR THE CITY OF
CENTENNIAL, COLORADO**

Andrea Suhaka, Chairperson

ATTEST:

Approved As To Form:

Secretary
Planning and Zoning Commission

By: _____
For City Attorney's Office

Planning and Zoning Commission 2017 Meetings

10/26/2016 Planning and Zoning Commission Consent Agenda

Planning Commission Hearing Date

January 11, 2017

January 25, 2017

February 8, 2017

February 22, 2017

March 8, 2017

March 22, 2017

April 12, 2017

April 26, 2017

May 10, 2017

May 24, 2017

June 14, 2017

June 28, 2017

July 12, 2017

July 26, 2017

August 9, 2017

August 23, 2017

September 13, 2017

September 27, 2017

October 11, 2017

October 25, 2017

November 8, 2017

November 22, 2017 - *Cancelled*

December 13, 2017

December 27, 2017 - *Cancelled*

January 10, 2018

January 24, 2018



**PLANNING AND ZONING COMMISSION
REGULAR MEETING**

**October 12, 2016, 6:00 PM
13133 E. ARAPAHOE ROAD**

MINUTES

1. CALL TO ORDER

Chair Suhaka called the meeting to order at 6:05 PM.

2. ROLL CALL

Those present were: Chair Suhaka
Commissioner Bailey
Commissioner Beatty
Commissioner Griffis
Commissioner Sims
Commission Sutherland
Commissioner Urtz

Those absent were: Commissioner Cohen, excused
Commissioner Hart, excused

Also present were: Bob Widner, City Attorney
Jill Hassman, Assistant City Attorney
Derek Holcomb, Deputy Community Development Director
Michael Gradis, Planner II
Jennifer Wood, Recording Secretary

a. Alternate Selection for Voting Purposes

Commissioners Beatty and Griffis were appointed voting members in the absence of Commissioners Cohen and Hart.

3. CONSENT AGENDA

Commissioner Bailey moved approval of the CONSENT AGENDA. Commissioner Sutherland seconded the motion.

With Commissioners Bailey, Beatty, Griffis, Sims, Sutherland, Urtz, and Chair Suhaka, voting AYE, and (None) voting NAY; the motion was approved by a vote of seven (7) AYE and none (0) NAY.

a. Consideration of Resolutions

**i. Resolution No. 2016-PZ-R-24, Colorado Auto Finders Site Plan
Ratification (Case No. LU-16-00168)**

b. Consideration of Other Items

c. Approval of Minutes

4. LAND USE APPLICATIONS/PUBLIC HEARINGS

5. TRAINING

a. Common Municipal Land Use Issues - Bob Widner

Bob Widner, City Attorney, presented a training on Group Homes and included a brief overview of Rezoning.

6. LONG RANGE AGENDA AND UPDATES

Derek Holcomb, Deputy Community Development Director, gave the updates.

7. ADJOURNMENT

The meeting adjourned at 7:07 PM.

Respectfully submitted,

Jennifer Wood

Jennifer Wood, Recording Secretary



Staff Report

TO: Planning and Zoning Commission

FROM: Derek Holcomb, AICP, Deputy Director of Community Development

DATE OF MEETING: October 26, 2016

DATE OF SUBMITTAL: October 19, 2016

SUBJECT: Bank of America Site Plan Recommendation (LU-16-00040)

DISTRICT/LOCATION: District 2 – 6930 S. University Blvd., Centennial, CO 80122
(goo.gl/pysQDL)

1. **Executive Summary:**

H&T Consultants, on behalf of Bank of America (collectively, the “Applicant”), proposes a site plan for a new Bank of America office building on a 1.04 acre property located at the southeast corner of E. Easter Ave. and S. University Blvd. (the “Subject Property”). The Subject Property is zoned Activity Center (AC) and allows a financial institution as a principal permitted use. The proposed Bank of America building is one-story, 3,677 square feet and contains an accessory drive-up ATM.

Should the Site Plan be approved by the Planning and Zoning Commission the Applicant is required to receive ratification of the approval by the City Council. The ratification by City Council is currently scheduled for consideration at its November 7, 2016 meeting.

2. **Discussion:**

The Subject Property is currently zoned AC and is located directly east of the Streets at SouthGlenn development, at the southeast corner of E. Easter Ave. and S. University Blvd. The properties to the west, north and east are zoned Planned Unit Development (PUD) and AC and developed with retail uses. The Properties to the south are zoned Neighborhood Conservation Single-Family Attached (NC_{SFA}) and are developed with single-family attached residences. The proposed development will contain a one-story office building for Bank of America totaling 3,677 square feet and an accessory drive-up ATM. The proposed building is approximately 21 feet in height where 50 feet is permitted and the accessory ATM is proposed at 16 feet in height.

Staff is recommending approval of the proposed development because the Site Plan application meets all review and approval criteria as set forth in the Land Development Code (LDC) and the intent of the City’s Comprehensive Plan and Southglenn Sub-Area Plan. The proposed use and building are compatible with the approved AC zone district standards. A development criteria comparison chart is included below to demonstrate the Site Plan’s compliance with the district requirements. A letter of intent and the proposed Site Plan are attached to this report.

Development Criteria Comparison Chart:

	EXISTING ZONING	PROPOSED SITE PLAN (LU-16-00040)
ZONING	Activity Center	Activity Center
PERMITTED USES	Per Section 12-2-301, <i>Use Tables</i> of the LDC Generally: commercial development	Financial institution
BUILDING MAX HEIGHT	50 feet	Approximately 21 feet
MINIMUM BUILDING/PARKING SETBACKS	S. University Blvd.: 16 feet E. Easter Ave.: 12 feet Residential: 25 feet <i>(Parking setbacks are the same, except for a 10 foot residential setback)</i>	Building setbacks: S. University Blvd.: 16.5 feet E. Easter Ave.: 27.2 feet Residential: 34.6 feet Parking setbacks: S. University Blvd.: n/a E. Easter Ave.: 16.4 feet Residential: 10 feet
PARKING RATIOS	Per Section 12-5-202, <i>Required Off-street Parking and Loading Spaces</i>	1 space / 250 square feet of floor area = 15 spaces required 33 spaced provided (2 ADA)
LIGHTING ZONE/MAX POLE HEIGHT	Lighting Zone 3 (LZ-3) The maximum height of light poles shall be: <ul style="list-style-type: none"> • 18 feet when located <i>up to</i> 50 feet from the property line of areas zoned for residential uses, except when the residential uses are located within an AC or UC zoning district. • 25 feet when located 50 to 100 feet from the property line of areas zoned for residential uses, except when the residential uses are located within an AC or UC zoning district. • 35 feet when located <i>more than</i> 100 feet from the property line of areas zoned for residential uses. 	Lighting Zone 3 (LZ-3) 18 – 25 feet max.
LANDSCAPE SURFACE RATIO	10 percent minimum required	25.8 percent provided

Approval Authority / Public Notice:

Approval authority for site plans is predicated on the size of the parcel of land proposed for development and the proposed building height. City Council approves applications that are within 500 feet of a residentially zoned property that also include a parcel greater than ten acres in size, or a building greater than 30 feet in height, or both. The Director of Community Development approves (with ratification by Planning and Zoning Commission) applications that are more than 500 feet from a residentially zoned property and which also contain a parcel less than five acres in size or propose buildings no more than 30 feet in height, or both. The Planning and Zoning Commission approves (with ratification by City Council) all other applications that are not decided upon by either the City Council or the Director of Community Development.

The Bank of America Site Plan is located within 500 feet of a residentially zoned parcel, but does not contain a site greater than ten acres or a building greater than 30 feet in height; therefore, the Planning and Zoning Commission has approval authority for the application, with ratification by the City Council.

As required under Table 12-14-311 of the LDC, the public hearing before Planning and Zoning Commission was properly noticed, including posted notice on the property and mailed notice to adjacent property owners at least 14 days prior to the public hearing. Planning and Zoning Commission, therefore, has jurisdiction to consider the application.

Criteria for Approval – Site Plan:

The Planning and Zoning Commission must consider evidence presented at the public hearing and evaluate the proposed site plan application according to the following criteria set forth in Section 12-14-602(D), *Approval Standards* (site plans) and listed below.

12-14-602(D)(1) *Site plans shall be used to implement physical design objectives of adopted Sub-Area Plans in a manner that is consistent with the standards of this LDC.*

The Subject Property is within the Southglenn Sub-Area Plan and complies with the goals and objectives stated within.

Policy UD 3.1 – Building placement and orientation should be close to major roads and primary internal drives to enhance the pedestrian environment, frame streets, and screen large parking fields.

Strategy ED 1.1 – Actively pursue revitalization and redevelopment opportunities that will result in higher sales tax revenues.

12-14-602(D)(2) *The proposed site plan shall be designed to minimize impacts on the reasonable development expectations or the use and enjoyment of adjacent land or the public interest, consistent with the applicable standards of this LDC.*

The AC zone district allows for a mix of uses including retail and office uses as principal permitted land use on the Subject Property. The proposed financial institution use is compatible with surrounding office and retail uses and complies with all applicable LDC standards. The site plan will not have an adverse impact on the reasonable development expectations, or the use and enjoyment, of any adjacent properties.

12-14-602(D)(3) *The proposed site plan shall not materially and adversely affect the public health or safety through interpretations of the standards of this LDC that do not give full effect to other provisions that would be protective to health and safety if applied.*

The Site Plan complies with all standards of the AC zone district, including building height, setbacks, landscaping, parking, and lighting requirements. The site plan will not have an adverse impact on the health and safety of the public or any adjacent properties.

12-14-602(D)(4) *The proposed site plan recognizes the limits of existing and planned infrastructure, by thorough examination of the availability and capability of water, sewer, drainage, and transportation systems to serve present and future land uses.*

As part of the outside referral process, Staff referred the application to Southeast Englewood Water District (Denver Water) and the South Arapahoe Sanitation District (SASD). SASD and Denver Water both responded that service is available to the property and provided general information related to new service and procedures.

A phase III drainage report was submitted with the Site Plan. The drainage report meets the requirements of the City as outlined in the February 2007 City of Centennial Stormwater Management Manual. The Southeast Metro Stormwater Authority (SEMSWA) has reviewed, and will approve, the drainage report and associated drainage features, including the Grading, Erosion and Sediment Control (GESK) plan and report, once the reports address any outstanding technical comments.

12-14-602(D)(5) *The proposed site plan provides for compatibility between the proposed development, surrounding land uses (existing or planned), and the natural environment.*

The proposed use is similar to, and compatible with, surrounding uses, and complies with all applicable LDC standards. The proposed site plan uses the two existing access points from the previous office development. Also, the Applicant has proposed a twelve foot (12') wide sidewalk along S. University Blvd. and an eight foot (8') wide sidewalk along E. Easter Ave. connecting the development to surrounding uses.

12-14-602(D)(6) *The proposed site plan provides for efficient and adequate provision of public services and solid waste removal.*

As part of the outside referral process, Staff referred the application to Littleton Fire Protection District (LFPD), the Arapahoe County Sheriff's Office (ACSO) and the Arapahoe County Public Safety Bureau (ACPSB). The LFPD and ACPSB both responded with no comments on the referral. The ACSO did not respond to the referral request.

Applications for commercial developments are not required to be referred to school, park, and library districts, because they do not have a direct impact on these services.

12-14-602(D)(7) *The proposed site plan protects public health and safety against natural and man-made hazards which include, but are not limited to, traffic noise, water pollution, airport hazards, and flooding.*

Provisions have been made in the application to ensure compliance with drainage, fire, and sight distance requirements. No proposed improvements are located within a floodplain.

12-14-602(D)(8) *The proposed site plan provides for accessibility within the proposed development and appropriate connectivity or buffering or both between the development and existing adjacent uses.*

The proposed Site Plan includes a landscape plan that provides a 40 percent landscaped bufferyard between the Subject Property and the adjacent residential development to the south. The bufferyard includes a continuous row of evergreen trees and an eight foot (8') tall masonry wall with a stucco finish on both sides. The Site Plan also proposes street trees along both S. University Blvd. and E. Easter Ave.

12-14-602(D)(9) *The proposed site plan minimizes disruptions to existing physiographic features, including vegetation, streams, lakes, soil types and other relevant topographical elements.*

The Applicant already demolished the existing building and parking lot, along with existing landscaping, to clear the site for the new Bank of America office building and associated improvements. Although Staff encouraged the preservation of some existing vegetation (mature trees), a miscommunication between the Applicant and their contractor led to its removal. As a result, there were no existing physiographic features maintained.

12-14-602(D)(10) *If the site plan includes buildings that are more than 30 feet in height and the parcel proposed for development abuts existing residential development with existing views of the mountains, then the site plan shall distribute the mass of the buildings that are taller than 30 feet in a manner that allows for sight lines to the mountains from the residential development.*

Not applicable. No buildings are proposed at more than 30 feet in height.

Analysis of Application to Criteria - Site Plan

Staff has evaluated the request against the criteria for approval and found that the Site Plan application complies with the approval standards for contained in LDC Section 12-14-602(D), as stated above.

Community Meeting

A community meeting was held for the Site Plan application on February 23, 2016. A total of 13 invitations were mailed to all adjacent property owners and to all Centennial homeowners associations and civic associations located within one-half mile of the Subject Property, as well as CenCON. There were five (5) attendees at the community meeting, and all attendees were offered a chance to comment on the proposed Site Plan through the City’s referral process.

Agency/Public Comments

Staff sent a total of 24 referral requests to outside agencies, community groups and community meeting attendees; 8 entities responded with comments. The remainder responded with no comments or did not respond to the referral. All agency and public comments received, as well as the Applicant’s responses (if necessary), are attached to this report. A summary of comments and Staff responses is provided in the table below:

ENTITY	COMMENTS			
	Response with comments	No Comments	No Response	Staff's Response
COMMUNITY GROUPS / MEETING ATTENDEES / OTHER COMMENTS RECEIVED				
CenCON	<p>One of our plan reviewers questioned safety (crime issues) with trees near the ATM.</p> <p>Don't see that the sewer line connecting to the main.</p>			<p>Landscaping has been adjusted accordingly.</p> <p>SASD has reviewed the sewer plans and must provide approval of site civil CDs prior to issuance of building permits.</p>

ENTITY	COMMENTS			
	Response with comments	No Comments	No Response	Staff's Response
Cherry Knolls HOA			X	
Glenn Oaks Townhomes			X	
Knolls HOA			X	
Knolls Townhome Association	Requesting a 10 or 12 foot brick noise wall separating the bank property from the Knolls Townhome Community.			An eight foot (8') masonry wall will be provided by the applicant, the maximum height permitted by the LDC, and the height required for a 40 percent opacity bufferyard.
Knolls Village Townhome Association			X	
Susan Fry	If this is really how it will look, I approve! Any chance you could work with the HOA to remove the existing fence?			An eight foot (8') masonry wall will be provided by the applicant. The existing wood fence is outside of the Bank of America property.
John Forrester			X	
Gary Gaydosh	Is BOA going to fix the retaining wall on the south side of the property?			The retaining wall will be repaired as necessary to ensure sound installation of the new masonry wall along the south property line. To be determined at time of construction.
Beverly Jacobson			X	
Bettygene Sorte	I reviewed this, along with Jacely Martens (2550 E. Easter) who has a vested interest and we both agree that if this plan is followed to a tee, we approve wholeheartedly. This will bring beauty to what now looks like a bomb site.			Comment acknowledged
AGENCIES				
Arapahoe County Planning		X		
Arapahoe County Engineering		X		
Arapahoe Sheriff Community Resource Unit			X	
Arapahoe Sheriff Public Safety Bureau		X		
CDOT			X	
CenturyLink			X	
City of Littleton			X	

ENTITY	COMMENTS			
	Response with comments	No Comments	No Response	Staff's Response
Denver Water	The existing water tap can be reused. Please see additional comments for requirements for BOA new service.			Denver Water has reviewed the water plans and must provide approval of site civil CDs prior to issuance of building permits.
Littleton Fire Protection		X		
RTD			X	
South Arapahoe Sanitation	Sanitary service will be provided. Please see additional comments on new service connection.			SASD has reviewed the sewer plans and must provide approval of site civil CDs prior to issuance of building permits.
Urban Drainage & Flood Control District			X	
Xcel	General comments regarding new service.			Comments acknowledged and forwarded to the Applicant.

3. Recommendation:

Staff recommends that the Planning and Zoning Commission approve the Site Plan application.

4. Alternatives:

As this is a quasi-judicial action, Planning and Zoning Commission has the following alternatives:

1. Deny the Site Plan based on specific findings of fact made at the public hearing; or
2. Continue the public hearing for additional information.

5. Fiscal Impact:

Approval or denial of the application should have no direct fiscal impact to the City.

6. Next Steps:

If approved by the Planning and Zoning Commission the item will be placed on the next available City Council meeting for ratification on the consent agenda (November 7, 2016). If ratified by the City Council, the Applicant is required to submit final mylars of the site plan to the Community Development Department for recordation within 60 days of approval.

7. Previous Actions:

None.

8. Suggested Motions:

SUGGESTED MOTION FOR SITE PLAN APPROVAL:

I MOVE THAT CASE NUMBER LU-16-00040, BANK OF AMERICA SITE PLAN, BE APPROVED BASED ON THE PLANNING AND ZONING COMMISSION'S FINDING THAT THE SITE PLAN MEETS ALL APPLICABLE CRITERIA FOR APPROVAL SET FORTH IN SECTION 12-14-602(D) OF THE LAND DEVELOPMENT CODE, AS SUMMARIZED IN THE STAFF REPORT AND RECOMMENDATION DATED OCTOBER 19, 2016.

SUGGESTED MOTION FOR SITE PLAN DENIAL:*

I MOVE THAT CASE NUMBER LU-16-00040, BANK OF AMERICA SITE PLAN, BE DENIED BASED ON THE FOLLOWING FINDINGS OF FACT:

1. THE REQUEST DOES NOT MEET ALL OF THE CRITERIA OF APPROVAL, SET FORTH IN SECTION 12-14-602(D) OF THE LAND DEVELOPMENT CODE INCLUDING BUT NOT LIMITED TO:

*In the event Planning and Zoning Commission seeks to deny this case, Staff recommends that the Commission consult with the City Attorney prior to making a motion.

- | | |
|---------------|---|
| Attachment 1: | Bank of America Site Plan, LU-16-00040 |
| Attachment 2: | Applicant's Letter of Intent |
| Attachment 3: | Agency/Public Comments Received |
| Attachment 4: | Applicant's Responses to Agency/Public Comments |
| Attachment 5: | Resolution 2016-PZ-R-26 |

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

STANDARD NOTES FOR SITE PLANS:

THE OWNER(S) AND DEVELOPER(S) OF THE SITE PLAN KNOWN AS BANK OF AMERICA AT SOUTHGLENN, THEIR RESPECTIVE SUCCESSORS, HEIRS AND/OR ASSIGNS AGREE TO THE FOLLOWING NOTES:

EMERGENCY ACCESS

EMERGENCY ACCESS IS GRANTED HERewith OVER AND ACROSS ALL PAVED AREAS OR OTHER DESIGNATED AREAS FOR POLICE, FIRE AND EMERGENCY VEHICLES.

PUBLIC IMPROVEMENT AGREEMENT

AFTER SITE PLAN APPROVAL, ISSUANCE OF DEVELOPMENT ORDERS OR PERMITS SHALL BE SUBJECT TO THE REQUIREMENTS OF SECTION 12-14-207 OF THE LAND DEVELOPMENT CODE, AS AMENDED, INCLUDING THE GUARANTEE OF PUBLIC IMPROVEMENTS PURSUANT TO A PUBLIC IMPROVEMENT AGREEMENT IN A FORM APPROVED BY THE CITY ATTORNEY AND EXECUTED BY THE CITY MANAGER OR HIS OR HER DESIGNEE. ALL MORTGAGEES SHALL BE REQUIRED TO SUBORDINATE THEIR LIENS AND INTEREST IN THE PROPERTY TO THE COVENANTS AND THE RESTRICTIONS OF THE PUBLIC IMPROVEMENT AGREEMENT (PER 12-14-207(C)(1) OF THE LAND DEVELOPMENT CODE).

MAINTENANCE GUARANTEE

THE OWNER(S), DEVELOPER(S) AND/OR SUBDIVIDERS OF THIS PLAN WARRANT AND GUARANTEE TO THE CITY, FOR A PERIOD OF ONE YEAR FROM THE DATE OF PROBATIONARY ACCEPTANCE OF THE IMPROVEMENTS WARRANTED HEREUNDER, THE FULL AND COMPLETE MAINTENANCE AND REPAIR OF THE IMPROVEMENTS TO BE CONSTRUCTED IN CONNECTION WITH THE DEVELOPMENT WHICH IS THE SUBJECT OF THIS PLAN. THIS WARRANTY AND GUARANTEE IS MADE IN ACCORDANCE WITH THE CITY LAND DEVELOPMENT CODE AND THE PUBLIC IMPROVEMENT AGREEMENT RECORDED AGAINST THE PROPERTY. THIS GUARANTEE APPLIES TO THE STREETS AND ALL OTHER APPURTENANT STRUCTURES AND AMENITIES LYING WITHIN THE DEDICATED RIGHTS-OF-WAY, EASEMENTS AND OTHER PUBLIC PROPERTIES, INCLUDING, WITHOUT LIMITATION, ALL CURBING, SIDEWALKS, BIKE PATHS, DRAINAGE PIPES, CULVERTS, CATCH BASINS, DRAINAGE DITCHES AND LANDSCAPING. ANY MAINTENANCE AND REPAIR REQUIRED ON UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY PROVIDER. THE OWNER(S), DEVELOPER(S), AND/OR SUBDIVIDERS SHALL MAINTAIN SAID IMPROVEMENTS IN A MANNER THAT WILL ASSURE COMPLIANCE ON A CONSISTENT BASIS WITH ALL CONSTRUCTION STANDARDS, SAFETY STANDARDS, AND ENVIRONMENTAL PROTECTION REQUIREMENTS OF THE CITY.

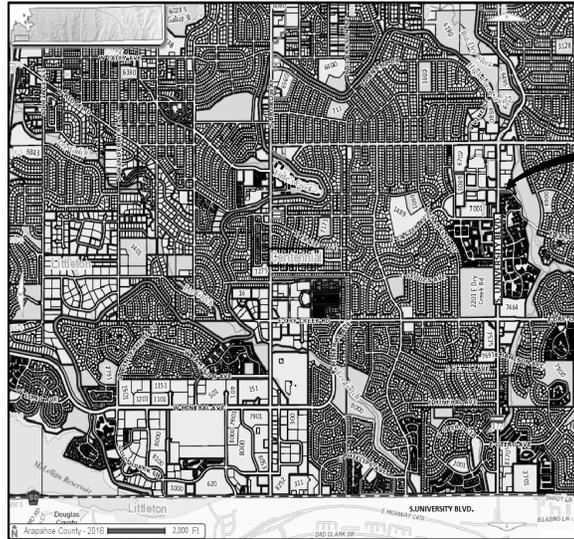
PRIVATE STREET/DRIVES MAINTENANCE

IT IS MUTUALLY UNDERSTOOD AND AGREED THAT THE PRIVATE STREETS AND DRIVES SHOWN ON THIS PLAN ARE NOT IN CONFORMANCE WITH THE CITY OF CENTENNIAL ROADWAY DESIGN AND CONSTRUCTION STANDARDS AND WILL NOT BE MAINTAINED BY THE CITY. THE OWNERS, DEVELOPERS, AND/OR SUBDIVIDERS, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, EITHER INDIVIDUALLY OR COLLECTIVELY THROUGH A PROPERTY/HOME OWNER'S ASSOCIATION, SHALL BE RESPONSIBLE FOR SUCH PRIVATE STREET MAINTENANCE, OPERATION AND RECONSTRUCTION.

LANDSCAPE MAINTENANCE

THE OWNERS OF THIS PLAN, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, THE ADJACENT PROPERTY OWNER(S), HOMEOWNER'S ASSOCIATION OR ENTITY OTHER THAN THE CITY OF CENTENNIAL IS RESPONSIBLE FOR MAINTENANCE AND UPKEEP OF PERIMETER FENCING, LANDSCAPING AND SIDEWALKS BETWEEN THE FENCE LINE/PROPERTY LINE AND ANY PAVED ROADWAYS IN ACCORDANCE WITH APPROVED LANDSCAPE PLANS.

THE OWNERS OF THIS PLAN, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, OR SOME OTHER ENTITY OTHER THAN THE CITY OF CENTENNIAL, AGREE TO THE RESPONSIBILITY OF MAINTAINING ALL OTHER OPEN SPACE AREAS ASSOCIATED WITH THIS DEVELOPMENT.



VICINITY MAP
SCALE 1:2000
NORTH

PUBLIC USE EASEMENT

ALL PUBLIC USE EASEMENTS SHOWN HEREON BURDEN AND RUN WITH ALL LANDS DESCRIBED IN THIS SITE PLAN TO THE BENEFIT OF THE CITY OF CENTENNIAL AND ITS ASSIGNS, ARE BINDING UPON THE OWNERS AND THEIR RESPECTIVE SUCCESSORS, HEIRS AND ASSIGNS, AND ARE GOVERNED BY ANY AND ALL TERMS AND CONDITIONS OF RECORD.

SIGHT TRIANGLE MAINTENANCE (PER SECTION 12-11-208)

IN ACCORDANCE WITH SECTION 12-11-208 OF THE CITY LAND DEVELOPMENT CODE, THE OWNERS OF PRIVATE PROPERTY CONTAINING A TRAFFIC SIGHT TRIANGLE ARE PROHIBITED FROM ERECTING OR GROWING ANY OBSTRUCTIONS BETWEEN A HEIGHT OF THREE FEET (3') AND EIGHT FEET (8') ABOVE THE ELEVATION OF THE STREET CENTERLINE WITHIN SAID SIGHT TRIANGLE.

ZONING : ACTIVITY CENTER (AC)

LEGAL DESCRIPTION

LOT 6, CHERRY KNOLLS SHOPPING CENTER,
ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 20, 1986 IN BOOK 93 AT PAGE 14, COUNTY OF ARAPAHOE, STATE OF COLORADO.

THE ABOVE DESCRIBED PARCEL IS THE SAME LAND DESCRIBED IN FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 099-F0520065-017-LM6, EFFECTIVE JUNE 3, 2015.

PLAN LIST

- 1 COVER SHEET
- 2 EXISTING CONDITIONS
- 3 SITE PLAN
- 4 GRADING PLAN
- 5 UTILITY PLAN
- 6 LANDSCAPE PLAN
- 7 LANDSCAPE DETAILS
- 8 IRRIGATION PLAN
- 9 IRRIGATION DETAILS
- 10 BUILDING ELEVATIONS
- 11 BUILDING ELEVATIONS
- 12 DRIVE ELEVATIONS
- 13A DUMPSTER DETAILS
- 13B DUMPSTER DETAILS
- 14 PHOTOMETRIC PLAN
- 15 LIGHTING DETAILS

CERTIFICATE OF OWNERSHIP

I, Lo Southglenn Centennial LLC, HEREBY AFFIRM THAT I AM THE OWNER OR AUTHORIZED AGENT OF ALL INDIVIDUALS OR ENTITIES HAVING OWNERSHIP INTEREST IN THE PROPERTY DESCRIBED HEREIN, KNOWN AS BANK OF AMERICA AT SOUTHGLENN SITE PLAN (CITY CASE NO. LU-16-00040).

OWNER OF RECORD OR AUTHORIZED AGENT

STATE OF _____)
) S.S.
COUNTY OF _____)
THE FOREGOING CERTIFICATION OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS ___ DAY OF _____ A.D., 20___ BY _____ AS _____

OF _____ (NAME) _____ (TITLE)
OF _____ AN AUTHORIZED SIGNATORY.
(ENTITY)
BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC
MY COMMISSION EXPIRES: _____

ADDRESS _____

CITY, STATE AND ZIP CODE _____

PLANNING AND ZONING COMMISSION APPROVAL
APPROVED BY THE CITY OF CENTENNIAL PLANNING AND ZONING COMMISSION ON THIS ___ DAY OF _____ A.D., 2016.

CHAIRPERSON: _____

ATTEST: _____

CITY COUNCIL RATIFICATION
RATIFIED BY THE CITY OF CENTENNIAL CITY COUNCIL, THIS ___ DAY OF _____ A.D., 2016.

MAYOR: _____

ATTEST: _____

RECORDER'S CERTIFICATE
THIS PLAN WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF ARAPAHOE COUNTY AT _____ (A.M./P.M.) ___ DAY OF _____ A.D., 20___ IN BOOK _____, PAGE _____, MAP _____, RECEPTION NO. _____, COUNTY CLERK AND RECORDER

BY: _____
DEPUTY

AMENDMENT HISTORY (IF APPLICABLE)

THIS 1ST AMENDMENT TO THE SITE PLAN FOR LOT 6 CHERRY KNOLLS SHOPPING CENTER SETS FORTH THE FOLLOWING CHANGES AS DESCRIBED: LU-16-00040 - NEW PROPOSED 3,677 SF BANK FACILITY. THE PREVIOUSLY APPROVED AMENDMENTS RELATED TO THE SITE PLAN FOR LOT 6, CHERRY KNOLLS SHOPPING CENTER ARE AS FOLLOWS: P86-053 SUBDIVISION DEVELOPMENT PLAN FOR LOT 5 AND LOT 6 OF CHERRY KNOLLS SHOPPING CENTER.

PROJECT DATA	
OWNER: SOUTH UNIVERSITY PROPERTY AT SOUTHGLENN LLC	PROJECT NAME: BANK OF AMERICA - SOUTHGLENN BRANCH BANK
AGENT: H & T CONSULTANTS, INC. 9310 OLD KINGS ROAD SOUTH, SUITE 1001 JACKSONVILLE, FLORIDA 32257 PHONE: (904) 419-1001	USE: OFFICE - FINANCIAL INSTITUTION NUMBER OF STORIES: 1 STORY BUILDING SQUARE FOOTAGE: 3,677 SF. (TOTAL A/C AREA)

DEVELOPMENT STANDARDS	REQUIRED	PROPOSED LU-16-00040
ZONING	ACTIVITY CENTER (AC)	ACTIVITY CENTER (AC)
PARCEL AREA AND LOT WIDTH	NO MINIMUM AREA REQUIRED	1,046 ACRE (45563.8 SF), 88 LOT WIDTH (FT)
PERMITTED USES	REFERENCE LOC SECTION 12-2-301 AND USE TABLES THAT FOLLOW	OFFICE-BANK
BUILDING HEIGHT MAX	50 FEET	33'-9"
MINIMUM BUILDING SETBACKS	FRONT (W)=16' SIDE (N)=12' SIDE (S)=25' SIDE(E)=12'	FRONT (UNIVERSITY BLVD.)=16.5' SIDE (N)= 27.2' SIDE (S)= 31.1' SIDE(E)= 261.2'
MINIMUM PARKING SETBACKS	FRONT (W)=16' SIDE (N)=12' SIDE (S)= 10' SIDE(E)=12'	FRONT (UNIVERSITY BLVD.)=16.5' SIDE (N)= 27.2' SIDE (S)= 31.1' SIDE(E)= 261.2'
MAXIMUM BUILDING COVERAGE (IF APPLICABLE)	N/A	8%
PARKING RATIOS	1 SPACE PER 250SF OF FLOOR AREA = 15 REQUIRED	33 SPACES PROVIDED
ADA PARKING	TOTAL OF 2 SPACES (1 MUST BE VAN ACCESSIBLE SPACE)	TOTAL ADA SPACES PROVIDED=2 (VAN ACCESSIBLE SPACES)
BICYCLE PARKING	5 MINIMUM	6
LOADING ZONE (IF REQUIRED)	3 SPACE PER 33,000SF OF FLOOR AREA= 1 REQUIRED	1
LIGHTING ZONE / MAX POLE HEIGHT	L23, 50'	L23, 33'-9" FT
LANDSCAPE SURFACE RATIO	20% = 4,557SF	25.8% = 11,744SF
DRIVE THRU STACKING	3X2 LANES=6 CARS	10 CARS

CASE NUMBER: LU-16-00040

**BANK OF AMERICA AT SOUTHGLENN
SITE PLAN
COVER SHEET**

DRAWN: BA	DATE: 02/24/2016
CHECKED: SH	SHEETS: 15
DESIGNED: BA	SHEET: 1
TITLE: NTS	

H & T CONSULTANTS, INC.
PLANNING - ENGINEERING 1001
9310 OLD KINGS ROAD SOUTH, SUITE 1001
JACKSONVILLE, FLORIDA 32257
PHONE: 904-419-1001 FAX: 904-419-1004

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

LEGEND

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> □ STORM DRAIN GRATE ○ SEWER MANHOLE ☆ LIGHT POLE ⦿ FIRE HYDRANT WV WATER VALVE SD STORM DRAIN MANHOLE • BOLLARD (M) MEASURED (P) PLATTED (D) DEEDED | <ul style="list-style-type: none"> ○ FOUND MONUMENT AS DESCRIBED ⊕ ELECTRIC POLE ○ GUY WIRE ⊕ GAS METER □ RISER ⊕ SIGN □ TELEPHONE PEDESTAL ⊕ ELECTRICAL BOX — TELEPHONE LINE — ELECTRIC LINE — GASLINE — SANITARY LINE — PROPERTY LINE — EXIST. FENCE — CONSTRUCTION FENCE | <ul style="list-style-type: none"> □ WATER METER ⊕ WATER MANHOLE ○ UNKNOWN MANHOLE ⊕ ELECTRIC PEDESTAL ○ SET NO.5 REBAR W/IPC PLS 32430 (U.N.O.) ⊕ CLEANOUT ⊕ MONITOR WELL — WATERLINE □ CONCRETE ⊕ LOCATION OF HEIGHT MEASUREMENT |
|--|--|--|

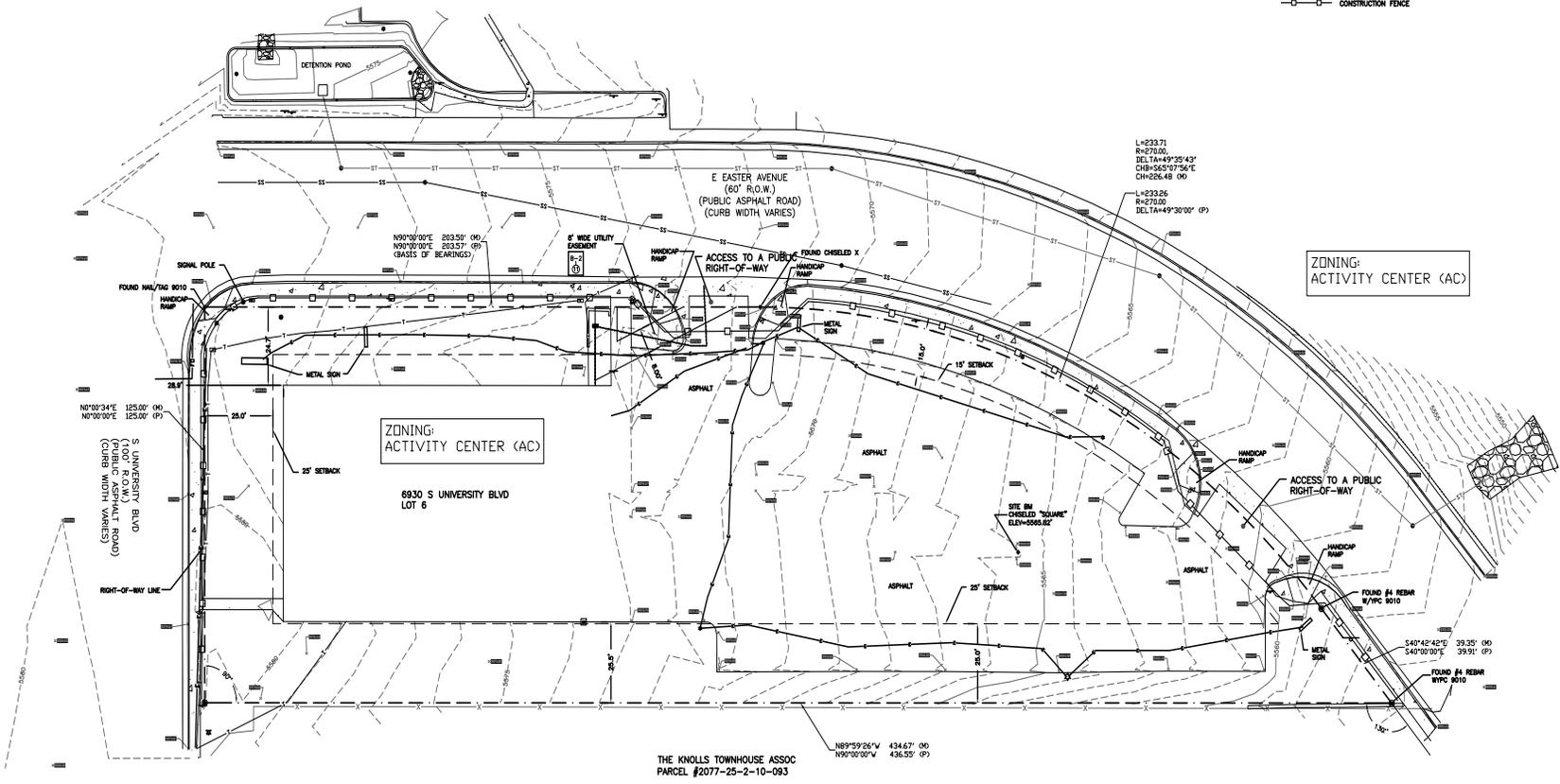
ZONING:
ACTIVITY CENTER (AC)

ZONING:
ACTIVITY CENTER (AC)

ZONING:
ACTIVITY CENTER (AC)

ZONING:
NEIGHBORHOOD CONSERVATION (NCSFA)

NOTE:
A SEPARATE GESC PERMIT WAS RECEIVED FOR THE SITE DEMOLITION.



ZONING:
PLANNED UNIT
DEVELOPMENT (PUD)

**BANK OF AMERICA AT SOUTHGLENN
SITE PLAN
EXISTING CONDITIONS**

H & T CONSULTANTS, INC.
3410 OLD KNOLL ROAD SOUTH, SUITE 1001
JACKSONVILLE, FLORIDA 32217
PHONE: 904-439-1501 FAX: 904-439-1504

JOB NO.	
SCALE 1" = 20'	
DATE 02/24/2016	
SHEETS 15	SHEET 2

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

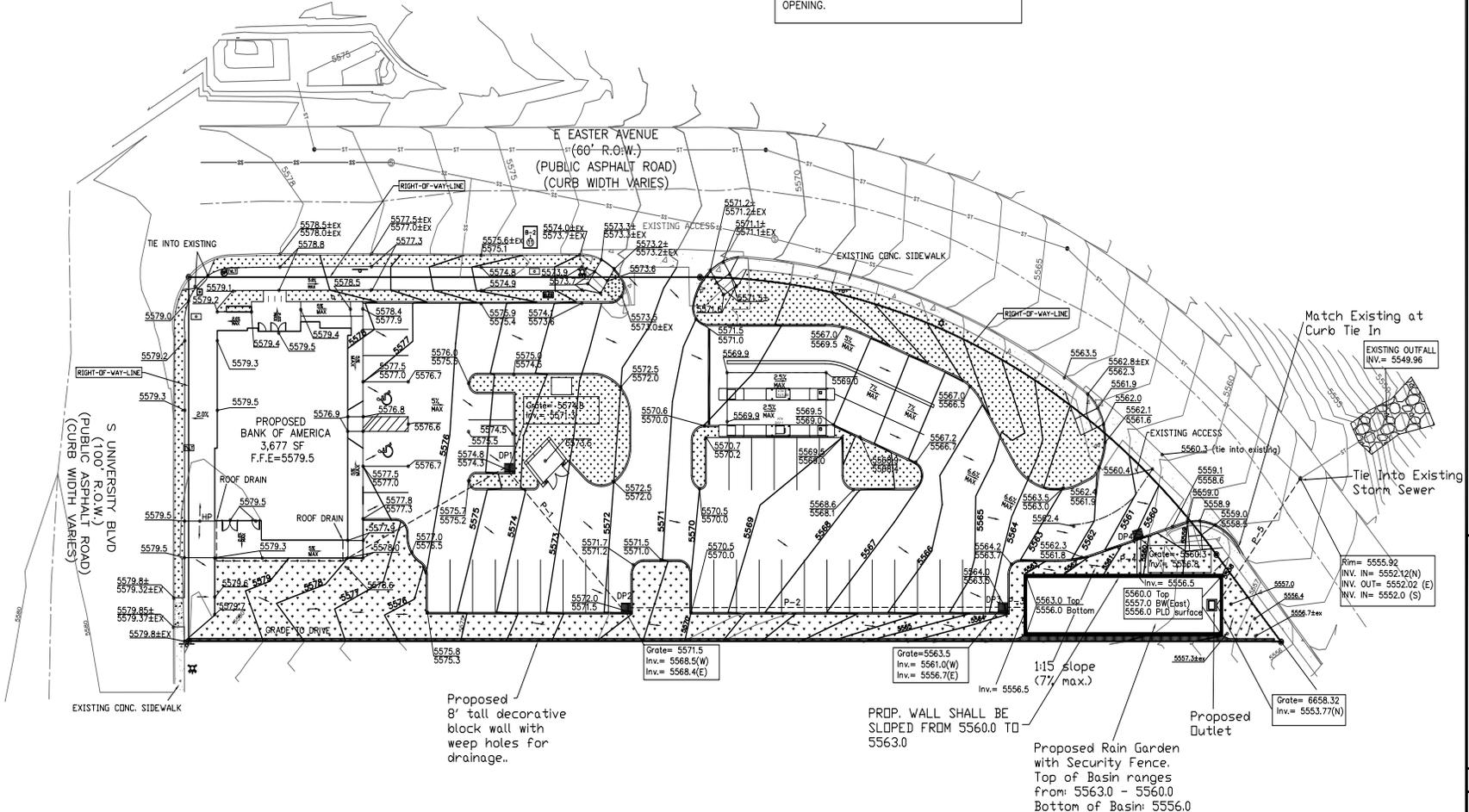
BENCHMARK:
ARAPAHOE COUNTY POINT "UAP2 9", BEING A
BRASS CAP ON THE WEST SIDE OF UNIVERSITY
ON A CONCRETE BRIDGE ABUTMENT OVER THE BIG
DRY CREEK AND ON THE NORTH SIDE OF THE
BIKE PATH.
ELEVATION=5511.45' (NAVD88 DATUM)

STORM PIPE TABLE

- P-1 CONST. 66 L.F. OF 18" REINFORCED CONC. PIPE @ S=4.2%
- P-2 CONST. 147' L.F. OF 18" REINFORCED CONC. PIPE @ S=5.0%
- P-3 CONST. 8 L.F. OF 18" REINFORCED CONC. PIPE @ S=2.5%
- P-4 CONST. 14 L.F. OF 18" REINFORCED CONC. PIPE @ S=2.1%
- P-5 CONST. 55 L.F. OF 18" REINFORCED CONC. PIPE @ S=3.2%

DESIGN POINTS 1, 2, AND 3 SHALL BE
CATCH BASIN TYPE C INLET PER ARAPAHOE
COUNTY STANDARDS DETAILS

DESIGN POINT 4 SHALL BE CDOT TYPE R CURB
OPENING.



**BANK OF AMERICA AT SOUTHGLENN
SITE PLAN
GRADING PLAN**

H & T CONSULTANTS, INC.
PLANNING - ENGINEERING
8150 OLD ARAPAHO ROAD SOUTH, SUITE 1001
DENVER, CO 80231-1001 FAX: 303-419-1004

JOB NO.	
SCALE	1" = 20'
DATE	02/24/2016
SHEETS	SHEET
15	4

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

LEGEND

EXISTING	PROPOSED
□ STORM DRAIN GRATE	⊠ WATER METER
⊙ SEWER MANHOLE	⊙ WATER MANHOLE
⊙ LIGHT POLE	⊙ UNKNOWN MANHOLE
⊙ FIRE HYDRANT	⊠ ELECTRIC PEDESTAL
⊙ WATER VALVE	⊙ CLEANOUT
⊙ STORM DRAIN MANHOLE	⊙ MONITOR WELL
⊙ BOLLARD	⊠ ELECTRICAL BOX
(M) MEASURED	⊠ EXIST. OVERHEAD ELECTRIC LINE
(P) PLATTED	⊠ EXIST. GASLINE
(D) DEEDED	⊠ EXIST. SANITARY LINE
	⊠ EXIST. TELEPHONE LINE
	⊠ EXIST. WATER LINE
	⊠ PROPERTY LINE
	⊠ WATERLINE
	⊠ SANITARY SEWER LINE
	⊠ GAS LINE
	⊠ ELECTRIC LINE
	⊠ STORM WATER LINE
	■ CATCH BASIN
	● CLEANOUT

BENCHMARK:
ARAPAHOE COUNTY POINT "JAP2 9", BEING A BRASS CAP ON THE WEST SIDE OF UNIVERSITY ON A CONCRETE BRIDGE ABUTMENT OVER THE BIG DRY CREEK AND ON THE NORTH SIDE OF THE BIKE PATH.
ELEVATION=5511.45' (NAVD88 DATUM)

DESIGN POINTS 1, 2, AND 3 SHALL BE CATCH BASIN TYPE C INLET PER ARAPAHOE COUNTY STANDARDS DETAILS #SP-14A.

DESIGN POINT 4 SHALL BE CDOT TYPE R CURB OPENING.

ROOF & YARD DRAIN CONNECTION NOTES:

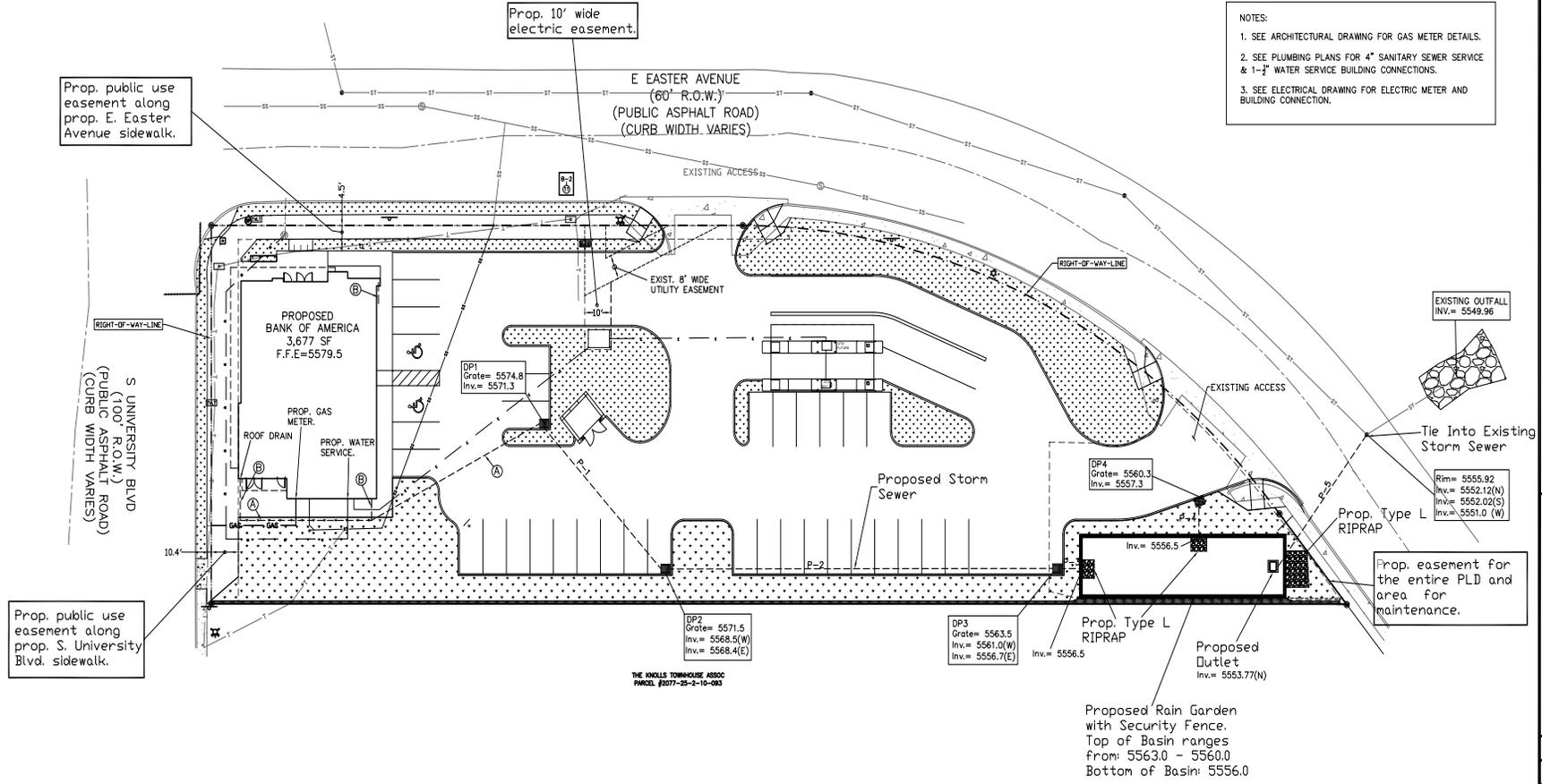
- Ⓐ CONST. 12" PVC ROOF DRAIN PIPE AT SLOPE 1.0% MINIMUM AND CONNECT TO "ADS" N-12 STORM LINE OR PROPOSED INLET AS SHOWN ON THE PLAN. PROVIDE CONNECTIONS AS SHOWN. COORDINATE WITH ARCHITECTURAL AND PLUMBING PLANS.
- Ⓑ CONST. 6" PVC ROOF DRAIN PIPE AT SLOPE 1.0% MINIMUM AND CONNECT TO "ADS" N-12 STORM LINE OR PROPOSED INLET AS SHOWN ON THE PLAN. PROVIDE PIPE TURN UPS AT DOWNSPOUTS AS SHOWN. COORDINATE WITH ARCHITECTURAL AND PLUMBING PLANS.

STORM PIPE TABLE

- P-1 CONST. 66 L.F. OF 18" REINFORCED CONC. PIPE @ S=4.2%
- P-2 CONST. 147' L.F. OF 18" REINFORCED CONC. PIPE @ S=5.0%
- P-3 CONST. 8 L.F. OF 18" REINFORCED CONC. PIPE @ S=2.5%
- P-4 CONST. 14 L.F. OF 18" REINFORCED CONC. PIPE @ S=2.1%
- P-5 CONST. 55 L.F. OF 18" REINFORCED CONC. PIPE @ S=3.2%

NOTES:

1. SEE ARCHITECTURAL DRAWING FOR GAS METER DETAILS.
2. SEE PLUMBING PLANS FOR 4" SANITARY SEWER SERVICE & 1-1/2" WATER SERVICE BUILDING CONNECTIONS.
3. SEE ELECTRICAL DRAWING FOR ELECTRIC METER AND BUILDING CONNECTION.



THE KNOLLS TOWNHOUSE ASSOC
PARCEL #077-25-2-16-003

**BANK OF AMERICA AT SOUTHGLENN
SITE PLAN
UTILITY PLAN**

H & T CONSULTANTS, INC.
PLANNING - ENGINEERING
9310 OLD ARAPAHO ROAD SOUTH, SUITE 1001
CENTENNIAL, CO 80106
PHONE: 304-492-1001 FAX: 304-492-1004

JOB NO.	
SCALE	1" = 20'
DATE	02/24/2016
SHEETS	SHEET
15	5

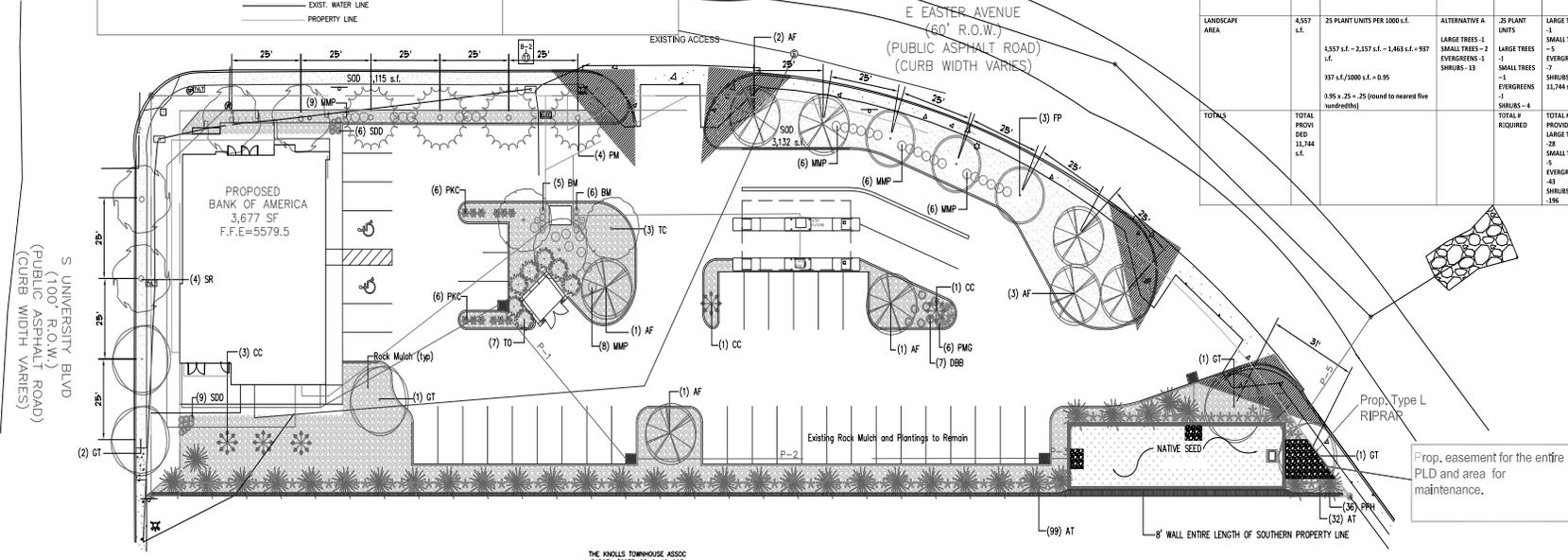
BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

EXISTING		PROPOSED	
⊠	FOUND MONUMENT AS DESCRIBED	—	WATERLINE
⊠	SEWER MANHOLE	—	SANITARY SEWER LINE
⊠	WATER MANHOLE	—	GAS LINE
⊠	UNKNOWN MANHOLE	—	ELECTRIC LINE
⊠	STORM DRAIN MANHOLE	—	STORM WATER LINE
⊠	STORM DRAIN GRATE	⊠	WATER METER
⊠	ELECTRIC POLE	⊠	WATER MANHOLE
⊠	GUY WIRE	⊠	UNKNOWN MANHOLE
⊠	GAS METER	⊠	ELECTRIC PEDESTAL
⊠	RISER	⊠	CLEANOUT
⊠	FENCE	⊠	MONITOR WELL
⊠	SIGN	⊠	CATCH BASIN TYPE C INLET PER ARAPAHOE COUNTY STANDARDS DETAILS PSP-14A
⊠	TELEPHONE PEDESTAL	⊠	EXIST. OVERHEAD ELECTRIC LINE
⊠	ELECTRICAL BOX	⊠	EXIST. GASLINE
⊠	EXIST. OVERHEAD ELECTRIC LINE	⊠	EXIST. SANITARY LINE
⊠	EXIST. GASLINE	⊠	EXIST. TELEPHONE LINE
⊠	EXIST. SANITARY LINE	⊠	EXIST. WATER LINE
⊠	EXIST. TELEPHONE LINE	⊠	PROPERTY LINE
⊠	EXIST. WATER LINE	⊠	ROCK MULCH TO MATCH EXISTING

SCIENTIFIC NAME	COMMON NAME	Variety	PLS	Qty	Notes
<i>Andropogon hallii</i>	Sand bluestem		5.0	2	
<i>Artemisia tridentata</i>	Fringed sagebrush		3.0	2	
<i>Aster laevis</i>	Blue aster		3.0	4	
<i>Baccharis confertifolia</i>	Sheep sorghum		3.0	4	
<i>Caryophyllus longifolia</i>	Prairie sandreed		3.0	4	
<i>Distichlis spajepora var. purpurea</i>	Purple spike cover		3.0	4	
<i>Echinochloa virgata</i>	Beak-tiller		3.0	4	
<i>Eragrostis tenuiflorus</i>	Indian fingergrass		3.0	4	
<i>Panicum sparganum</i>	Wetland panicum		3.0	4	
<i>Phragmites australis</i>	Western watergrass		3.0	4	
<i>Sporobolus airoides</i>	Alkali sacaton		3.0	4	
<i>Sporobolus cryptandrus</i>	Sand dropseed		3.0	4	
<i>Trisetum spodiopogon</i>	Sand dropseed		3.0	4	
Totals			28.5	32	

LANDSCAPE AREA	AREA	CALCULATION	PLANT UNIT MODEL TYPE	TOTAL REQUIRED	TOTAL PROVIDED
STREET TREES	3,854 s.f.	Typically 1 tree per 25 linear ft. 100' along ft. of right of way frontage / 25' = 8	N/A	31 TREES	31 TREES 3,916 s.f.
BUFFERVARDI	6,350 s.f.	Units / 100 LF Alternative C = 4 Evergreen + 15 Shrubs Evergreen + 30 Shrubs / 100 LF 434.67 LF / 100 = 4.35	Alternative C	31 TREES 111 Shrubs	35 TREES 131 Shrubs 6,500 s.f. (Does not include retention area)
PARKING LOT LANDSCAPING ISLANDS	2,157 s.f.	89 PARKING SPACES 1 TREE PER 6 PARKING SPACES	N/A	7 TREES	8 TREES
STORMWATER DETENTION FACILITIES/OPEN SPACE	1,463 s.f.	N/A	N/A	N/A	1,463 s.f.
LANDSCAPE SURFACE RATIO	10%	15,564 s.f. x 0.10	N/A	457 s.f.	7,028 s.f.
LANDSCAPE AREA	4,557 s.f.	25 PLANT UNITS PER 1000 s.f. 1,557 s.f. - 2,157 s.f. - 1,463 s.f. = 937 s.f. 937 s.f. / 1000 s.f. x 0.95 0.95 x 25 = 24 (round to nearest five hundredths)	ALTERNATIVE A LARGE TREES - 1 SMALL TREES - 2 EVERGREENS - 1 SHRUBS - 13	25 PLANT UNITS	LARGE TREES - 1 SMALL TREES - 5 EVERGREENS - 1 SHRUBS - 75 12,746 s.f.
TOTALS	TOTAL PROVIDED 12,814 s.f.			TOTAL # REQUIRED	TOTAL # PROVIDED LARGE TREES - 28 SMALL TREES - 5 EVERGREENS - 43 SHRUBS - 196



PLANT SCHEDULE						
SYMBOL	QUANTITY	COMMON NAME	LATIN NAME	SPACING	SPECIFICATIONS	Xeriscape
DECIDUOUS TREES						
AF	8	Autumn Blaze Maple	<i>Acer x freemanii 'Autumn Blaze'</i>	AS SHOWN	4" Caliper Full Crown, BxB Staked, Single Trunk, Specimen Quality	No
FP	3	Green Ash	<i>Fraxinus pennsylvanica</i>	AS SHOWN	4" Caliper Full Crown, BxB Staked, Single Trunk, Specimen Quality	No
GT	5	Imperial Honeyuckle	<i>Gleditsia tria. inermis 'Imperial'</i>	AS SHOWN	4" Caliper Full Crown, BxB Staked, Single Trunk, Specimen Quality	Yes
PH	4	Amur Chokeberry	<i>Phytolacca americana</i>	AS SHOWN	4" Caliper Full Crown, BxB Staked, Single Trunk, Specimen Quality	Yes
SR	4	Japanese Lilac	<i>Syringa reticulata</i>	AS SHOWN	4" Caliper Full Crown, BxB Staked, Single Trunk, Specimen Quality	No
TC	3	Littleleaf Linden	<i>Tilia cordata</i>	AS SHOWN	4" Caliper Full Crown, BxB Staked, Single Trunk, Specimen Quality	No
ORNAMENTAL TREES						
CC	1	Thornless Cockspur Hawthorn	<i>Crataegus crus-galli 'Inermis'</i>	AS SHOWN	15" Cal. Bright Trunk, BxB, Single Trunk, Staked, Specimen Quality	Yes
EVERGREEN TREES						
FPH	36	Hoops Blue Spruce	<i>Picea pungens 'Hoopsii'</i>	AS SHOWN	4" Caliper Minimum 12' height, Specimen Quality	No
TO	7	Dark American Arborvitae	<i>Thuja occidentalis 'Nigra'</i>	AS SHOWN	6"- 8" Ht. Full to the Ground, Staked, Specimen Quality	Yes
DECIDUOUS SHRUBS						
DBB	5	Dwarf Burning Bush	<i>Euonymus alata 'Compacta'</i>	AS SHOWN	5 gal. 18" - 24" Ht., 3 canes minimum	Yes
PKC	12	Peking Cotoneaster	<i>Cotoneaster lucidus</i>	AS SHOWN	5 gal. 18" - 24" Spread, 3 canes minimum	Yes
EVERGREEN SHRUBS						
AT	131	Big Sage	<i>Artemisia tridentata</i>	AS SHOWN	5 gal. 24" Ht.	Yes
BM	11	Boxwood	<i>Buxus microphylla</i>	AS SHOWN	5 gal. 24" Ht.	No
MP	35	Mops Mugo Pine	<i>Pinus mugo 'Mops'</i>	AS SHOWN	5 gal. 9" - 12" Ht., 3 canes minimum	Yes
ORNAMENTAL GRASSES						
PMG	6	Purple Maiden Grass	<i>Miscanthus sinensis 'Purpureascens'</i>	3' oc.	5 gal. established	Yes
Perennial Flowers						
SDD	15	Stella De Oro Daylily	<i>Hemerocallis 'Stella De Oro'</i>	15' oc.	1 gal. established	No

"An irrigation system shall be provided. Irrigation heads & laterals shall be located outside the PLD surface."

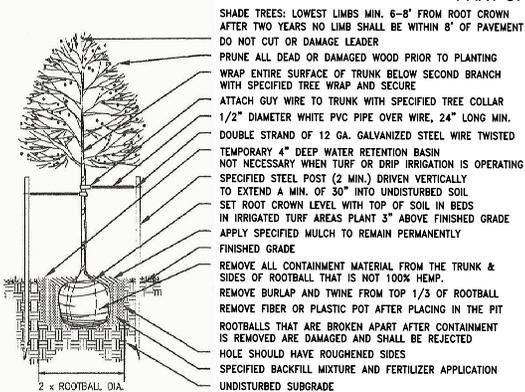
CASE NUMBER: LU-16-00040



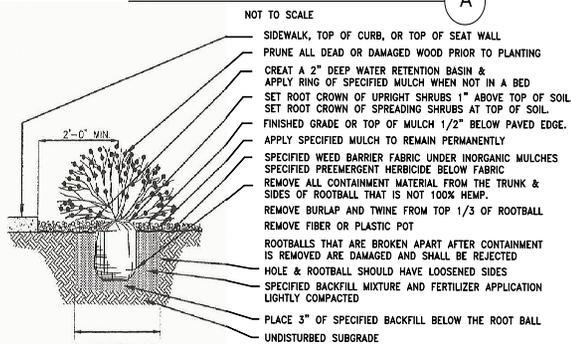
BANK OF AMERICA AT SOUTHGLENN SITE PLAN	LANDSCAPE PLAN
H & K CONSULTANTS, INC. 4010 NUNDALE RIDGE LANE, JACONVILLE, FLORIDA 32818 PHONE: 352-329-0900 FAX: 352-329-0900	
JOB NO: 2015.37 SCALE: 1"=10' DATE: 4/25/2016 SHEETS: 15 SHEET: 6	

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

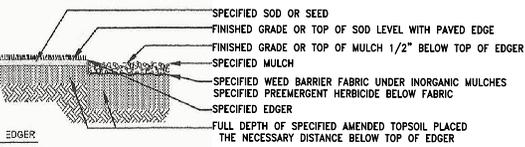
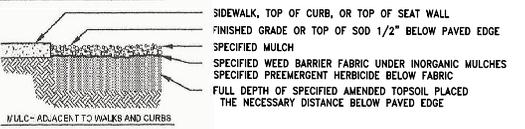
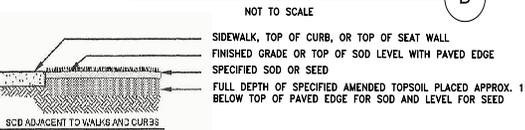
PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO



DECIDUOUS TREE PLANTING (A)

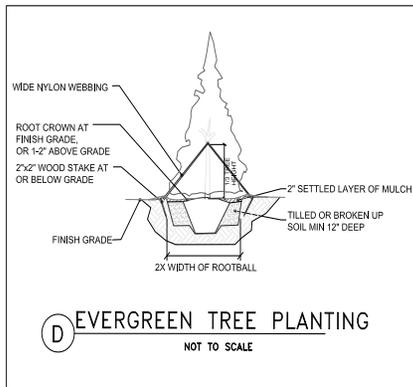


SHRUB PLANTING (B)



EDGE TREATMENT (C)

CASE NUMBER: LU-16-00040



EVERGREEN TREE PLANTING (D)

- THIS LANDSCAPE ARCHITECTURAL SITE PLAN IS TO BE USED IN CONJUNCTION WITH THE CIVIL, IRRIGATION, ARCHITECTURAL, MECHANICAL AND ELECTRICAL PLANS TO FORM COMPLETE INFORMATION REGARDING THIS SITE
- LANDSCAPE CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES AND SPECIFICATIONS.
- ALL MATERIAL AND WORKMANSHIP SHALL BE GUARANTEED FOR 2 YEARS FROM DATE OF FINAL ACCEPTANCE.
- LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
- BEFORE COMMENCING WORK, CONTACT THE UTILITY COMPANIES FOR UTILITY LOCATIONS, AND COORDINATE WITH THE GENERAL CONTRACTOR IN REGARD TO LOCATION OF PROPOSED UTILITIES, IRRIGATION SLEEVES, CONDUITS, ETC..
- ALL PLANT MATERIALS SHALL MEET OR EXCEED SIZE IN SCHEDULE
- OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REFUSE PLANT MATERIALS WHICH DO NOT MEET THE QUALITY REQUIRED FOR THE PROJECT. ALL DECIDUOUS TREES SHALL HAVE FULL, WELL SHAPED HEADS, ALL EVERGREENS SHALL BE UNSHEARED AND FULL TO THE GROUND. PLANTING PROCEDURES SHALL CONFORM TO DETAILS.
- ALL TREE AND SHRUB BED LOCATIONS ARE TO BE STAKED OUT ON SITE FOR APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION.
- ROCK MULCH: INSTALL 3-INCHES OF 2"-4", LOCALLY AVAILABLE RIVER COBBLE MULCH IN BEDS - OVER TYPAR 3301 WEED MAT OR APPROVED EQUAL AFTER APPLYING PRE-EMERGENT HERBICIDE.
- FIBER MULCH: INSTALL SHREDDED CEDAR BARK MULCH 3-INCHES DEEP IN ALL TREE RINGS. FOLLOWING THE APPLICATION OF PRE-EMERGENT HERBICIDE PER MANUFACTURER'S RECOMMENDATIONS.
- ALL 8x8 PLANT MATERIAL SHALL HAVE ALL WIRE, TWINE OR OTHER CONTAINMENT MATERIAL, EXCEPT FOR THE BURLAP, REMOVED FROM THE TRUNK AND ROOT BALL OF THE PLANT PRIOR TO PLANTING
- SOD SHALL BE 'COLORADO' BLUE GRASS TO BE ACQUIRED FROM GREEN VALLEY TURF OR APPROVED EQUAL. SOD MIX AND SUPPLIER SHALL BE SAME AS REMAINDER OF THE DEVELOPMENT.
- DISTRIBUTE IMPORTED TOPSOIL OVER AREAS TO BE GRASSSED TO A MINIMUM DEPTH OF 4" INCHES AND TO A DEPTH OF 10" INCHES IN SHRUB AND PERENNIAL BEDS. TOPSOIL TO BE NATURAL, FRIABLE, FERTILE, FINE LOAMY SOIL FREE FROM WEEDS, LITER, GRASS, STONES LARGER THAN 1", ROOTS OR ANY OTHER MATERIAL WHICH MAY BE HARMFUL TO PLANT GROWTH.
- SOIL PREPARATION: MIX THE FOLLOWING SOIL AMENDMENTS AND APPLY TO SOD AND SHRUB AREAS. AMENDMENTS AND SUPPLIER SHALL BE SAME AS REMAINDER OF THE DEVELOPMENT.
 - A. ASPEN RICH COMPOST - 4 CUBIC YARDS PER 1,000 S.F.
 - B. COMMERCIAL FERTILIZER (20-10-5): 10 LBS PER 1,000 S.F. C. SUPERPHOSPHATE: 10 LBS PER 1,000 S.F.
- BACKFILL FOR TREES AND SHRUBS: SHALL CONSIST OF 1/3 ASPEN RICH COMPOST AND 2/3 SITE SOIL. FERTILIZE WITH AGRI-FORM TABLETS AT MANUFACTURER'S RECOMMENDED RATES.
- EDGING: INSTALL 14 GAUGE 'PRO STEEL' EDGING WITH PINS FLUSH WITH FINISHED GRADE - DETAIL E - ON EXPOSED SHRUB BED PERIMETERS, TREE RINGS, AND BETWEEN CHANGES IN GROUNDCOVER, REFER TO PLAN.
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADES IN LANDSCAPE AREAS.
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL AS NECESSARY BY THIS WORK.
- CONTRACTOR SHALL REPAIR ALL DAMAGE DUE TO HIS CONSTRUCTION AND KEEP PROJECT AREAS CLEAN AND ORDERLY DURING AND UPON COMPLETION OF HIS WORK.
- CONTRACTOR IS TO CHECK THE SITE WEEKLY TO INSURE ALL PLANT MATERIAL IS HEALTHY AND WELL WATERED.



A & K LAND PLANNING & DESIGN
Inc.
PHONE: (904) 271-9600
1601 SUNNYSIDE RIDGE LANE, JACKSONVILLE, FLORIDA 32211
EMAIL: A&KLANDPLANNING@GMAIL.COM
WWW.A&KLANDPLANNING.COM

REVISIONS	Description

DATE	
BY	

DESIGNED	
CHECKED	

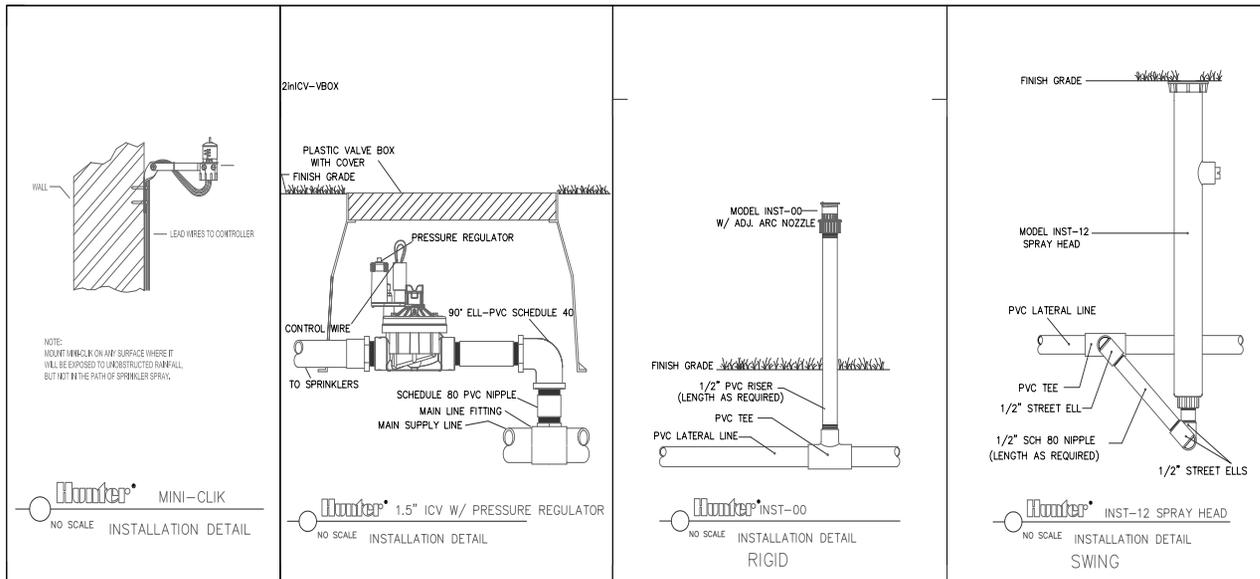
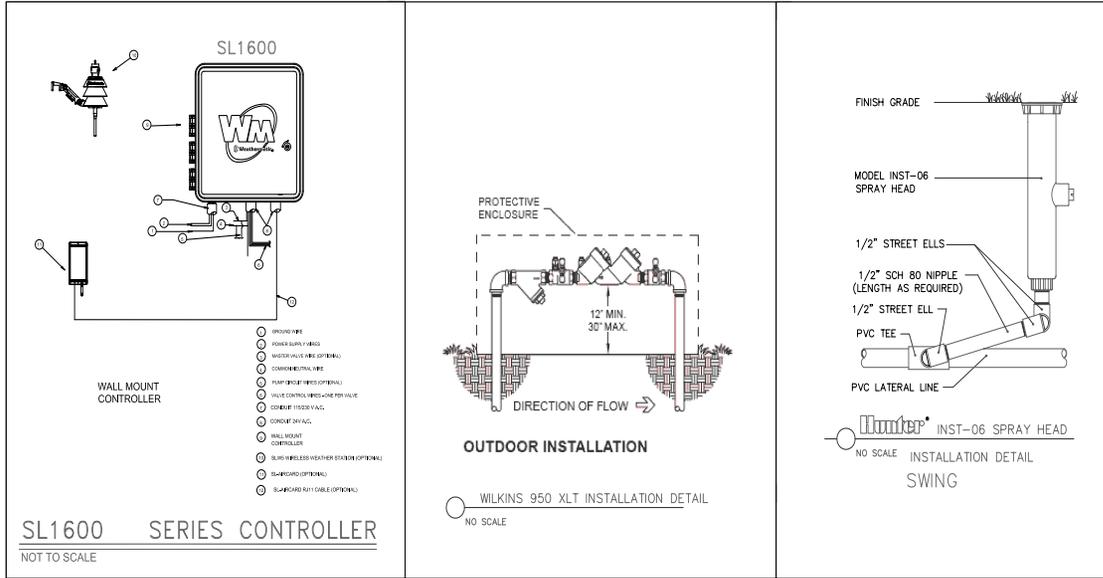
BANK OF AMERICA AT SOUTHGLENN
SITE PLAN
LANDSCAPE DETAILS

H & T CONSULTANTS, INC.
& LANDSCAPE ARCHITECTS
8410 OLD KNOS ROAD SOUTH, SUITE 1001
JACKSONVILLE, FLORIDA 32257
PHONE: 904-979-1001 FAX: 904-979-1004

JOB NO.	
SCALE	1"=10'
DATE	4/25/2016
SHEETS	SHEET
15	7

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO



CASE NUMBER: LU-16-00040



A & K LAND PLANNING & DESIGN
Inc.
PHONE: (904) 238-9600
854 SUNDAY RIDGE LANE, JACKSONVILLE, FLORIDA 32211
EMAIL: AKLANDPLANNING@GMAIL.COM
AKLANDPLANNING.COM
000118

BANK OF AMERICA AT SOUTHGLENN SITE PLAN	IRRIGATION DETAILS
H & T CONSULTANTS, INC. 854 SUNDAY RIDGE LANE JACKSONVILLE, FLORIDA 32211 PHONE: (904) 238-9600 FAX: (904) 238-9604	
JOB NO. SCALE: 1"=20' DATE: 4/25/2016	SHEET 15 9

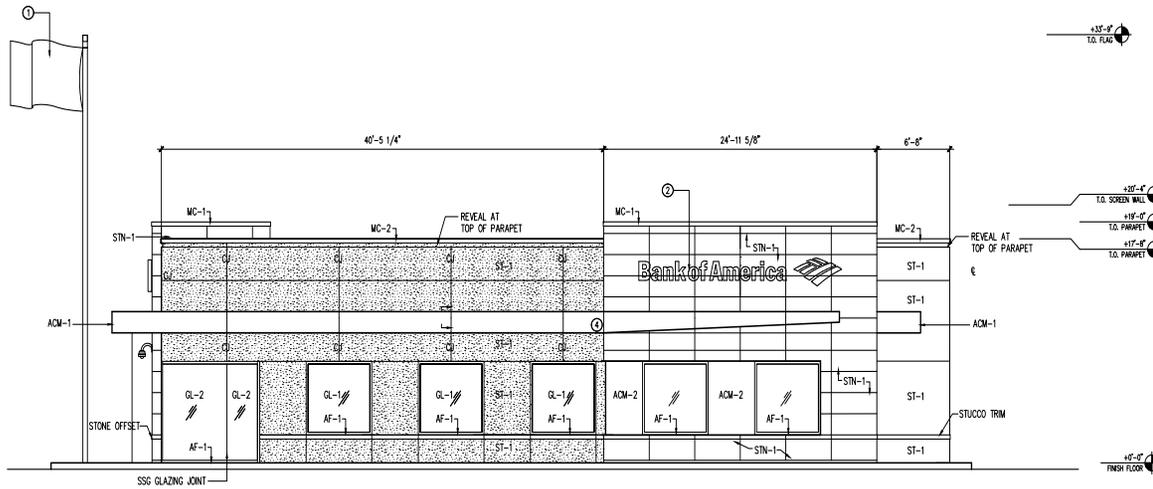
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PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

EXTERIOR FINISH SCHEDULE

- EXTERIOR STONE**
 STN-1 - STONE SOURCE "CARRINO" - 2" THICK, HONED FINISH
- EXTERIOR STUCCO**
 ST-1 - 3/8" "CARRINO" SAND SMOOTH FINISH
 CJ - STUCCO CONTROL JOINT
- GLAZING**
 GL-1 1" HEAT STRENGTHENED CLEAR INSULATED GLAZING AS SPECIFIED
 GL-2 1" TEMPERED INSULATED GLAZING AS SPECIFIED
- ALUMINUM GLAZING FRAMES**
 AF-1 DARK BRONZE STOREFRONT SYSTEM AS SPECIFIED
- ALUMINUM COMPOSITE METAL PANEL**
 ACM-1 "WHITE RED" PANMABRIK REFER TO SECTION 07 42 43
- METAL COPING**
 MC-1 PREFINISHED METAL COPING CUSTOM COLOR TO MATCH STN-1
 MC-2 PREFINISHED METAL COPING CUSTOM COLOR TO MATCH ST-1

① NORTH ELEVATION - EASTER BOULEVARD
 1/4" = 1'-0"



② WEST ELEVATION - SOUTH UNIVERSITY BOULEVARD
 1/4" = 1'-0"

KEY NOTES

- ① FLAG NOT TO EXCEED 30 SF. PER CITY REQUIREMENTS.
- ② ALL BUILDING SIGNAGE SHALL BE APPROVED UNDER SEPARATE PERMIT.

BANK OF AMERICA AT SOUTHGLENN
ELEVATIONS
BUILDING ELEVATIONS

ARCHITECTURAL DESIGN
COLLABORATIVE
1000 W. UNIVERSITY BOULEVARD, SUITE 100
CENTENNIAL, CO 80108
PH: 303.440.1000
WWW.ADCDESIGN.COM



JOB NO.	
SCALE	3/16" = 1'-0"
DATE	2/24/2016
SHEETS	SHEET
15	10

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

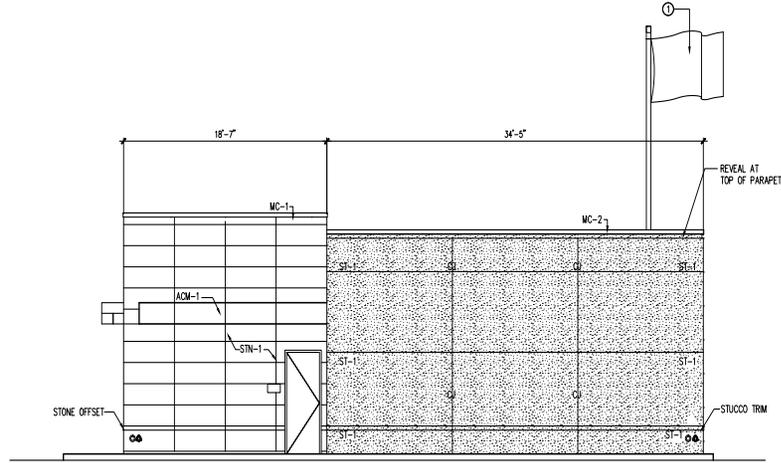
PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

KEY NOTES

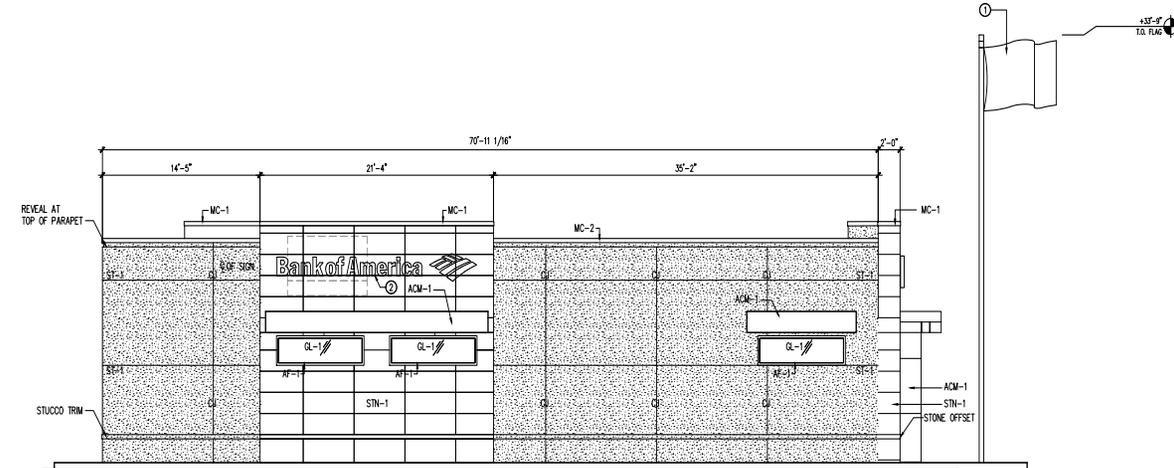
- ① FLAG NOT TO EXCEED 30 S.F. PER CITY REQUIREMENTS.
- ② ALL BUILDING SIGNAGE SHALL BE APPROVED UNDER SEPARATE PERMIT.

EXTERIOR FINISH SCHEDULE

- EXTERIOR STONE**
STN-1: STONE SOURCE "CARRINO" - 2" THICK, HONED FINISH
- EXTERIOR STUCCO**
ST-1: 3031L "CAVERN" SAND SMOOTH FINISH
CJ - STUCCO CONTROL JOINT
- GLAZING**
GL-1 1" HEAT STRENGTHENED CLEAR INSULATED GLAZING AS SPECIFIED
GL-2 1" TEMPERED INSULATED GLAZING AS SPECIFIED
- ALUMINUM GLAZING FRAMES**
AF-1 DARK BRONZE STOREFRONT SYSTEM AS SPECIFIED
- ALUMINUM COMPOSITE METAL PANEL**
ACM-1 "BRITE REE" #MM4BTR REFER TO SECTION 07 42 43
- METAL COPING**
MC-1 PREFINISHED METAL COPING CUSTOM COLOR TO MATCH STN-1
MC-2 PREFINISHED METAL COPING CUSTOM COLOR TO MATCH ST-1



01 SOUTH ELEVATION
1/4" = 1'-0"



02 EAST ELEVATION
1/4" = 1'-0"

CASE NUMBER: LU-16-00040

BANK OF AMERICA AT SOUTHGLENN ELEVATIONS	BUILDING ELEVATIONS
ARCHITECTURAL DESIGN COLLABORATIVE 1000 W. PINE ST. SUITE 1000 DENVER, CO 80202 PH: 303.733.1234 WWW.ADCARCHITECTS.COM	
JOB NO. _____ SCALE 3/16" = 1'-0" DATE 2/24/2016 SHEETS 15 SHEET 11	

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

EXTERIOR FINISH SCHEDULE

EXTERIOR STONE
STN-1 STONE SOURCE "CARRINO" - 2" THICK, HONED FINISH

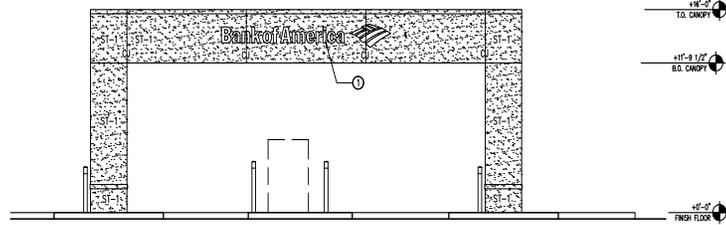
EXTERIOR STUCCO
ST-1 :303L "CAVERN" SAND SMOOTH FINISH.
CJ - STUCCO CONTROL JOINT

GLAZING
Q-1 1" HEAT STRENGTHENED CLEAR INSULATED GLAZING AS SPECIFIED
Q-2 1" TEMPERED INSULATED GLAZING AS SPECIFIED

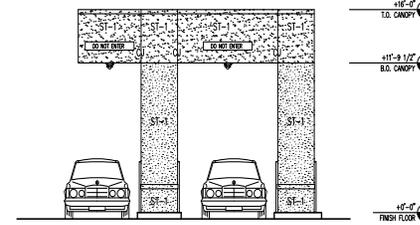
ALUMINUM GLAZING FRAMES
AF-1 DARK BRONZE STOREFRONT SYSTEM AS SPECIFIED

ALUMINUM COMPOSITE METAL PANEL
AM-1 "WHITE RED" #MMA42TR REFER TO SECTION 07 42 43

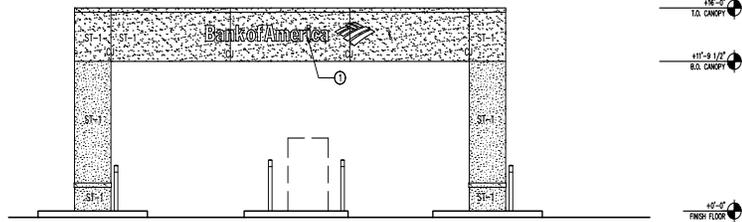
METAL COPING
MC-1 PREFINISHED METAL COPING CUSTOM COLOR TO MATCH STN-1
MC-2 PREFINISHED METAL COPING CUSTOM COLOR TO MATCH ST-1



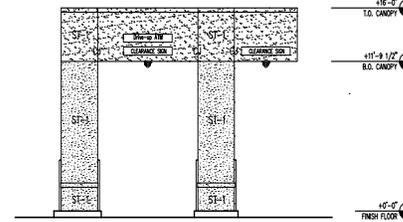
01 NORTH ELEVATION
1/4" = 1'-0"



02 WEST ELEVATION
1/4" = 1'-0"



03 SOUTH ELEVATION
1/4" = 1'-0"



04 EAST ELEVATION
1/4" = 1'-0"

KEY NOTES

- 1 ALL BUILDING SIGNAGE SHALL BE APPROVED UNDER SEPARATE PERMIT.

BANK OF AMERICA AT SOUTHGLENN
ELEVATIONS
DRIVE ELEVATIONS

ARCHITECTURAL DESIGN
COLLABORATIVE
1500 17TH AVENUE, SUITE 1000
DENVER, CO 80202
PH: 303.733.1234
WWW.ADCDENVER.COM



JOB NO.	
SCALE 3/16" = 1'-0"	
DATE 2/24/2016	
SHEETS	SHEET
15	12

EXTERIOR FINISH SCHEDULE

EXTERIOR STONE

STN-1 :STONE SOURCE "CARPINO" - 2" THICK, HONED FINISH

EXTERIOR STUCCO

ST-1 :3031L "CAVERN" SAND SMOOTH FINISH.
CJ - STUCCO CONTROL JOINT

GLAZING

GL-1 1" HEAT STRENGTHENED CLEAR INSULATED GLAZING AS SPECIFIED

GL-2 1" TEMPERED INSULATED GLAZING AS SPECIFIED

ALUMINUM GLAZING FRAMES

AF-1 DARK BRONZE STOREFRONT SYSTEM AS SPECIFIED

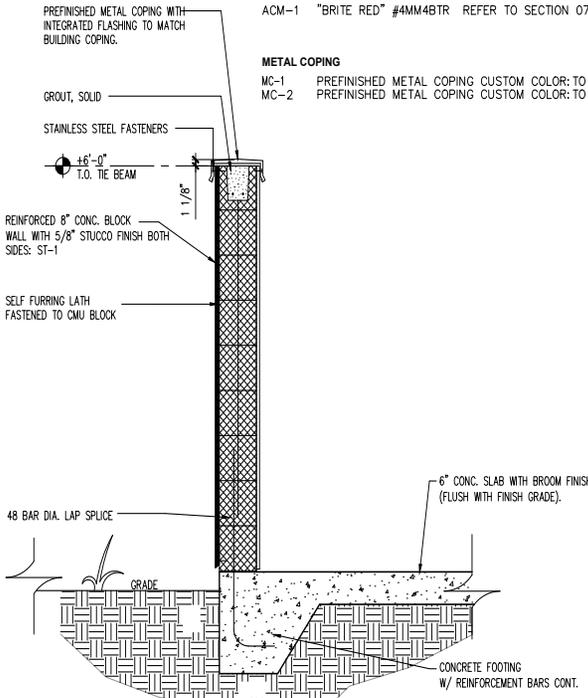
ALUMINUM COMPOSITE METAL PANEL

ACM-1 "BRITE RED" #4MM49TR REFER TO SECTION 07 42 43

METAL COPING

MC-1 PREFINISHED METAL COPING CUSTOM COLOR: TO MATCH STN-1

MC-2 PREFINISHED METAL COPING CUSTOM COLOR: TO MATCH ST-1



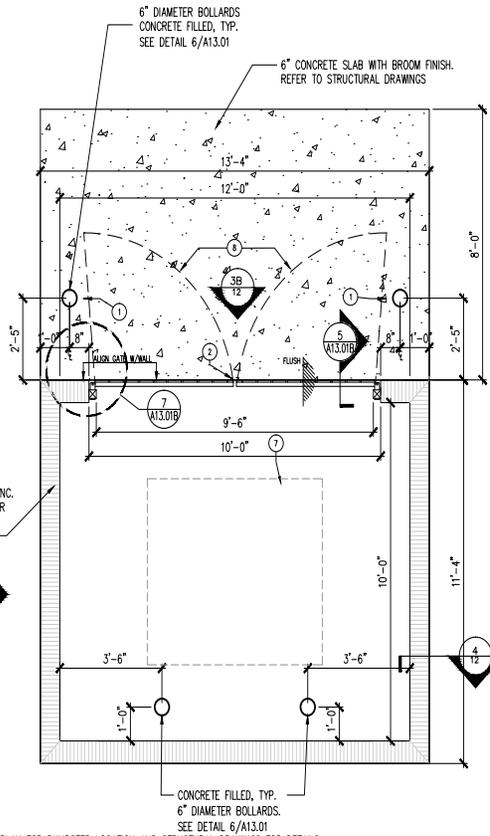
TRASH ENCLOSURE FOOTING DETAIL

SCALE: 1"=1'-0"

TRASH_01_WALL_SECTION

4

GC TO PROVIDE SHOP DRAWING OF GATE TO ARCHITECT FOR REVIEW AND APPROVAL BEFORE CONSTRUCTION.



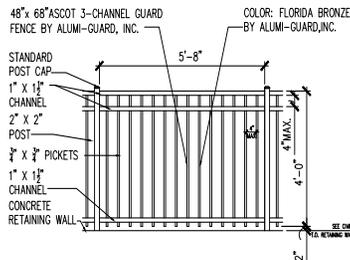
REINFORCED 8" CONC. BLOCK WALL, REFER TO STRUCTURAL DRAWINGS

NOTE: REFER TO SITE PLAN FOR DUMPSTER LOCATION AND STRUCTURAL DRAWINGS FOR DETAILS.

TRASH ENCLOSURE DETAIL PLAN

SCALE: 1/2"=1'-0"

2

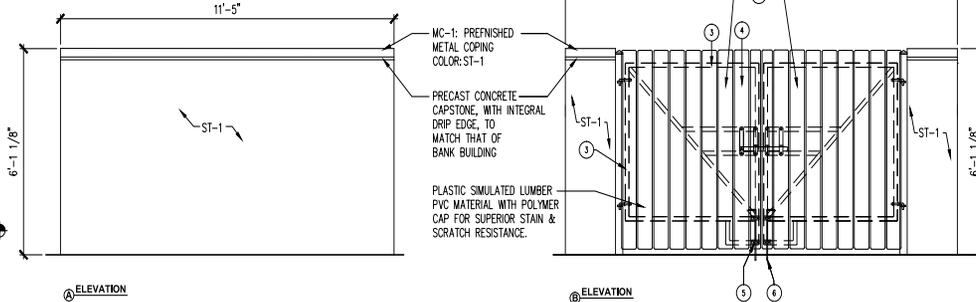


CASE NUMBER: LU-16-00040

DRAINAGE STRUCT. FENCE

SCALE: 1/2"=1'-0"

5



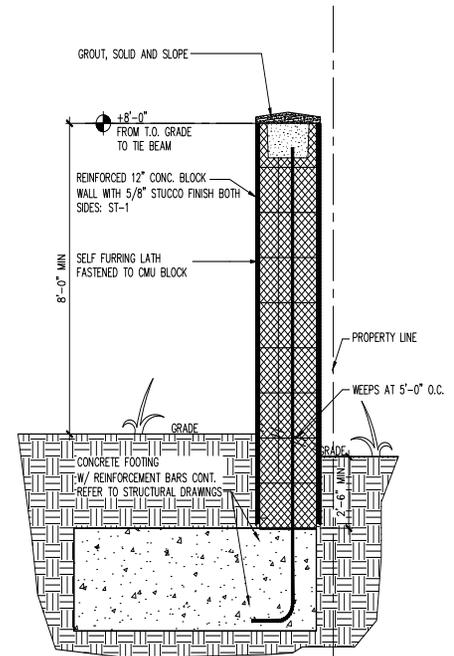
NOTE: EXTERIOR FINISHES TO MATCH BUILDING ELEVATION.

TRASH ENCLOSURE ELEVATION

SCALE: 1/2"=1'-0"

TRASH_03

3



8' DIVIDING WALL / FOOTING DETAIL

SCALE: 1"=1'-0"

1

KEY NOTES

- ① LOCATE CANE BOLT HOLES SO GATES IN OPEN POSITION ARE HELD OUT GREATER THAN 90° (TYP). VERIFY WITH TRASH COLLECTION AGENCY.
- ② CANE BOLT HOLES FOR GATE IN CLOSED POSITION.
- ③ 3" X 3" SQUARE STEEL TUBE WITH DRIVE ON CAPS.
- ④ NOM. 1" X 6" RECYCLED PLASTIC LUMBER, WITH 5/8" GAP BETWEEN BOARDS.
- ⑤ (4) 3" L 1 1/2" X 3/8" WITH (2) 3/8" Ø BOLTS
- ⑥ (2) 21" L (MIN.) 3/8" Ø RODS W. MIN. 3" HOOK. DRILL HOLES IN CONCRETE TO LOCK GATES OPEN AND CLOSED POSITIONS.
- ⑦ 4 YARD TRASH CONTAINER WITH COVER
- ⑧ PAINT ST-1, AZEKLINE, PLASTIC LUMBER, COORDINATE WITH OWNER.

SHEET NOTES

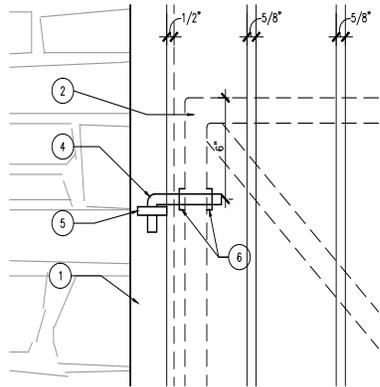
- A. REFER TO STRUCTURAL DRAWING FOR ALL STRUCTURAL DETAILS AND NOTES REGARDING THE DUMPSTER ENCLOSURE.
- B. THE SIZE OF THE ENCLOSURE HAS BEEN MODIFIED TO ALLOW FOR ARCHITECTURAL FINISHES.

BANK OF AMERICA AT SOUTHGLEN
DUMPSTER DETAILS
DUMPSTER DETAILS

ARCHITECTURAL DESIGN
COLLABORATIVE
1000 N. GARDNER AVE., SUITE 100
DENVER, CO 80202
WWW.ADC-ARCHITECTS.COM

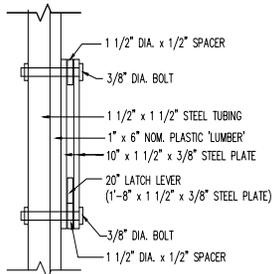
ADC

JOB NO.	
SCALE	AS NOTED
DATE	2/24/2016
SHEETS	SHEET
15	13A

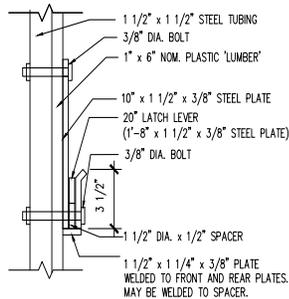


ADJUSTABLE HINGE DETAIL
SCALE: 3"=1'-0" WS_TRASH

8



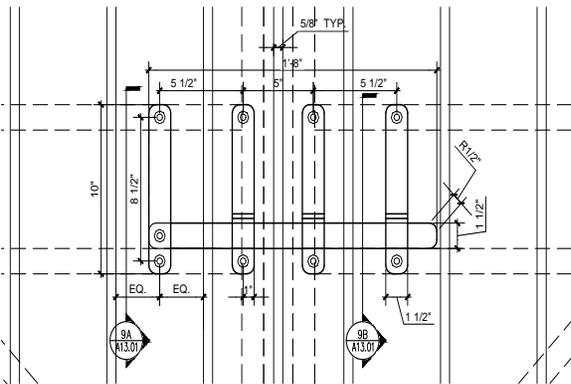
A DETAIL



B DETAIL

GATE LATCH DETAIL
SCALE: 3"=1'-0" WS_TRASH

9

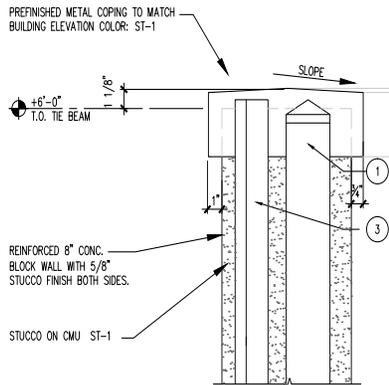


CASE NUMBER: LU-16-00040

TRASH ENCLOSURE GATE DETAIL
SCALE: 3"=1'-0" WS_TRASH

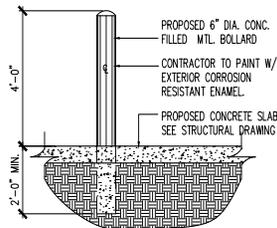
10

GC TO PROVIDE SHOP DRAWING OF GATE TO ARCHITECT FOR REVIEW AND APPROVAL BEFORE CONSTRUCTION.



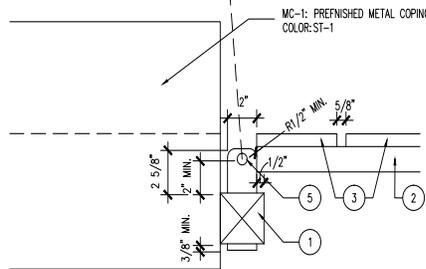
COPING DETAIL
SCALE: 3"=1'-0" WS_TRASH

5



TYPICAL BOLLARD DETAIL
SCALE: 1/2"=1'-0" TRASH_06

6



HINGE TAB DETAIL
SCALE: 3"=1'-0" WS_TRASH

7

EXTERIOR FINISH SCHEDULE

- EXTERIOR STONE**
STN-1 :STONE SOURCE "CARPINO" - 2" THICK, HONED FINISH
- EXTERIOR STUCCO**
ST-1 :3031L "CAVERN" SAND SMOOTH FINISH.
CJ - STUCCO CONTROL JOINT
- GLAZING**
GL-1 1" HEAT STRENGTHENED CLEAR INSULATED GLAZING AS SPECIFIED
GL-2 1" TEMPERED INSULATED GLAZING AS SPECIFIED
- ALUMINUM GLAZING FRAMES**
AF-1 DARK BRONZE STOREFRONT SYSTEM AS SPECIFIED
- ALUMINUM COMPOSITE METAL PANEL**
ACM-1 "BRITE RED" #4MM48TR REFER TO SECTION 07 42 43

- METAL COPING**
MC-1 PREFINISHED METAL COPING CUSTOM COLOR:TO MATCH STN-1
MC-2 PREFINISHED METAL COPING CUSTOM COLOR:TO MATCH ST-1

KEY NOTES

- ① 3" X 3" SQUARE STEEL TUBE WITH DRIVE ON CAPS.
- ② 1 1/2" X 1 1/2" SQUARE STEEL TUBE. SHOP WELD ALL JOINTS.
- ③ NOM. 1" X 6" RECYCLED PLASTIC 'LUMBER', WITH 5/8" GAP BETWEEN BOARDS.
- ④ 5/8" ADJUSTABLE HINGE (TYPICAL 4 LOCATIONS).
- ⑤ 6" X 2" X 1/2" FLAT HINGE TAB EXTENDED THROUGH AND WELDED TP POST & BACK.
- ⑥ ADJUSTING NUT & WASHERS.

SHEET NOTES

- A. REFER TO STRUCTURAL DRAWING FOR ALL STRUCTURAL DETAILS AND NOTES REGARDING THE DUMPSTER ENCLOSURE.
- B. THE SIZE OF THE ENCLOSURE HAS BEEN MODIFIED TO ALLOW FOR ARCHITECTURAL FINISHES.

NO.	REVISION	DESCRIPTION

DRWN	BA
CHECKED	SH
DESIGNED	BA
FILENAME	

BANK OF AMERICA AT SOUTHGLENN
 CO-0014
 DUMPSTER DETAILS

H & T CONSULTANTS, INC.
 PLANNING ENGINEERING
 5415 OLD KINGS ROAD SOUTH, SUITE 1001
 JACKSONVILLE, FLORIDA 32217
 PHONE: 904-441-1001 FAX: 904-441-1004

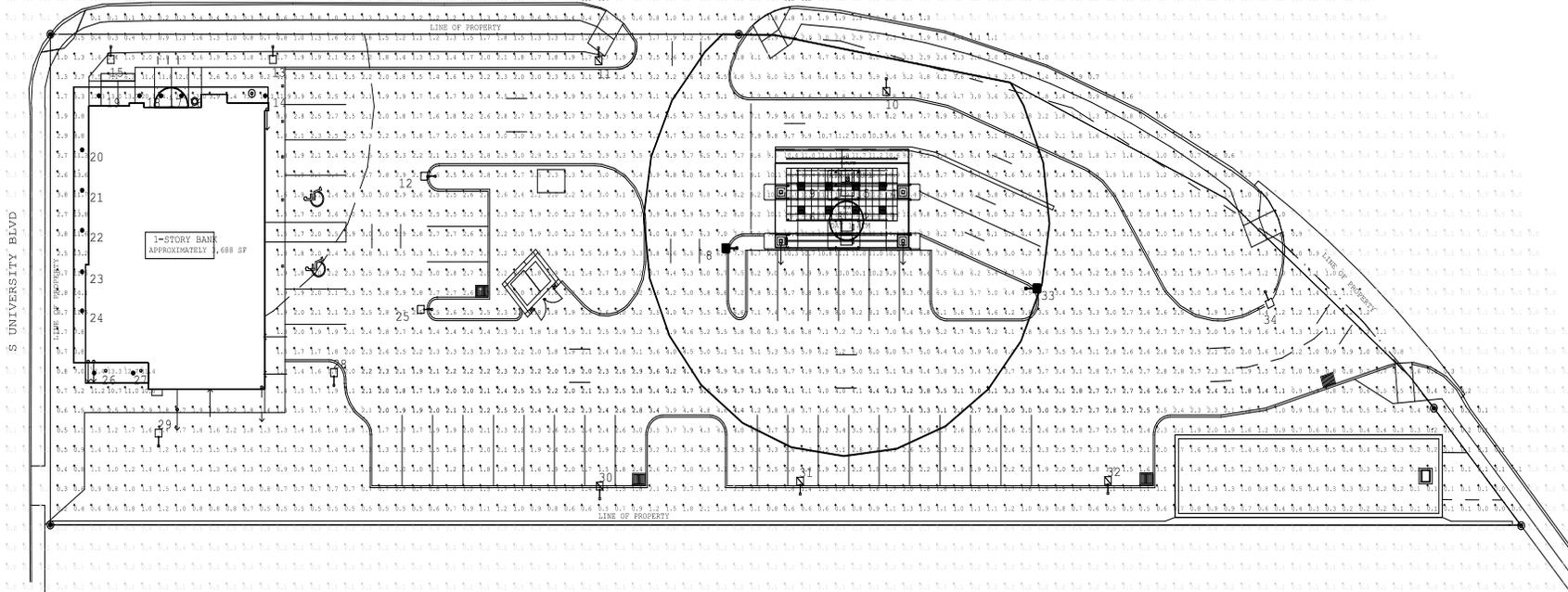
H & T

JOB NO.	
SCALE	AS NOTED
DATE	1/15/2016
SHEETS	SHEET
A15	13B

BANK OF AMERICA AT SOUTHGLENN SITE PLAN

PART OF THE NW 1/4 OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF CENTENNIAL, ARAPAHOE COUNTY, STATE OF COLORADO

E. EASTER AVENUE



Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Total Waits	Description
8	A	SINGLE	5018	0.970	568	INT-304-SS-RM-04-E-UL-WH-525-40K	
12	C	SINGLE	1700	0.940	360	KR6-20L-40K-120V + KR6T-S5G-WF	
2	D	SINGLE	17250	0.970	342	ARE-EDG-SS-DA-10-E-UL-BZ-525-40K	
4	E	SINGLE	6340	0.970	264	ARE-EDG-4M-DA-06-E-UL-BZ-350-40K	
4	H	SINGLE	8167	0.970	536	ARE-EDG-4MB-DA-06-E-UL-BZ-700-40K	
1	I	SINGLE	4776	0.970	66	ARE-EDG-4M-DA-04-E-UL-BZ-525-40K	
1	J	SINGLE	4276	0.970	25	ARE-EDG-4M-DA-04-E-UL-BZ-350-40K	
2	K	SINGLE	3221	0.970	92	ARE-EDG-4MB-DA-06-E-UL-BZ-350-40K	

Pole Schedule
 (11) PS4S22C1BZ (22' X 4" X .125" STEEL SQUARE POLE)
 (3) PS4S15C1BZ (15' X 4" X .125" STEEL SQUARE POLE)
 Proposed poles meet 130 MPH sustained winds.

Label	Avg	Max	Min	Avg/Min	Max/Min	12-6-705B (LZ3)
ENTIRE SITE	1.49	24.4	0.0	N.A.	N.A.	N.A.
PARKING LOT	3.58	11.2	0.8	4.48	9.4	10.0
SIDEWALK	1.87	14.1	0.1	8.70	4.1	4.0
WALKWAY NEAR BLDG	4.70	13.1	1.3	3.62	10.08	N/A

DESCRIPTION	TOTAL CONNECTED LUMEN (WATTS)	TOTAL FEET	TOTAL LUMEN FEET	WATTS/SQUARE FOOT	WATTS/NEAR FOOT	COMPLIES WITH SECTION 12-6-705B
PARKING LOT & DRIVE ASIDE	8678	2400H	N/A	0.528	N/A	YES
WALKWAYS LESS THAN 30' IN WIDTH	3260	3400	N/A	0.580	N/A	YES
WALKWAYS GREATER THAN 30' IN WIDTH	N/A	N/A	N/A	N/A	N/A	N/A
STAIRWAYS	N/A	N/A	N/A	N/A	N/A	N/A
BUILDING MAIN ENTRY	700	140	N/A	5.000	N/A	YES
BUILDING OTHER ENTRANCES	N/A	N/A	N/A	N/A	N/A	N/A
CORNER AND DRIVING	2240	470	N/A	4.766	N/A	YES
DIRECT FOOTCANDLE FOR VEHICLES	N/A	V	N/A	N/A	N/A	N/A
ENTIRE SITE TOTAL CONNECTED LUMEN	12938					

LumNo	Label	Z	LumNo	Label	Z
1	A	20.33	18	C	10.25
2	A	20.33	19	C	10.25
3	A	20.33	20	C	10.25
4	A	20.33	21	C	10.25
5	A	20.33	22	C	10.25
6	A	20.33	23	C	10.25
7	A	20.33	24	C	10.25
8	D	25	25	E	25
9	A	20.33	26	C	10.25
10	H	25	27	C	10.25
11	H	25	28	E	25
12	E	25	29	J	17
13	K	17	30	H	25
14	C	10.25	31	H	25
15	K	17	32	I	25
16	C	10.25	33	D	25
17	C	10.25	34	E	25

CASE NUMBER: LU-16-00040

REV	DATE	DESCRIPTION

DRAWN	P&G
CHECKED	LOP
DESIGNED	LOP
FILENAME	

BANK OF AMERICA AT SOUTHGLENN
PHOTOMETRICS
PHOTOMETRICS

P&G ENGINEERING
DESIGN GROUP CORP
10000 E. CENTENNIAL BLVD
SUITE 1000
CENTENNIAL, CO 80112



JOB NO.	
SCALE	3/16" = 1'-0"
DATE	2/24/2016
SHEETS	15
SHEET	14

Letter of Intent

February 24th, 2016

RE: Bank of America-Southglenn Branch, 6930 S. University Blvd; Centennial, CO 80122

The intent of this project is to redevelop the subject site to have a single story 3,455 sf branch bank with a remote drive-thru.

Sincerely,

Stanley Hill

A handwritten signature in black ink, appearing to read 'SH', with a long horizontal flourish extending to the right.

H&T Consultants, Inc.

9310 Old Kings Rd. South, Ste. 1001

Jacksonville, FL 32257

904.419.1001

Jennifer Houlne

From: Sue Liu <SLiu@arapahoegov.com>
Sent: Thursday, March 10, 2016 11:43 AM
To: Jennifer Houlne
Subject: LU-16-00040 Bank of America Site Plan

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Jenny,

Arapahoe County Engineering thanks you for giving us the opportunity to review the site plan for Bank of America. The Engineering Division has no comments regarding the referral at this time based on the information submitted.

Please know that other Divisions in the Public Works Department may submit comments as well.

Thank you,

Sue Liu, P.E., CFM
Arapahoe County
Public Works and Development
Engineering Services Division
6924 South Lima St.
Centennial, CO 80112
Phone: 720-874-6500
Fax: 720-874-6611
sliu@arapahoegov.com

Jennifer Houlne

From: Maurer - CDOT, Tamara <tamara.maurer@state.co.us>
Sent: Sunday, March 06, 2016 8:14 PM
To: Jennifer Houlne
Subject: CenCON Comments Bank of America

Hello Jennifer:

CenCON had the following comments/questions?

- One of our plan reviewers questioned safety(crime issues) with trees near the ATM.
- Don't see that the sewer line connecting to main.

Thank you for including us in the review.

Tammy Maurer
CenCON Plan Review

Knolls Townhome Residents
March 16, 2016

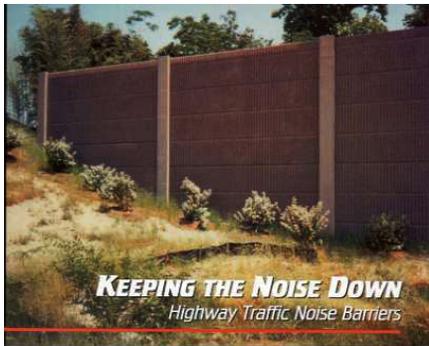


Dear Jenny and Stan,

Thank you for taking the time to meet with us regarding the new Bank of America building. As residents living on the boundary of the new building, we would like you to consider the following.

As we had mentioned at the meeting, your designs for the Bank seem well thought out and efficient. However, the new structure will also produce significantly more traffic and night lighting for the residents that live along the existing boundary between the Knolls Townhomes and the Bank.

We are asking that Bank of America erect a 10 or 12 foot brick, or comparable, noise barrier wall separating the bank property from Knolls Townhome community. This would greatly reduce any noise and light generated from bank traffic and security lighting at night and would provide a more substantial separation from residential and commercial activity. For example:



As you can see from the pictures below, a six foot wall does not provide much in the way of shielding the residences from the bank, even on the first level of the homes.



When we discussed this at the meeting, you seemed receptive to the idea. This letter is to emphasize our desire to see this happen. Many of us have lived here for a decade or (much) longer because we love where we live — and we'd like our quality of life to continue for decades more.

We look forward to Bank of America being a good neighbor and further enhancing our community.

Sincerely,

SIGN NAME


Mary Lu Watson
Sharon Mahly
Christie Bernhardt (30425)
Kelli Hamzen
Jennifer Schwab
Frank Schuck
Richard Krantz
Beverly Jacobson
Lisa Dutkiewicz
Richard Dutkiewicz
Jocelyn Mertens
Pettygene Sorte
Lois K. NASH
Susan Frey
Reed O'Brien
Elena G. Sakas-Slucose
Devin Hazelwood
Dixie Krantz

PRINT NAME

Dave Manville
MARY LU WATSON
SHARON MAHLY
CHRISTIE BERNHARDT
Kelli Hamzen
Jennifer Schwab
Frank Schuck
Richard Krantz
Beverly Jacobson
Lisa Dutkiewicz
RICHARD DUTKIEWICZ
Jocelyn Mertens
Pettygene Sorte
Lois K. NASH
Susan Frey
Reed O'Brien
ELENA G. SAKAS-SLUCOSE
Devin Hazelwood
DIXIE KRANTZ

KNOLLS TOWHOME RESIDENTS "ON THE BORDER"

Jenny Houlne
Planner
City of Centennial

Re: Case # LU-16-00040
Ban of America
6930 S University

Littleton Fire Review Comments:

Littleton Fire Rescue has adopted the 2009 IFC
Littleton Fire has no objections to the redevelopment of the property

Fire Plan Review Permit Requirements:

Building Permit - New Construction
Requires 1 hard copy and 1 Electronic PDF Copy

If applicable:

Requires 1 hard copy and 1 Electronic PDF Copy

Fire Alarm -

Fire Sprinkler - New - Licensed with Colorado Division of Fire Prevention and Control

Fire Sprinkler Underground - Licensed with Colorado Division of Fire Prevention and Control

Please contact me if you have any questions.

Sincerely,
Timothy Stover
Fire Marshal

tstover@LittletonGov.org

303-795-3862



13133 E. Arapahoe Road
 Centennial, CO 80112
 (P): 303-325-8000
 (F): 303-790-1061
 www.centennialco.gov

21 DAY EXTERNAL REFERRAL

The enclosed case has been submitted to the City of Centennial Community Development Department for review and subsequent consideration by the Planning and Zoning Commission and City Council. Because of the possible effect of the proposed development upon your area, the case is being referred for your comment. Please examine this request and, after review, return to the Community Development Department on or before the date indicated below.

Case Name: Bank of America Site Plan	
Case Number: LU-16-00040	
CASE PLANNER: Jenny Houlne, Senior Planner	EMAIL: jhoulne@centennialco.gov
PHONE: 303-754-3357	DATE OF REFERRAL: 02/26/2016
DATE TO BE RETURNED: 03/18/2016	

EXTERNAL REFERRAL AGENCIES

ARAPAHOE COUNTY			
<input type="checkbox"/>	PLANNING DIVISION: Jennifer Newton	<input type="checkbox"/>	ENGINEERING DIVISION: Jennifer Newton
<input type="checkbox"/>	SHERIFF'S OFFICE: Brian McKnight	<input type="checkbox"/>	PUBLIC SAFETY BUREAU: Chief Glenn Thompson
CITIZEN'S ORGANIZATIONS / HOME & BUSINESS OWNER'S ASSOCIATIONS			
<input type="checkbox"/>	CenCON – Gerry Cummins	<input type="checkbox"/>	CenCON – Tamara Maurer
<input type="checkbox"/>	HOA: Glenn Oaks Townhouses	<input type="checkbox"/>	HOA: Knolls Village TA
<input type="checkbox"/>	HOA: Cherry Knolls IA	<input type="checkbox"/>	HOA: Knolls Townhome Association
<input type="checkbox"/>	John Forrester, 7002 S. Knolls Way	<input type="checkbox"/>	HOA: Knolls HOA
<input checked="" type="checkbox"/>	Gary Gaydosh, 7126 S. Knolls Way	<input type="checkbox"/>	Beverly Jacobsen, 6990 S. Knolls Way
<input type="checkbox"/>	Susan Fry, 2540 E. Easter Ave.	<input type="checkbox"/>	Bettygene Sorte, 2548 E. Easter Ave.
DISTRICTS			
<input type="checkbox"/>	FIRE DISTRICT: Littleton Fire District	<input type="checkbox"/>	City of Littleton Community Development Dept.
<input type="checkbox"/>	WATER DISTRICT: Southeast Englewood Water	<input type="checkbox"/>	SANITARY SEWER: South Arapahoe Sanitation
<input type="checkbox"/>	UTILITIES: CenturyLink Communications	<input type="checkbox"/>	UTILITIES: Xcel Energy
<input type="checkbox"/>	METRO DISTRICT:	<input type="checkbox"/>	METRO DISTRICT:
<input type="checkbox"/>	FLOODPLAIN: Urban Drainage and Flood Control	<input type="checkbox"/>	FLOODPLAIN:
<input type="checkbox"/>	TRANSPORTATION: RTD	<input type="checkbox"/>	TRANSPORTATION: CDOT
<input type="checkbox"/>	OTHER: South Suburban Park and Rec	<input type="checkbox"/>	OTHER:

REFERRAL COMMENT		SIGNATURE:
<input checked="" type="checkbox"/>	Have NO comments to make on the case as submitted	<i>Gary D. Gaydosh</i>
<input type="checkbox"/>	Have the following comments to make related to the case: <i>JUST A QUESTION - IS BOFA GOING TO FIX RETAINING WALL ON SOUTH SIDE OF PROPERTY?</i>	PRINT: GARY D. GAYDOSH
(Attach additional sheets as necessary)		DATE: 3/14/2016



13133 E. Arapahoe Road
 Centennial, CO 80112
 (P): 303-325-8000
 (F): 303-790-1061
 www.centennialco.gov

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EXTERNAL REFERRAL AGENCIES

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<input type="checkbox"/>	SHERIFF'S OFFICE: Brian McKnight	<input type="checkbox"/>	PUBLIC SAFETY BUREAU: Chief Glenn Thompson
CITIZEN'S ORGANIZATIONS / HOME & BUSINESS OWNER'S ASSOCIATIONS			
<input type="checkbox"/>	CenCON – Gerry Cummins	<input type="checkbox"/>	CenCON – Tamara Maurer
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DISTRICTS			
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<input type="checkbox"/>	WATER DISTRICT: Southeast Englewood Water	<input checked="" type="checkbox"/>	SANITARY SEWER: South Arapahoe Sanitation
<input type="checkbox"/>	UTILITIES: CenturyLink Communications	<input type="checkbox"/>	UTILITIES: Xcel Energy
<input type="checkbox"/>	METRO DISTRICT:	<input type="checkbox"/>	METRO DISTRICT:
<input type="checkbox"/>	FLOODPLAIN: Urban Drainage and Flood Control	<input type="checkbox"/>	FLOODPLAIN:
<input type="checkbox"/>	TRANSPORTATION: RTD	<input type="checkbox"/>	TRANSPORTATION: CDOT
<input type="checkbox"/>	OTHER: South Suburban Park and Rec	<input type="checkbox"/>	OTHER:

REFERRAL COMMENT		SIGNATURE:
<input type="checkbox"/>	Have NO comments to make on the case as submitted	
<input checked="" type="checkbox"/>	Have the following comments to make related to the case: <div style="border-bottom: 1px solid black; padding: 2px;"><i>See attached letter</i></div> <div style="border-bottom: 1px solid black; padding: 2px;"></div>	
(Attach additional sheets as necessary)		PRINT: <i>Joji Villa</i> DATE: <i>3/15/16</i>

Kennedy/Jenks Consultants

Engineers & Scientists

143 Union Boulevard, Suite 600
Lakewood, Colorado 80228
303-985-3636
FAX: 303-985-3800

15 March 2016

Jenny Houlne
Senior Planner
City of Centennial
13133 East Arapahoe Road
Centennial, CO 80112

Subject: Bank of America Site Plan
South Arapahoe Sanitation District Comment (K/J 1646017*00 REF)
Centennial Case Number LU-16-00040

Dear Ms. Houlne:

On behalf of South Arapahoe Sanitation District (SASD), Kennedy/Jenks Consultants is responding to the Bank of America Site Plan Referral dated February 26, 2016, which included a set of plans, titled "*Bank of America, At Cherry Knolls Shopping Center*," dated February 24, 2016. The project is described as a redevelopment of the 6930 South University Boulevard property for new single story, 3,455 square foot, Bank of America with remote drive-thru. We understand that there is an existing building at this address that will be demolished to accommodate the new development.

In reviewing the application, we have the following comments:

1. This property is within SASD. Sanitary sewer service will be provided in accordance with the District's Rules and Regulations. There currently exists a 10" diameter vitrified clay sanitary sewer line running east-west along the north boundary of the property, in the East Easter Avenue Right-of-Way, into which this facility can connect for sewer service.
2. Sanitary sewer service fees for facilities in SASD are based on water meter size and are paid at the City of Englewood. Per the City of Englewood Utilities Department, there is a sewer tap credit at 6930 South University Boulevard, for a 1-1/2 inch water meter. Utility Plan drawings, provided with the referral documents, indicate that the new Bank of America will have a 1-1/2 in water meter. If there is an increase in water meter size from the existing 1-1/2 inch there will be additional tap fees.
3. The preliminary Bank of America plans do not show the sanitary service for the existing building. Please provide us updated plans that show the location of the existing sanitary sewer service, and the connection to the SASD's sanitary sewer main. In addition, abandonment of the existing sanitary sewer service should be done in accordance to SASD's Rules and Regulations, see attached detail.

Jenny Houlne
City of Centennial
Page 2

4. The preliminary Bank of America Utility plans show the proposed sanitary sewer and the connection to SASD's sanitary sewer main. Connection of the proposed sanitary sewer service to SASD's sanitary sewer main should be done in accordance to SASD's Rules and Regulations, see attached detail.
5. Kennedy/Jenks' field personnel perform observations of sanitary sewer service construction. Please indicate on the plans that the contractor must contact our office at least 48 hours prior to schedule onsite observation of the construction to abandon the existing sanitary sewer service, and the construction to connect the proposed sanitary sewer service.

We appreciate the opportunity to comment on this referral. If you have any questions, or require additional information, please call me at 303-985-3636.

Sincerely,
KENNEDY/JENKS CONSULTANTS

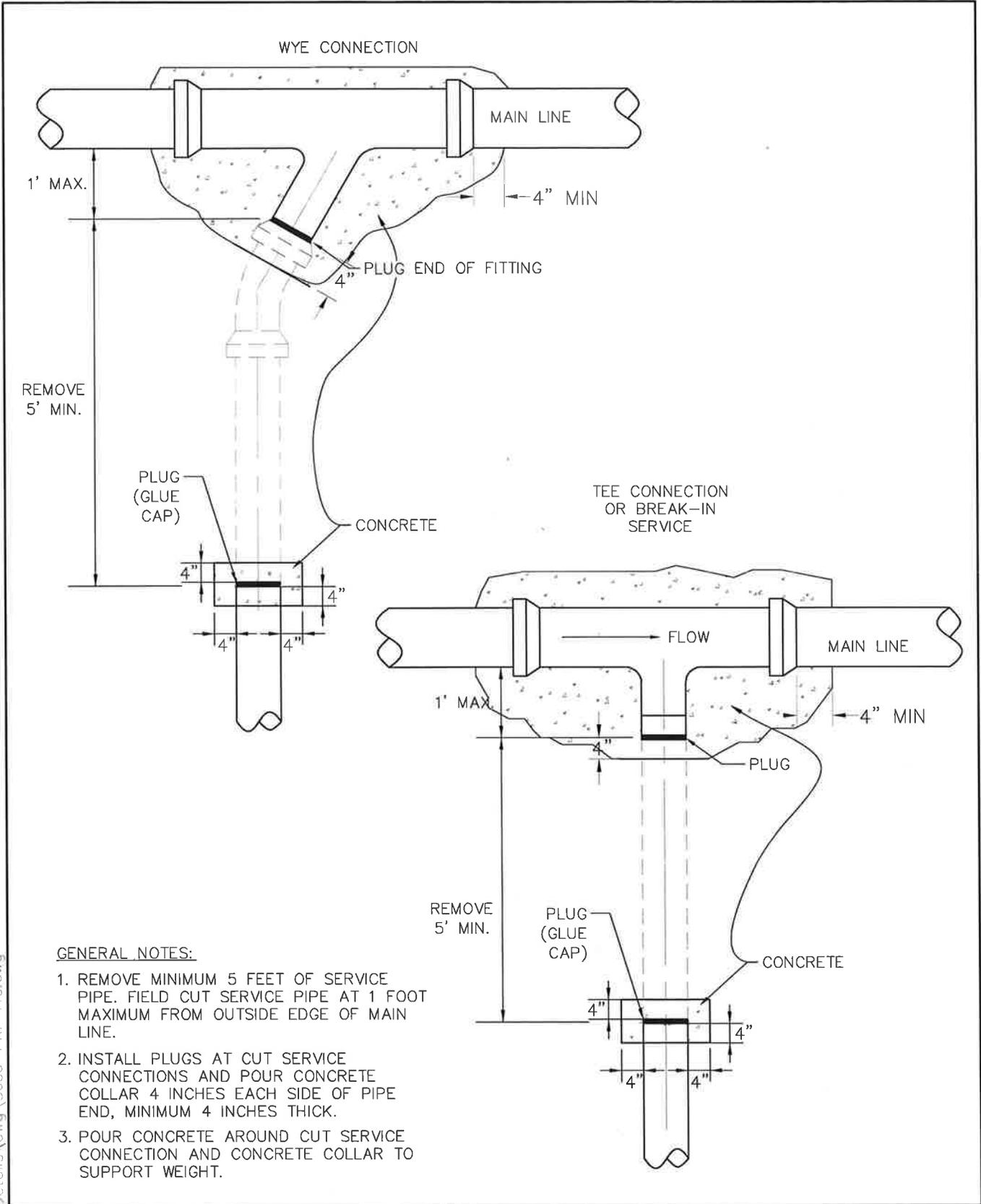


Jennifer Chipman, P.E.
Senior Design Engineer



Jodi Villa, P.E.
Senior Project Manager

cc: Steve Daldegan
Darryl Farrington
City of Englewood Utilities



GENERAL NOTES:

1. REMOVE MINIMUM 5 FEET OF SERVICE PIPE. FIELD CUT SERVICE PIPE AT 1 FOOT MAXIMUM FROM OUTSIDE EDGE OF MAIN LINE.
2. INSTALL PLUGS AT CUT SERVICE CONNECTIONS AND POUR CONCRETE COLLAR 4 INCHES EACH SIDE OF PIPE END, MINIMUM 4 INCHES THICK.
3. POUR CONCRETE AROUND CUT SERVICE CONNECTION AND CONCRETE COLLAR TO SUPPORT WEIGHT.

No XREFs
 I:\key_std\SAS\Details\dwg\Sasd-PRI-11s.dwg

Kennedy/Jenks Consultants
Engineers & Scientists

143 Union Boulevard
 Suite 600
 Lakewood, CO 80228
 303 985 3636 TEL
 303 985 3800 FAX



SOUTH ARAPAHOE
SANITATION DISTRICT
 www.southarapahoe.org

SERVICE LINE
ABANDONMENT
DETAIL

DRAWING NO.: SASD-PRI-11S DATE: 10/11

"WYE" SADDLE ONLY, FOR PVC PIPE, SOLVENT WELD SADDLE TO PIPE. SAWCUT PIPE OPENING TO MATCH "Y" FITTING SHAPE. POUR CONCRETE COLLAR AROUND SADDLE

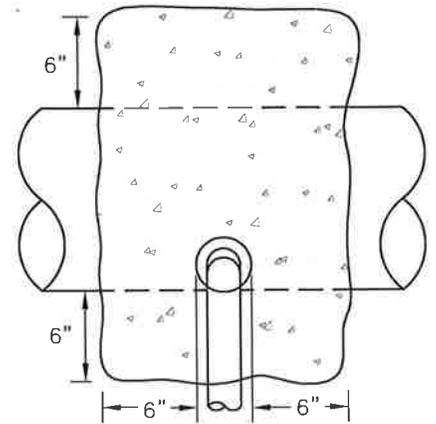
"TEE" OR "WYE" SADDLE FOR VITRIFIED CLAY AND REINFORCED CONCRETE PIPE. FACE SEALING GASKET TYPE SADDLE FITTING. POUR CONCRETE COLLAR AROUND SADDLE.

10 O'CLOCK

2 O'CLOCK

3'-0 MIN.

3'-0 MIN.

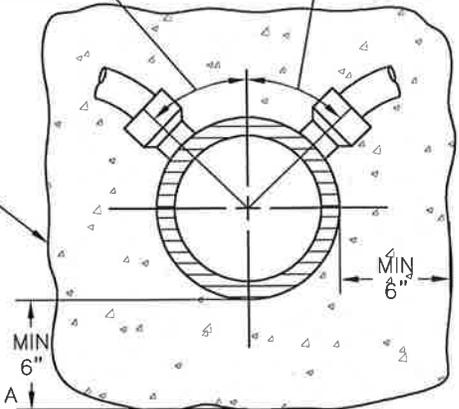


PLAN VIEW

10 O'CLOCK POSITION

2 O'CLOCK POSITION

ENCASE SERVICE CONNECTION WITH CONCRETE



SECTION A-A

GENERAL NOTES:

1. SANITARY SEWER SERVICE TAPS SHALL BE LOCATED ON THE MAIN AT THE 2 O'CLOCK OR 10 O'CLOCK POSITION.
2. THE MINIMUM DISTANCE BETWEEN ANY TWO CONSECUTIVE FITTINGS SHALL BE 3', MEASURED BETWEEN FITTING CENTERLINES.
3. SANITARY SEWER SERVICE TAPS SHALL NOT BE MADE WITHIN 3' OF A PIPE JOINT, OR WITHIN 3' OUTSIDE LIMITS OF MANHOLE STRUCTURES. WHERE PIPE JOINTS ARE LESS THAN 6' APART, ONE SERVICE SHALL BE CENTERED BETWEEN JOINTS.
4. SERVICE CONNECTIONS TO MANHOLES SHALL BE PERFORMED IN ACCORDANCE WITH SASD STANDARD DETAIL "SERVICE CONNECTION TO DEAD-END MANHOLE".
5. CARE SHALL BE TAKEN WHEN EXCAVATING AND COMPACTING AROUND EXISTING LINES. SHOULD A LINE BE BROKEN, THE DISTRICT ENGINEER SHALL BE NOTIFIED IMMEDIATELY AND REPAIR PROCEDURES COORDINATED WITH THE CONTRACTOR.

CONNECTION TO PVC MAINS:

1. TAPPING AN EXISTING PVC PIPE REQUIRES A LONG BODY STYLE WYE SADDLE WITH TWO STAINLESS STEEL STRAPS. THE "WYE" SADDLE SHALL BE FURNISHED WITH A RUBBER GASKET AND THE SADDLE SHALL BE SOLVENT WELDED TO THE PIPE. THE ENTIRE INSTALLATION SHALL BE ENCASED IN CONCRETE A MINIMUM 6" EACH SIDE OF SERVICE AND 6" AROUND PIPE MAIN.
2. "TEE" STYLE FITTINGS ON PVC PIPE ARE NOT PERMITTED EXCEPT BY WRITTEN PERMISSION OF THE DISTRICT.

CONNECTION TO VITRIFIED CLAY AND REINFORCED CONCRETE PIPE MAINS:

1. TAPPING OF EXISTING CONCRETE OR VITRIFIED CLAY PIPE REQUIRES A PIPE CUTTER TO CORE THE TAP CONNECTION HOLE AND A PVC TEE OR LONG BODY WYE SADDLE WITH TWO STAINLESS STEEL STRAPS. THE SADDLE SHALL BE PROVIDED WITH A RUBBER GASKET. THE ENTIRE INSTALLATION SHALL BE ENCASED IN CONCRETE A MINIMUM 6" EACH SIDE OF SERVICE AND 6" AROUND PIPE.
2. THE CORE METHOD COULD ALSO USE A CORE AND SEAL BOOT INSTEAD OF A PVC TEE FITTING. THIS METHOD MUST BE APPROVED BY DISTRICT ENGINEER PRIOR TO CONSTRUCTION.

No XREFs I:\key_std\SAS\Details\dwg\Sasd-PRI-2s.dwg

Kennedy/Jenks Consultants
Engineers & Scientists

143 Union Boulevard
Suite 600
Lakewood, CO 80228
303 985 3636 TEL
303 985 3800 FAX



SOUTH ARAPAHOE
SANITATION DISTRICT

www.southarapahoe.org

**SEWER
SERVICE CONNECTIONS
TO EXISTING
MAINS**

DRAWING NO.: SASD-PRI-2S DATE: 5/08

Jennifer Houlne

From: Nelson, Mary K. <Mary.Nelson@denverwater.org>
Sent: Thursday, March 10, 2016 1:36 PM
To: Jennifer Houlne
Subject: RE: LU-16-00040 Bank of America Site Plan

Jenny,

I commented the following:

The existing tap can be used. No bends in the service line until 5' past the outside of the meter pit.

If you still need the actual paper I will scan it to you.

Thanks

Mary Nelson Plan Review Coordinator III
Denver Water | t: (303) 628-6124 | f: (303) 628-6046
<http://www.denverwater.org>
INTEGRITY | VISION | PASSION | EXCELLENCE | RESPECT

The 14th Edition Engineering Standards – Errata 6 was published on November 30, 2015 and shall be referenced in the design of projects submitted to and approved by Denver Water. Please download the most current PDF version of the Engineering Standards at:

<http://www.denverwater.org/DoingBusinesswithUs/EngineeringOverview/EngineeringStandards/>

From: Jennifer Houlne [mailto:JHoulne@centennialco.gov]
Sent: Thursday, March 10, 2016 10:31 AM
To: Nelson, Mary K. <Mary.Nelson@denverwater.org>
Cc: tflynn@cccfirm.com
Subject: RE: LU-16-00040 Bank of America Site Plan

Mary,

Thank you for the comments. Unfortunately the scan is unclear and I am unable to read your comments. Can you please resend?

Thank you,

Jenny Houlne | Senior Planner
City of Centennial
Community Development Department
13133 E. Arapahoe Rd. Centennial, CO 80112
Direct (303) 754-3357 | Fax (303) 790-1061
jhoulne@centennialco.gov
CentennialCO.gov | [Facebook](#) | [Twitter](#)
[Tell us how we're doing!](#)

From: Nelson, Mary K. [mailto:Mary.Nelson@denverwater.org]
Sent: Wednesday, March 09, 2016 4:19 PM

To: Jennifer Houlne <JHoulne@centennialco.gov>

Cc: tflynn@cccfirm.com

Subject: LU-16-00040 Bank of America Site Plan

Jenny

I am the assigned Plan Review Coordinator to review City, County and District plans when requested. We provide Total Service to Southeast Englewood Water. Future review requests for the Water District should be directed to Denver Water at mary.nelson@denverwater.org. I will ensure that Southeast Englewood Water District is copied on all of my communications.

Please feel free to contact me with any questions.

Regards,

Mary Nelson Plan Review Coordinator III

Denver Water | t: (303) 628-6124 | f: (303) 628-6046

<http://www.denverwater.org>

INTEGRITY | VISION | PASSION | EXCELLENCE | RESPECT

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<http://www.denverwater.org/DoingBusinesswithUs/EngineeringOverview/EngineeringStandards/>



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571.3524
donna.l.george@xcelenergy.com

March 16, 2016

City of Centennial Planning Department
13133 East Arapahoe Road
Centennial, CO 80112

Attn: Jenny Houlne

Re: Bank of America, Case # LU-16-00040

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the site plans for **Bank of America**. Please be aware PSCo owns and operates existing electric distribution facilities within the subject property. The property owner/developer/contractor must contact the **Builder's Call Line at 1-800-628-2121** and complete the application process for any new gas or electric service, or modification to existing facilities. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

As a safety precaution, PSCo would like to remind the developer to call the **Utility Notification Center, at 1-800-922-1987** to have all utilities located prior to any construction.

If you have any questions about this referral response, please contact me at (303) 571-3306.

Donna George
Contract Right of Way Referral Processor
Public Service Company of Colorado



13133 E. Arapahoe Road
 Centennial, CO 80112
 (P): 303-325-8000
 (F): 303-790-1061
 www.centennialco.gov

14 DAY 2ND EXTERNAL REFERRAL

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CASE PLANNER: Jenny Houlne, Senior Planner	EMAIL: jhoulne@centennialco.gov
PHONE: 303-754-3357	DATE OF REFERRAL: 05/20/16
DATE TO BE RETURNED: 06/03/16	

EXTERNAL REFERRAL AGENCIES

ARAPAHOE COUNTY			
<input type="checkbox"/>	PLANNING DIVISION:	<input type="checkbox"/>	ENGINEERING DIVISION:
<input type="checkbox"/>	SHERIFF'S OFFICE:	<input type="checkbox"/>	PUBLIC SAFETY BUREAU:
CITIZEN'S ORGANIZATIONS / HOME & BUSINESS OWNER'S ASSOCIATIONS			
<input type="checkbox"/>	CenCON –	<input type="checkbox"/>	CenCON –
<input type="checkbox"/>	HOA:	<input type="checkbox"/>	HOA:
<input type="checkbox"/>	John Forrester, 7002 S. Knolls Way	<input type="checkbox"/>	HOA:
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<input type="checkbox"/>	WATER DISTRICT:	<input type="checkbox"/>	SANITARY SEWER:
<input type="checkbox"/>	UTILITIES:	<input type="checkbox"/>	UTILITIES:
<input type="checkbox"/>	METRO DISTRICT:	<input type="checkbox"/>	METRO DISTRICT:
<input type="checkbox"/>	FLOODPLAIN:	<input type="checkbox"/>	FLOODPLAIN:
<input type="checkbox"/>	TRANSPORTATION:	<input type="checkbox"/>	TRANSPORTATION:
<input type="checkbox"/>	OTHER:	<input type="checkbox"/>	OTHER:

REFERRAL COMMENT		SIGNATURE:
<input type="checkbox"/>	Have NO comments to make on the case as submitted	<i>Bettygene Sorte</i>
<input checked="" type="checkbox"/>	Have the following comments to make related to the case: <i>I reviewed this along with Jacely Martens at 2550 E. Easter who has a vested interest and we both agree that if this plan is followed to a tee we approve wholeheartedly. This will bring beauty to what now looks like a bomb site.</i> (Attach additional sheets as necessary)	
		PRINT: <i>Bettygene Sorte</i>
		DATE: <i>5/27/2016</i>

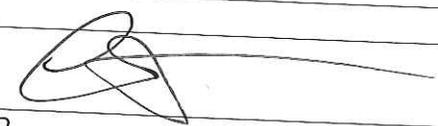
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CITIZEN'S ORGANIZATIONS / HOME & BUSINESS OWNER'S ASSOCIATIONS	
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<input type="checkbox"/> HOA:	<input type="checkbox"/> HOA:
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DISTRICTS	
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<input type="checkbox"/> WATER DISTRICT:	<input type="checkbox"/> UTILITIES:
<input type="checkbox"/> UTILITIES:	<input type="checkbox"/> METRO DISTRICT:
<input type="checkbox"/> METRO DISTRICT:	<input type="checkbox"/> FLOODPLAIN:
<input type="checkbox"/> FLOODPLAIN:	<input type="checkbox"/> TRANSPORTATION:
<input type="checkbox"/> TRANSPORTATION:	<input type="checkbox"/> OTHER:
<input type="checkbox"/> OTHER:	

REFERRAL COMMENT	
<input type="checkbox"/> Have NO comments to make on the case as submitted	SIGNATURE: 
<input type="checkbox"/> Have the following comments to make related to the case: <i>If this is really how it will look - I approve.</i> <i>Any chance you could work with the HOA to remove the existing fence??</i> (Attach additional sheets as necessary)	
	PRINT: <i>Susan Fry</i>
	DATE: <i>5/29/2016</i>

H & T CONSULTANTS, INC.

Civil Engineering & Land Development

9310 Old Kings Road South, Suite 1001
Jacksonville, FL 32257

(904) 419-1001 Phone 1 (904) 419-1004 Fax

April 5, 2016

EXTERNAL REFERRALS

ACCU Property Management (Glenn Oaks Townhouses)

No comments Received

Response: No comments, agreed.

Arapahoe County Engineering

No comments

Response: No comments, agreed.

Arapahoe County Planning

No comments

Response: No comments, agreed.

Arapahoe County Community Resource Unit

No comments Received

Response: No comments, agreed.

Arapahoe County Public Safety Bureau

No comments

Response: No comments, agreed.

CenCON

- One of our plan reviewers questioned safety (crime issues) with trees near the ATM.
- Don't see that the sewer line connecting to main.

Response: Proper clearance from trees along with light ensures safety.

The sewer line is shown.

CenturyLink Communications

No comments Received

Response: No comments, agreed.

Cherry Knolls IA

No comments Received

Response: No comments, agreed.

City of Littleton Community Development Dept.

No comments Received

Response: No comments, agreed.

Hallmark Management (Knolls Townhome Association)

See letter requesting a sound fence.

Response: An eight foot masonry wall will be provided (per City requirements).

Knolls HOA

No comments Received

Response: No comments, agreed.

Knolls Village TA

No comments Received

Response: No comments, agreed.

Littleton Fire District

Littleton Fire Rescue has adopted the 2009 IFC

Littleton Fire has no objections to the redevelopment of the property

Response: No comments, agreed.

Fire Plan Review Permit Requirements:

Building Permit - New Construction

Requires 1 hard copy and 1 Electronic PDF Copy

If applicable:

Requires 1 hard copy and 1 Electronic PDF Copy

Fire Alarm -

Fire Sprinkler - New - Licensed with Colorado Division of Fire Prevention and Control

Fire Sprinkler Underground - Licensed with Colorado Division of Fire Prevention and Control

Response: Acknowledged.

Regional Transportation District

No comments Received

Response: No comments, agreed.

Kennedy/Jenks Consultants (South Arapahoe Sanitation Dist)

Response: Acknowledged. The revised Utility Plan was revised accordingly. The utilities notes and details will be submitted on the Construction set of drawings.

South Suburban Park and Recreation District

Response: Acknowledged. We provide a Maintenance Agreement for ongoing maintenance to the rain garden features that will prevent erosion on park property.

Southeast Englewood Water District

The existing tap can be used. No bends in the service line until 5' past the outside of the meter pit.

Response: Acknowledged.

Urban Drainage and Flood Control District

No comments received

Response: No comments, agreed.

Xcel Energy

Response: Acknowledged.

Resident Comments:

7126 S Knolls Way: Just a question: is Bank of America going to fix retaining wall on south side of property?

Response: We are proposing 8' tall wall along the south side of property.

Knolls Townhomes Residents:

Response: Acknowledged.

If you have any questions or require additional information, please contact me at (904) 419-1001, or fax (904) 419-1004

Sincerely,

Stanley Hill, PE
President
H & T Consultants, Inc.

CITY OF CENTENNIAL, COLORADO
PLANNING AND ZONING COMMISSION
RESOLUTION 2016-PZ-R-26

**A RESOLUTION OF THE CITY OF CENTENNIAL PLANNING AND
ZONING COMMISSION APPROVING THE BANK OF AMERICA SITE
PLAN (CASE NO. LU-16-00040)**

WHEREAS, pursuant to the Home Rule Charter of the City of Centennial (“City”) and Article 23, Title 31 of the Colorado Revised Statutes, the City has authority to regulate the development of land, streets and utilities within the City for the purposes of promoting the public health, safety, convenience, and the general welfare of the community; and

WHEREAS, through the City of Centennial 2011 Land Development Code (“LDC”), site plans are approved by the City Council, the Planning and Zoning Commission or the Director of Community Development (“Director”); and

WHEREAS, H&T Consultants (the “Applicant”) on behalf of LG Southglenn, LLC (the “Owner”) submitted an application for a site plan designated as the Bank of America Site Plan (“Site Plan”) to allow for the construction of a one-story, 3,677 square foot financial institution on certain property generally located at the southeast corner of the South University Boulevard and East Easter Avenue intersection in the City of Centennial, County of Arapahoe, State of Colorado, which property consists of 1.04 acres, more or less, and is described with particularity in the Site Plan (the “Property”); and

WHEREAS, the Site Plan qualifies for Planning and Zoning Commission approval, which approval must be ratified by City Council in accordance with the applicable provisions of the LDC; and

WHEREAS, the Property is governed by the zoning requirements of the Activity Center (AC) zoning district under the LDC; and

WHEREAS, the Planning and Zoning Commission conducted a duly noticed public hearing on October 26, 2016 to consider the Site Plan; and

WHEREAS, the administrative record for this case includes, but is not limited to, the City of Centennial Land Development Code, City of Centennial Comprehensive Plan, all other applicable ordinances, resolutions and regulations, the staff report presented to Planning and Zoning Commission, the application and all other submittals of the Applicant or the Owner, the Site Plan, and the tape recording and minutes of the Planning and Zoning Commission meeting at which the Site Plan was considered.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION FOR THE CITY OF CENTENNIAL, COLORADO, THAT:

Section 1. The foregoing recitals are incorporated herein as findings of the Planning and Zoning Commission.

Section 2. The Planning Commission hereby approves the Bank of America Site Plan, Case No. LU-16-00040, based on a determination that all applicable standards of the LDC have been met.

Section 3. Approval of the Site Plan shall be and is subject to the following conditions of approval:

- a. The Applicant and Owner shall resolve and correct any technical issues as directed by City staff prior to recordation of the Site Plan mylar; and
- b. The Applicant and Owner shall pay any and all remaining fees and costs incurred by the City and its consultants in review and processing of the application in full prior to recordation of the Site Plan mylar.

Section 4. The Community Development Department is authorized to make any changes to the mylar form of the approved Site Plan as may be needed to conform the Site Plan to the form and content requirements of the LDC in effect at the time the Site Plan is submitted for signature(s) and to make such other changes that are expressly authorized or required pursuant to this Resolution.

Section 5. Effective Date. This Resolution shall take effect upon its approval by the City of Centennial Planning and Zoning Commission.

ADOPTED by a vote of ___ in favor and ___ against this ___ day of September, 2016.

**PLANNING AND ZONING
COMMISSION FOR THE CITY OF
CENTENNIAL, COLORADO**

Andrea Suhaka, Chairperson

ATTEST:

Approved As To Form:

Secretary
Planning and Zoning Commission

By:_____
For City Attorney's Office



Staff Report

TO: Planning and Zoning Commission

FROM: Derek Holcomb, AICP, Deputy Director of Community Development

DATE OF MEETING: October 26, 2016

DATE OF SUBMITTAL: October 19, 2016

SUBJECT: Ordinance No. 2016-O-20: An Ordinance of the City Council of the City of Centennial, Colorado Rezoning Certain Properties Located at the Northeast Corner of East Arapahoe Road and South Quebec Street and at the Northeast and Northwest Corners of East Arapahoe Road and South Potomac Street from General Commercial (CG) to Activity Center (AC) Under the Land Development Code, and Amending the Official Zoning Map

1. Executive Summary:

Earlier this year, the Community Development Department conducted multiple study session discussions with City Council and the Planning and Zoning Commission regarding potential Land Development Code (LDC) amendments related to the Central Arapahoe Road Corridor, including the rezoning of key parcels along the corridor from General Commercial (CG) to Activity Center (AC). At the July 18, 2016 Study Session, City Council authorized Staff to move forward with an amendment to the LDC as presented at the September 28, 2016 Planning and Zoning Commission meeting (Ordinance 2016-O-11). Council also authorized Staff to move forward with a separate ordinance rezoning specific parcels from CG to AC, as more fully described in Ordinance 2016-O-20 (Attachment 1) and the attached Zoning Maps (Attachments 2 and 3).

At its September 28, 2016 regular meeting, the Planning and Zoning Commission recommended approval of Ordinance 2016-O-11 to City Council with no modifications. Following a recommendation from the Planning and Zoning Commission on Ordinance 2016-O-20, both ordinances will be presented to City Council for consideration at its November 7, 2016 meeting.

2. Discussion:

Background – Arapahoe Road Retail Corridor Study

The Arapahoe Road Retail Corridor Study (the “Study”, Attachment 4) examines, in the context of retail, existing conditions of Arapahoe Road, challenges and opportunities for retail development, impact of spacing and use restrictions currently in the LDC and recommendations for retaining and expanding quality retail along the Arapahoe Road corridor between Quebec Street and Parker Road. The Study found that opportunities exist to retain and expand quality retail through:

- Amendments to the LDC to allow currently restricted commercial uses;
- Facilitating reinvestment in key properties;
- Preserving mixed-use development opportunities at key nodes;
- Investments in placemaking creating stronger physical spaces along the corridor; and
- Introducing higher density housing.

Additionally, the Study found that specific benefits for the Arapahoe Road corridor include:

- Opportunities for mixed-use development at several key nodes along the corridor;
- The high traffic volume nature of the corridor makes it ideal for convenience retail uses (many of which are currently prohibited due to spacing restrictions from Arapahoe Road);
- Retailers along the corridor would benefit from increased residential density in close proximity to the corridor; and
- The corridor could benefit from placemaking elements such as streetscape enhancements (medians, landscaping), wayfinding, signage, pedestrian facilities and other improvements that create a positive and unique identity for the corridor.

Study Session Recap and Direction

Following City Council's direction to capitalize on opportunities identified by the Study, Staff recommended a series of amendments to the LDC related to the Central Arapahoe Road Corridor (the "Corridor"), including rezoning specific parcels from CG to AC at key nodes along the Corridor. The amendments are supported by the Study and were crafted based on direction received from City Council and Planning and Zoning Commission at three study sessions earlier this year. At its September 28, 2016 regular meeting, the Planning and Zoning Commission recommended approval of the proposed LDC amendments (Ordinance 2016-O-11) to City Council with no modifications. Following a recommendation from the Planning and Zoning Commission on the rezoning of specific parcels from CG to AC (Ordinance 2016-O-20), both ordinances will be presented to City Council for consideration at its November 7, 2016 meeting.

Ordinance 2016-O-20 proposes the rezoning of key parcels from CG to AC, including all parcels at the northeast corner of Quebec Street/Arapahoe Road and the northeast and northwest corners of Potomac Street/Arapahoe Road (see Attachments 2 and 3).

3. Recommendations:

Staff recommends that the Planning and Zoning Commission recommend approval of Ordinance 2016-O-20, which will be presented to City Council at its November 7, 2016 public meeting.

4. Alternatives:

Planning and Zoning Commission may recommend modifications to the scope of the ordinance or may recommend to not move forward with the ordinance at this time.

5. Fiscal Impact:

According to the Arapahoe Road Retail Corridor Study, capitalizing on opportunities for mixed-use development identified in the Study will have a positive fiscal impact to the City of Centennial.

6. Next Steps:

Planning and Zoning Commission's recommendation will be brought to City Council for consideration at its November 7, 2016 public meeting.

7. Previous Actions:

On March 14, 2016, City Council directed Staff to move forward with the proposed amendments related to the Central Arapahoe Road Corridor with additional discussion at a future session. Council's specific comments were incorporated into the proposed ordinance attached to this report.

On May 9, 2016, City Council reaffirmed its direction given to Staff to move forward with the proposed amendments related to the Central Arapahoe Road Corridor, but asked Staff to perform additional research related to vehicle sales uses and potential supplemental conditional use and design standards.

On July 18, 2016, City Council gave final authorization to Staff to move forward with an amendment to the LDC, as summarized in this report and more fully described in the attached ordinance.

On September 28, 2016, Planning and Zoning Commission recommended approval of Ordinance 2016-O-11 to City Council with no modifications.

8. Suggested Motions:

Suggested Motion for Approval:

I MOVE TO RECOMMEND APPROVAL TO CITY COUNCIL OF ORDINANCE 2016-O-20, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CENTENNIAL, COLORADO REZONING CERTAIN PROPERTIES LOCATED AT THE NORTHEAST CORNER OF EAST ARAPAHOE ROAD AND SOUTH QUEBEC STREET AND AT THE NORTHEAST AND NORTHWEST CORNERS OF EAST ARAPAHOE ROAD AND SOUTH POTOMAC STREET FROM GENERAL COMMERCIAL (CG) TO ACTIVITY CENTER (AC) UNDER THE LAND DEVELOPMENT CODE, AND AMENDING THE OFFICIAL ZONING MAP, AS OUTLINED IN THE STAFF REPORT DATED OCTOBER 19, 2016.

Suggested Motion for Approval with Amendments:

I MOVE TO RECOMMEND APPROVAL TO CITY COUNCIL OF ORDINANCE 2016-O-20, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CENTENNIAL, COLORADO REZONING CERTAIN PROPERTIES LOCATED AT THE NORTHEAST CORNER OF EAST ARAPAHOE ROAD AND SOUTH QUEBEC STREET AND AT THE NORTHEAST AND NORTHWEST CORNERS OF EAST ARAPAHOE ROAD AND SOUTH POTOMAC STREET FROM GENERAL COMMERCIAL (CG) TO ACTIVITY CENTER (AC) UNDER THE LAND DEVELOPMENT CODE, AND AMENDING THE OFFICIAL ZONING MAP, AS OUTLINED IN THE STAFF REPORT DATED OCTOBER 19, 2016, WITH THE FOLLOWING AMENDMENTS:

Suggested Motion for Denial*:

I MOVE TO RECOMMEND DENIAL OF ORDINANCE 2016-O-20, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CENTENNIAL, COLORADO REZONING CERTAIN PROPERTIES LOCATED AT THE NORTHEAST CORNER OF EAST ARAPAHOE ROAD AND SOUTH QUEBEC STREET AND AT THE NORTHEAST AND NORTHWEST CORNERS OF EAST ARAPAHOE ROAD AND SOUTH POTOMAC STREET FROM GENERAL COMMERCIAL (CG) TO ACTIVITY CENTER (AC) UNDER THE LAND DEVELOPMENT CODE, AND AMENDING THE OFFICIAL ZONING MAP, BASED ON THE FOLLOWING:

*In the event Planning and Zoning Commission seeks to recommend denial of the proposed ordinance in full, Staff recommends that the member of the Commission making the motion to deny consult with the City Attorney prior to making said motion.

9. Attachments:

Attachment 1: Ordinance 2016-O-20

Attachment 2: Zoning Map (Arapahoe Road/ Quebec Street)

Attachment 3: Zoning Map (Arapahoe Road/ Potomac Street)

Attachment 4: Arapahoe Road Retail Corridor Study

**CITY OF CENTENNIAL,
COLORADO**

ORDINANCE NO. 2016-O-20

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CENTENNIAL,
COLORADO REZONING CERTAIN PROPERTIES LOCATED AT THE
NORTHEAST CORNER OF EAST ARAPAHOE ROAD AND SOUTH QUEBEC
STREET AND AT THE NORTHEAST AND NORTHWEST CORNERS OF EAST
ARAPAHOE ROAD AND SOUTH POTOMAC STREET FROM GENERAL
COMMERCIAL (CG) TO ACTIVITY CENTER (AC) UNDER THE LAND
DEVELOPMENT CODE, AND AMENDING THE OFFICIAL ZONING MAP**

WHEREAS, the City initiated a small scale rezoning of 22 parcels of land totaling approximately 41.636 acres (the “Subject Properties”) from General Commercial (CG) to Activity Center (AC) under the Land Development Code (“LDC”); and

WHEREAS, the Subject Properties are located at the northeast corner of East Arapahoe Road and South Quebec Street (“Arapahoe and Quebec Parcels”) and at the northeast and northwest corners of East Arapahoe Road and South Potomac Street (“Arapahoe and Potomac Parcels”) in the City of Centennial; and

WHEREAS, the Subject Properties consist of the Arapahoe and Quebec Parcels, which parcels are legally described as follows:

Tracts 1-3, Heritage Place Shopping Center, and

That Part Of Lots 1-3 Blk 1 Walnut Hills North 1st Flg Lying Wly Of The Fol Desc Line Beg 340.26 Ft E & 60 Ft N Of The Sw Cor Of Sec 21-5-67 Th N 612.66 Ft To The Ne Cor Of Sd Lot 2 Ex Roads Walnut Hills North 1st Flg, and

That Part Of Tract 5 & The West 35.17 Ft Of Tract 4 Heritage Place Shopping Center Desc As Beg At The Nw Cor Of Sd Tract 5 Th E 450.17 Ft Th S 612.8 Ft Th W 300.17 Ft Th N 150 Ft Th W 150 Ft Th N 462.66 Ft To Beg Heritage Place Shopping Center, and

That Parcel Beg 10.26 Ft E Of Sw Cor Lot 3 Th N 150 Ft Th E 150 Ft Th S 150 Ft Th W 150 Ft To Beg Blk 1 Walnut Hills North 1st Flg, and

Tract 4 Ex Wly 35.17 Ft Heritage Place Shopping Center, and

Tract 5 Ex The Wly 450.17 Ft M/L Heritage Place Shopping Center, and

Part Of Lot 58 Desc As Beg At Sw Cor Of Sec 21, Th Ely Alg S Line 955.26 Ft Th Nly 60 Ft To Pob Th Ely 150 Ft, Th Nly 150 Ft, Th Wly 150 Ft, Th Sly 150 Ft To Beg Sec 21-5-67 Clark Colony, and

Part Of Lots 2 & 3 Blk 1 Desc As Beg At Se Cor Lot 3 Blk 1 Th W 175 Ft Th Nly 220.83 Ft To Pt On N Line Of Lot 2 Blk 1 Th Alg Curve To Rt 301.42 Ft To Beg Ex Road Walnut Hills North 1st Flg, and

Lot 3, Blk 1 Greenwood Retail Plaza 2nd Flg

Consisting of 19.011 acres, more or less; and

WHEREAS, the Subject Properties additionally consist of the Arapahoe and Potomac Parcels, which parcels are legally described as follows:

Tract A, Castlewood Filing No. 1, and

Tract B, Castlewood Filing No. 1, and

Tract C, Castlewood Filing No. 1, and

Lot 9, Castlewood Filing No. 6, and

Lots 1-7, Block 1, Castlewood Filing No. 11, and

Tract M, Castlewood Filing No. 12

Consisting of 22.625 acres, more or less; and

WHEREAS, the City of Centennial Planning and Zoning Commission considered the City-initiated rezoning at a duly noticed public hearing conducted on October 26, 2016, and forwarded its favorable recommendation to City Council; and

WHEREAS, public notice has been properly given of the proposed zoning of the Subject Properties by publication in *The Villager*, a newspaper of general circulation within the City of Centennial, and by mail notification of adjacent property owners, CenCON and participants who signed in to community meetings, in accordance with the applicable provisions of the LDC; and

WHEREAS, in accordance with the LDC, a public hearing was held before the City Council at the Centennial Civic Center, 13133 E. Arapahoe Road, Centennial, Colorado at which time evidence and testimony were presented to the City Council concerning said zoning proposal; and

WHEREAS, the record for this case includes, but is not limited to, the LDC, the City of Centennial Comprehensive Plan, and all other applicable ordinances, resolutions and regulations, together with all City of Centennial land use application processing policies that relate to the subject matter of the public hearing, reports, studies and all other documents and submittals to the City concerning this proposed action, any evidence or correspondence submitted by members of the public at the public hearing, and the staff files and reports of the Community Development Department pertaining to this City-initiated rezoning; and

WHEREAS, pursuant to Article 23 of Title 31, C.R.S., as amended, City Council has determined that the proposed zoning of the Subject Properties, subject to any conditions set forth herein, furthers the public health, safety, convenience and general welfare of the community;

generally conforms with the City's Comprehensive Plan, as amended and updated; is compatible with surrounding uses; and otherwise meets the applicable criteria set forth in the LDC; and

WHEREAS, approval of this Ordinance on first reading is intended only to confirm that the City Council desires to comply with state law and the LDC by setting a public hearing in order to provide the public an opportunity to present testimony and evidence regarding the rezoning. Approval of this Ordinance on first reading does not constitute a representation that the City Council, or any member of the City Council, supports, approves, rejects, or denies the proposed zoning.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF CENTENNIAL, COLORADO:

Section 1. Recitals Incorporated. The recitals contained above are incorporated herein by reference and are adopted as findings and determinations of the City Council.

Section 2. Zoning of Property Approved. The City Council hereby grants and approves the rezoning of the Subject Properties from General Commercial (CG) to Activity Center (AC) under the LDC. Following the effective date of this Ordinance, the Subject Properties shall be zoned Activity Center (AC) under the LDC.

Section 3. Amendment of Zoning Map. The Official Zoning Map of the City of Centennial shall be amended following the effective date of this Ordinance to conform to and reflect the Subject Properties' Activity Center (AC) zone district classification.

Section 4. Severability. Should any one or more sections or provisions of this Ordinance be judicially determined invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Ordinance, the intention being that the various sections and provisions are severable.

Section 5. Repeal. Any and all ordinances or codes or parts thereof in conflict or inconsistent herewith are, to the extent of such conflict or inconsistency, hereby repealed; provided, however, that the repeal of any such ordinance or code or part thereof shall not revive any other section or part of any ordinance or code heretofore repealed or superseded and this repeal shall not affect or prevent the prosecution or punishment of any person for any act done or committed in violation of any ordinance hereby repealed prior to the effective date of this Ordinance.

Section 6. Effective Date. Except as otherwise expressly provided herein, the provisions of this Ordinance shall become effective thirty (30) days after publication following final passage.

INTRODUCED, READ, AND ORDERED PUBLISHED BY THE CITY COUNCIL OF THE CITY OF CENTENNIAL, COLORADO, UPON A MOTION DULY MADE, SECONDED AND PASSED AT ITS REGULAR MEETING HELD ON THE ___ DAY OF _____, 2016.

CITY OF CENTENNIAL

By: _____
Cathy A. Noon, Mayor

Approved as to Form:

For City Attorney's Office

I hereby certify that the above Ordinance was introduced to the City Council of the City of Centennial at its meeting of _____, 2016 and ordered published one time by title only in *The Villager* newspaper on _____, 2016, and in full on the City web site in accordance with Section 2-1-110 of the Municipal Code.

ATTEST:

SEAL

By: _____
City Clerk or Deputy City Clerk

FINALLY ADOPTED, PASSED, APPROVED WITH AMENDMENTS, IF ANY, AND ORDERED PUBLISHED BY TITLE ONLY, IN *THE VILLAGER* NEWSPAPER AND IN FULL ON THE CITY WEB SITE IN ACCORDANCE WITH SECTION 2-1-110 OF THE MUNICIPAL CODE BY THE CITY COUNCIL OF THE CITY OF CENTENNIAL, COLORADO, UPON A MOTION DULY MADE, SECONDED AND PASSED AT ITS MEETING HELD ON THE ___ DAY OF _____, 2016, BY A VOTE OF ___ IN FAVOR AND ___ AGAINST.

CITY OF CENTENNIAL

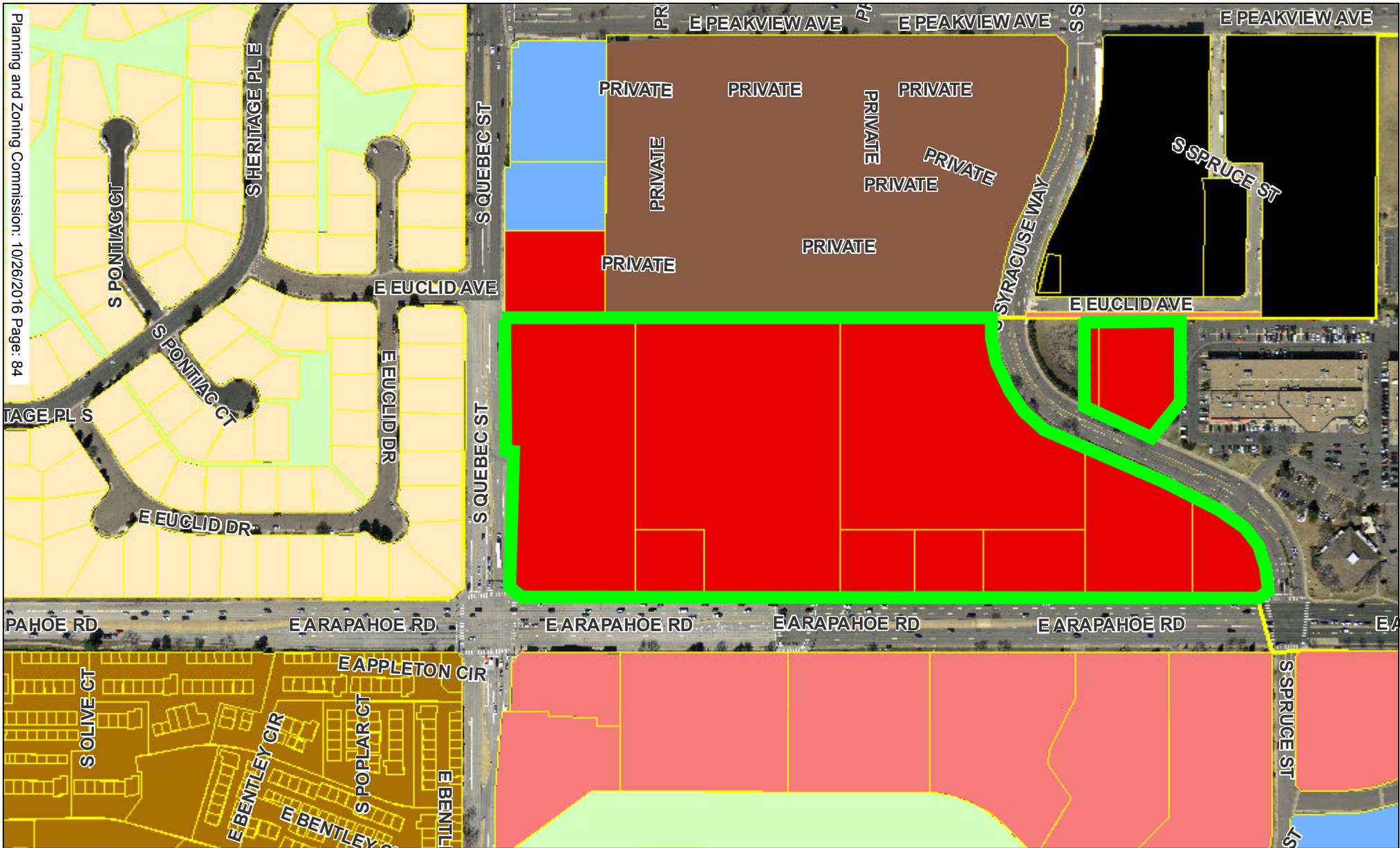
By: _____
Cathy A. Noon, Mayor

I hereby certify that the above Ordinance was finally adopted by the City Council of the City of Centennial at its meeting of _____, 2016, and ordered published by title only, one time by *The Villager* newspaper on _____, 2016 and in full on the City web site in accordance with Section 2-1-110 of the Municipal Code.

SEAL

ATTEST:

By: _____
City Clerk or Deputy City Clerk



Legend

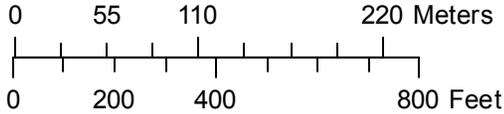
Parcels		CG		NCSFA		Centennial Boundary
Centennial_S...		BP35		OSR		Parcels Proposed For Rezoning to AC
ZoningDistrict		NC6		PUD		
	AC		NCMF			

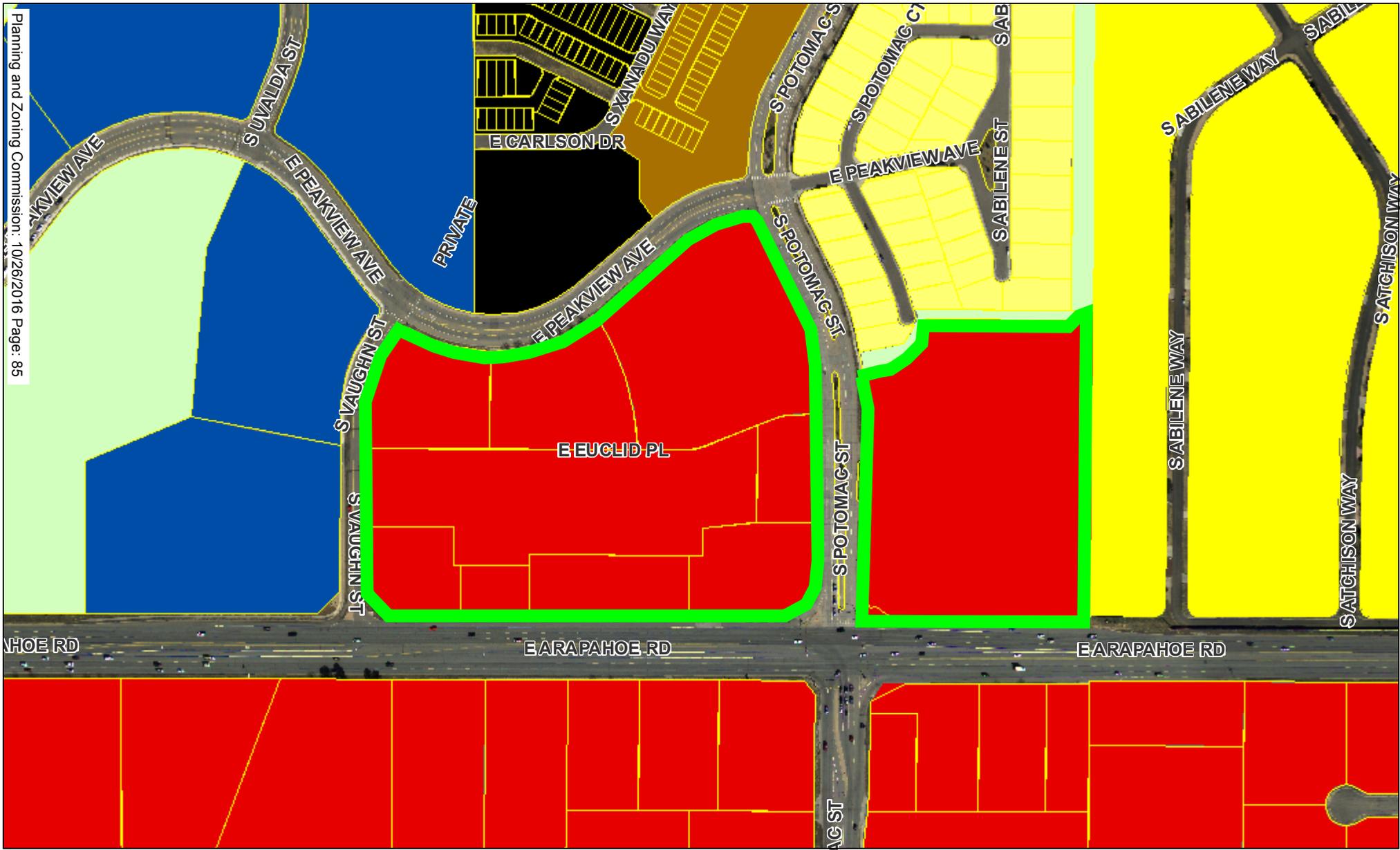
Activity Center Rezoning

Author: City Employee
 Printed on: 10/7/2016



Department of Community Development



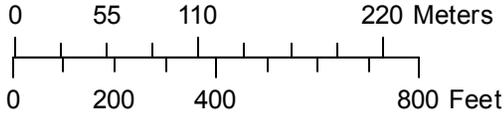


Legend

Parcels	 BP100	 OSR	 Parcels Proposed For Rezoning to AC
Centennial_S...	 NC5	 PUD	
ZoningDistrict	 NC18	 Centennial Boundary	
 CG	 NCSFA		

Activity Center Rezoning

Department of Community Development



Author: City Employee
Printed on: 10/7/2016





MEMO

TO: City Council, Planning & Zoning Commission, and Executive Team

FROM: Daniel Krzyzanowski, Principal Planner
Neil Marciniak, Economic Development Manager

CC: John Danielson, City Manager

DATE: January 5, 2016

RE: Arapahoe Road Retail Corridor Study Summary and Recommendations

Attached is the final draft of the Arapahoe Road Retail Corridor Study, completed through a partnership with the City's Community Development Department, Economic Development division and on-call retail consultant, KP & Associates (Katy Press). This study examines, in the context of retail, existing conditions of Arapahoe Road, challenges and opportunities for retail development, impact of spacing and use restrictions currently in the City's Land Development Code and recommendations for retaining and expanding quality retail along the Arapahoe Road corridor between Quebec Street and Parker Road.

Staff will bring forward policy and regulatory recommendations for Council consideration in early 2016 based on City Council input, staff research and consideration, consultant recommendations and stakeholder input.

Study Findings

The study has concluded that opportunities exist to retain and expand quality retail through:

- Amendments to the Land Development Code.
- Facilitating reinvestment in key properties.
- Preserving mixed use development opportunities at key nodes.
- Investments in placemaking creating stronger physical spaces along the corridor.
- Introducing high density housing.

Characteristics of the Arapahoe Road Corridor

- Arapahoe Road is an auto-centric strip commercial corridor.
- The study area accounts for approximately 22% of the City's annual retail sales tax revenue.
- Multiple jurisdictions regulate land use along the corridor including Aurora and Greenwood Village.
- Two distinct retail corridors exist in the study area; west of Interstate 25 (Quebec Street to I-25) and east of Interstate 25 (I-25 to Parker Road).
- From Interstate 25 to Parker Road, Arapahoe Road is a long, undifferentiated corridor with little to no identity from one end to the other.
- Arapahoe Road is the major east-west connection between Interstate 25 and Parker Road in the southeast metro area.

- The corridor has a well-established daytime population that positively influences the corridor.
- The corridor is well suited for convenience retail due to high traffic volumes and daytime population.
- Larger scale retail opportunities located on the periphery of the corridor have virtually eliminated larger retailing opportunities along the corridor.
- Auto dealerships are a defining use along the corridor and will remain so for the foreseeable future.
- Arapahoe Road's auto dealerships account for 20% of Arapahoe Road's annual retail sales tax revenues and 5% of the City's annual retail sales tax revenue.
- Efforts to limit various retail uses have served to stagnate the corridor.

Opportunities

- Opportunities exist for mixed use development at several key nodes along the corridor.
- The high traffic volume nature of the corridor makes it ideal for convenience retail uses.
- Retailers along the corridor would benefit from increased residential density in close proximity to the corridor.
- The corridor could benefit from placemaking elements such as streetscape enhancements (medians, landscaping), wayfinding, signage, pedestrian facilities and other improvements that create a positive and unique identity for the corridor.

Opportunity Sites

Use Opportunities

1) Northwest corner of Arapahoe and Potomac	Mixed use and/or convenience retail
2) Northeast corner of Arapahoe and Potomac	Mixed use and/or convenience retail
3) Southwest corner of Arapahoe and Potomac	Convenience retail
4) Northeast corner of Arapahoe and Lima	Convenience retail
5) Southeast corner of Havana and Briarwood	Convenience retail
6) Southwest corner of Arapahoe and Havana	Convenience retail
7) Southeast corner of Arapahoe and Yosemite	Mixed use
8) Northeast corner of Arapahoe and Quebec	Modification and improvement

Policy Background – Current Use Restrictions

City Council adopted ordinances in 2005 restricting several uses and creating spacing requirements from right-of-way on Arapahoe Road, Jordan Road, Broncos Parkway and several intersections in the general corridor area.

Restricted Uses

- restaurants with drive-in or drive-thru
- conveniences stores and gas stations
- vehicle sales and rental, and service
- vehicle wash

These restrictions were adopted based on a variety of premises including opinions, staff recommendations and a vision for Arapahoe Road in the area between Yosemite Street and Parker Road. In 2005 City Council agreed that:

- Opportunities exist to create an efficient, convenient, and high quality mixed-use service area for the residents of the City located within the area.
- There are an adequate and sufficient number of properties zoned and used for fast food restaurants to accommodate the reasonable needs of the residents of the City of Centennial.
- There are an insufficient number of existing and zoned properties capable of providing reasonable opportunities for large-scale commercial retail use.
- City Council desires to increase the opportunity for large-scale or significantly sized commercial retail uses within the area.
- the Comprehensive Plan at the time designated the area as suitable for an efficient, Convenient, and high quality mixed-use service area for the residents of the City which area will include high-quality commercial retail opportunities.
- Certain land uses may detrimentally impact the public health, safety, and welfare unless such uses are appropriately and reasonably regulated to ensure that impacts are eliminated, reduced, or mitigated.

Status of Uses and Impact of Regulations

Today, many of these uses remain along Arapahoe Road either in the City of Centennial, Greenwood Village or Aurora, either because they existed prior to the enactment of our ordinances or neighboring municipalities do not restrict these uses to the same degree.

Convenience Retail

Since 2005, each of these industries have changed dramatically. The restaurant industry, particularly the fast casual and the quick service restaurants which include Panera, Chipotle and dozens more, have evolved to meet the demands of today's consumers with higher quality foods, better customer experience on the interior and exterior of restaurants, pricing options for budget-conscious consumers and now, drive-thru. Convenience stores and gas stations have dramatically expanded their fresh food options, and car washes are incorporating higher quality design.

Automotive Dealers

The automotive dealer industry has changed significantly as well. The majority of consumers are beginning their vehicle search online, selecting the vehicle and the dealership prior to any visits to physical dealerships. This means decreased consumer visits to dealerships and a decrease in dealership-hopping along a corridor to view, test-drive and purchase a vehicle. Auto dealerships are adapting much like fast casual and quick serve restaurants by focusing on the experience within the dealership in the form of lounges, refreshments and music with the goal of closing the sale and ensuring those customers return for vehicle service.

All of these uses will remain on Arapahoe Road for the foreseeable future. Our policy options are to (1) continue to restrict these uses, or (2) collaborate and enhance these uses through new policies that ensure quality architecture and design and mitigate negative impacts. Continuing to restrict these uses involves risk that increases with each passing year that these uses and their properties and the entire Arapahoe Road corridor will continue to degrade in appearance and profitability and new contemporary formats will be forced to bypass opportunities within the

corridor. The corridor could transition from new car dealerships to predominantly used car lots. Embracing and allowing these uses provides an opportunity for Centennial to increase revenues generated in the Arapahoe Road corridor, create an identity with new investment, design and uses and ultimately lead a positive evolution of the Arapahoe Road corridor.

Staff and Consultant Recommendations – Next Steps

- 1) City staff is evaluating potential amendments to the Land Development Code and will bring recommendations to the Planning & Zoning Commission and City Council in early 2016 for consideration. These proposals will be based on recommendations from the study and supplemented by retail consultant expertise, stakeholder input, and staff research. Staff will specifically consider the following in developing potential amendments:
 - Facilitating high-quality development through architecture and site design.
 - Protecting and facilitating opportunities for mixed use or “main street” development at key nodes.
 - Allowing new and current convenience retail trends including those currently prohibited by the LDC.
 - Encouraging investment in existing uses and businesses along the corridor.
- 2) Staff will immediately pursue development opportunities at key opportunity sites identified in the study.
- 3) Findings of the Arapahoe Road Retail Corridor Study will be incorporated in several initiatives including the Comprehensive Plan, Economic Development Strategic Plan, Innovation Team projects and others. The Comprehensive Plan process will offer an opportunity for Council and the community to further examine placemaking concepts, changing trends in retail development, local preferences related to mixed-use activity centers, and opportunities for introducing higher density residential.

ARAPAHOE ROAD RETAIL CORRIDOR STUDY



10/27/2015

City of Centennial

Analysis to quantify the impact of land use regulations, inform future zoning, land use and infrastructure planning within the corridor.

Arapahoe Road Retail Corridor Study

CITY OF CENTENNIAL

Executive Summary



Current Status The character of Arapahoe Road is that of an auto-centric strip commercial corridor.

The high-traffic auto focused perspective of the corridor coupled with strong daytime employment makes the corridor the perfect breeding ground for convenience retail. Whereas ideal for convenience related retail, larger scaled retailing has located on the periphery of this corridor seeking out locations that provided either stronger links to the broader trade area or more direct

residential support. Their locations on the periphery of the corridor have eliminated larger retailing opportunities to develop on Arapahoe Road.

Convenience retail is the predominant retail genre on the corridor and will remain so. Future development opportunities on the Arapahoe corridor will be dominated by convenience retailing due to the size of the parcels, land competitive locations in and around the corridor.

The concept of convenience retailing is changing dramatically. Once reserved for gas stations and fast food the consumers focus on convenience is now opening the door for new concepts in retailing. Case in point, the quick-serve/fast casual dining explosion has dramatically impacted the outdated concept of convenience. Targeted towards younger generations whose primary concern is price, taste and ease of access – these new food retailers are changing the convenience retail market considerably. The new look of convenience retail is more modern and broadly represented and aimed at grapping the growing quick service food dollar.

KP & Associates

The corridor also boasts 11 major auto sales/dealerships + several secondary dealerships. It is clear that auto sales will continue to be a large commercial component of the corridor for the foreseeable future. There are virtually no alternative locations for these dealers to relocate to in or outside of Centennial so for “better or worse” these dealers will be part of the community.



The City land use regulations put in place to control placement of restaurant drive-through, gasoline retailing and vehicle sales has a profound impact on the corridor serving to limit or eliminate development in those areas being restricted. The requirements are excessive in terms of the development options on the corridor where the lots are smaller and not as deep (north/south) resulting in the targeted uses not being able to comply with the regulations. Consequently, the regulations

have the impact of dissuading these uses from locating, expanding or redeveloping on the corridor.



Opportunity Improvements to the corridor are available that would both increase the physical appeal of the corridor as well as change up the current development pattern.

Nationally, there is a considerable amount of focus on the topic of shifting from an outdated development pattern (strip commercial corridor) to one that is more sustainable. A common land use issue in almost every major metropolitan city, the number of “strip corridors” throughout the nation requiring envisioning is numerous. This has led to many organizations and land use professionals to study the inefficiencies of the “strip corridor” land use pattern and identify new land use patterns. Shifting to a new developed pattern that is more sustainable in today’s environment is the ultimate goal and a necessity in revitalizing the “strip corridor”.



Perhaps one of the most comprehensive guides for revitalization of “strip corridors” is the EPA’s Smart Growth Program commissioned to evaluate *“Restructuring the Commercial Strip – A Practical Guide for Planning the Revitalization of Deteriorating Strip Corridors”* by the United States Environmental Protection Agency (updated October 2012).

Following is brief recap of the concepts this study evaluated (Edited):

Reorganizing Retail From Linear to Nodal – Encourage and accommodate the transformation from linear strip retail to clustered retail at crossroad locations – identifying the most favorable location along the corridor for retail clusters. Locating the retail on one or two quadrants is preferable to all corners of the intersection. Assuming that a cluster intersection will be a higher intensity traffic intersection – that vehicular traffic will be a detriment to creating the pedestrian connection.

Create “Real” Centers – A more sustainable development concept is “walkable urbanism” which is compact, mixed use, pedestrian-oriented districts served by transit.

Organize Buildings & The Spaces Between Them To Cultivate Street Life – Concentrate shops, residential and workplaces in such a way as to entice “us” out into the public spaces between the buildings. Creating spaces to linger and “human scaled” street elements add interest and assist to distinguish the area. Sidewalks need to be generous and have amenities. Parking needs to accommodate a park–once–and–walk experience.

Restore Value & Prominence To Segments – Corridor segments are typically several miles long and can be composed of hundreds of separately owned parcels of varying sizes. To provide an effective planning framework that will stimulate investment in the long corridor segments, corridor plans must enable viable alternatives to strip retail. Reinforcing and building on value already in place is the first alternative – bolstering areas of the corridor where natural clusters have taken hold is preferable. Where there are segments of the corridor where commercial focus has been lost (disinvestment), residential investment should be considered as the most viable and predominant alternate use.

Design Public/Private Frontages As A Single – Cohesive Physical Element – It is critical that the area between the buildings and the moving lanes of traffic be used effectively. The private frontage includes the ground level of the building façade and the design of any setback areas. The public frontage includes the sidewalks, right–of–way landscaping and parking lanes. These two elements must mutually reinforce each other by working as a coherent visual and functional space. Introducing front stoops, canopies, porches, frontage plants, wider sidewalks and street trees are all aspects to consider.

Conclusion The retail makeup of the corridor will not dramatically change based on the retailers themselves. The market does not exist to transition the corridor with larger scaled retailing options. As the corridor dynamics are perfectly matched with convenience retail, the corridor will continue to be dominated by convenience retail. Efforts to limit those types of retailers along the corridor will only serve to stagnate the corridor by not allowing newer format convenience retailers into the market who can help transition the concept of convenience retail.



Stunting the ability of the auto dealerships in terms of their facilities places them in the position to not operate in the most current and modern facilities. This aspect could erode the corridor. Given the dealerships pronounced placement on the corridor, not allowing them the opportunity to remain a top tier dealership could have significant repercussions if those locations were to transfer to used/lower tier dealerships.

Answers to creating a more vibrant retailing environment in a strip corridor are not as simple or straight forward. The current built condition of the corridor is not in step with the direction retailing environments are trending to. To ensure retail vibrancy for the corridor will require a shift in thinking that places more emphasis on the key retailing intersections and initiating efforts to introduce high-density residential and other mixed use elements.

A well-designed mixed-use development of more than one building also lends itself to place making, the art of creating a real sense of place specific to a site or community.

Nancy Thompson, Useful Community Development Organization

The corridor has some very positive aspects to build off from including a well-established daytime population (office) that positively influences the corridor. Several key intersections along the corridor have already been established with retail that could provide the building blocks to integrating additional uses and retail into them.

Turning the focus towards creating stronger physical spaces along the length of the corridor and introduction of high density housing would support and help to expand the retailing opportunities.

Issue Summary

Arapahoe Road is a key retail corridor for Centennial. With competition from other jurisdictions in the corridor, changing trends in retail, existing zoning and development standards affecting development and redevelopment within the corridor, the City wanted to more fully understand the current conditions, challenges and future opportunities for this important corridor. Working with Staff, KP & Associates studied the history, dynamics and local conditions impacting the corridor.

This analysis evaluated –

- The impact of existing drive-through regulations and other restricted land uses.
- Current land use, future zoning and infrastructure planning within the corridor.
- Stakeholder views of the corridor.

The analysis will be used by the City to –

- Quantify impact of existing land use regulations and guide decisions to retain, modify or remove standards.
- Inform future zoning, land use or infrastructure planning within a key City corridor.
- Identify property owners and/or key sites to pursue for near-term retail development or redevelopment projects.

Introduction



Although the south metro region is fortunate to have diverse and significant transportation assets, east-west linkages connecting the workforce and business parks are limited. Arapahoe Road is the only major east-west connection that also functions as an arterial with direct, at-grade connections into the business parks. Arapahoe Road also serves as a connection between Parker Road and Interstate 25, providing the only direct east-west connection alternative between Interstate 225 and E-470 Tollway. *Arapahoe Road Market Capacity White Paper 2014*

The Arapahoe Road corridor retail analysis extends from Parker Road on the east to Quebec on the west. In the current configuration, Interstate 25 acts as a barrier for retailing in the corridor. The traffic associated with this interchange and the time it takes to move through it acts as a substantial barrier to the retail on either side of I-25. CDOT has planned 2016/2017 construction of a complete redesign of this interchange –

Planned Improvements (CDOT Website)

Summary of Improved Partial Cloverleaf Interchange Improvements

The planned improvements to the I-25 and Arapahoe Road (State Highway 88) interchange complex will reduce congestion and improve traffic operations and safety.

The existing partial cloverleaf interchange will be improved through implementation of the following project elements:

- Reconstruct the I-25 bridge over Arapahoe Road and provide three through lanes on Arapahoe Road under the I-25 bridge with a single barrier separating east/west traffic
- Realign the frontage road in the northeast quadrant of the interchange
- Construct an additional westbound lane on Arapahoe Road from Yosemite Street to Greenwood Plaza Boulevard
- Widen Yosemite Street north and south of Arapahoe Road
- Construct two noise walls: one along Yosemite Street south of Arapahoe Road to Xanthia Street, and another along the south side of Arapahoe Road from Uinta Street to Yosemite Street
- Provide triple left turns from the I-25 off ramps

The anticipated improvement may make a dramatic change to the corridor, evaluation of the improved traffic circulation and impact to the corridor cannot be assessed until the improvements are actually completed. Consequently, the current dynamic is that the retailing character is differentiated between the eastern portion that extends from Parker Road to Interstate 25 and the western portion that extends from Interstate 25 to Quebec. The analysis has been completed with that dynamic in place.

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Arapahoe Road – West of Interstate 25



West of Interstate 25, the retail character of Arapahoe Road is described as conventional retail. In this section of the corridor, the retailing is centered on neighborhood, mid-tier regional and entertainment options with 2 grocery stores, sit down restaurants, convenience retailing, office supply and a movie theater. Proximity of residential neighborhoods feels more accessible to this section of the corridor with the office influence less visible.

Demographics for this portion of the corridor are –

Total Population	19,496
Households	8,635
Median HH Income	\$84,093
Median Age	40

Retailing constraints in this area of the corridor are focused on several factors:

1. Portions of the retail are dated and not representative of new retailing trends. This dated perspective extends to some of the retailers themselves who are operating out of older format stores and have not improved the aesthetics of their facilities.
2. There is little to no cohesion between the main retailing areas. The area functions as 3 separate centers with no visual or physical connection between them.
3. Two of the key retailing areas are located in Greenwood Village which hinders the ability to influence the area as a whole.
4. There is no identity to the retailing either in visual terms or with the retailing itself. Regionally focused retailers are intertwined with neighborhood retail. Both genres of retail are most likely suffering from this lack of identity.

Arapahoe Road – East of Interstate 25

East of Interstate 25, the retail character of Arapahoe Road is best described as a retail strip corridor sharing the same “strip-corridor” factors associated nationally:

“Strip corridors are characterized as linear in arrangement, associated with high volume traffic, separate vehicular entrances and exits, undefined pedestrian path system, conflicts between pedestrian and vehicular movements and a cluttered appearance from inconsistent architecture and signage” *EPA’s Smart Growth Program*



The Arapahoe Road corridor is a long, undifferentiated corridor dominated by retail uses with other commercial activities and various special uses. A wide multilane roadway edged with monolithic curb-gutter-and sidewalk assemblies with narrow sidewalks and little to no curbside parking or pedestrian amenities.



Convenience oriented retail which thrives in an auto-centric environment has quickly filled in the corridor and is the predominant retailing genre along the corridor. Convenience oriented retail will likely always be a strong element of the corridor due to the vehicular aspect of this area of Arapahoe Road.

Located in this section of the corridor are fast food restaurants, sit-down restaurants, convenience retailing (banking, gasoline, quick-serve food, salons, dry cleaning, liquor, etc.) and retail automotive sales (car dealerships).

Demographics for this portion of the corridor are –

Total Population	34,396
Households	13,860
Median HH Income	\$94,547
Median Age	39.3

Retailing constraints in this area of the corridor are focused on several factors:

1. Lack of residential in close proximity to the corridor. The lack of a stronger residential base limits the “needs based” retailers from locating in the corridor. This lack of residential hinders interest from those “needs based” retailers such as grocery stores, who cannot rely on daytime employment traffic to support them.
2. There is no identity to the retailing either in visual terms or with the retailing itself. The spread out nature of the eastern corridor does not lend itself to creating a sense of “place”. Customers merely move through the corridor versus having opportunity to feel connected and desiring to spend time.



The following review sections examine the retailing dynamic by genre of retail. KP has included specific retail reviews of:

- Convenience
- Neighborhood Convenience/Grocery
- Mid-Range
- Super-Regional
- Main Street/Mixed Use
- Retail Automotive Sales (Car Dealerships)

Stakeholder Input



A portion of the analysis was influenced by the involvement of stakeholders in the corridor. KP conducted interviews with land owners, business owners and retail brokers operating in the Arapahoe corridor. The direct input KP received from the interviews provided different insights in how the corridor is perceived.

KP contacted 26 individual stakeholders (*list attached as an Appendix*). Of those 26, 11 participated in a one-on-one interview or provided a written survey response (42% success rate). The respondents represented land/property owners, retailer businesses and retail brokerage.

Comments included:

Traffic on the corridor has become a large concern – difficult to navigate.
There is not enough residential to support sustainable retail in most of the corridor.
The City should embrace the automotive uses in the corridor – embrace what you have.
Development pattern is unidentifiable.
1500’ setback/drive-through restriction is detrimental to pad development.
Daytime population is great.
Weekends and evenings are a “bust” with not enough customer traffic.
Would like to see integrated development with high density residential and ground floor retail.
The corridor is lacking great development sites.
More roof tops needed.
Parker Road overpass disrupts the flow and connectedness of the corridor.
Lack of residential hurts restaurant and retail.
City needs to consider incentives to assist in development/redevelopment.
Development along the corridor seems happenstance and lacking in an identity.

KP did not ask for comment on the stakeholder’s working relationship with the City, but several stakeholders expressed unsolicited comments regarding their interaction with City staff -

The City is tough to work with – tend to have a “my way or the highway” perspective.
The City process and code are the biggest constraints in the corridor.
Too much “red tape” working with the City.
City needs to be a pro-active partner with the development community.
Staff needs to be more creative and open-minded about development in the corridor.



Responses

The City recently updated its Land Development Code (LDC) and legislative rezoning for commercial property throughout the City. Additionally, there are some zoning and development standards that target specific land uses and development types within the corridor. How have these code changes and/or standards affected the development potential for your property?

Only the respondents that had undeveloped land or are considering a redevelopment in the corridor understood what this question meant. Those that did understand all answered that the changes would have an impact on their projects and considered the changes to be a constraint. Given the high traffic nature of the corridor, the general sentiment was that Centennial did not fully understand the dynamics of the corridor and are now limiting the types of users that want to be in the corridor.

What are the retail market opportunities in the corridor?

The business owners and non-retail commercial property owners did not have insight into this question. Only the respondents with retail projects/development in the corridor answered. Of those respondents, most felt that the corridor is best suited for fast casual food and convenience focused retail.

What do you see as the retail market constraints in the corridor?

The majority of the respondents felt that the lack of residential population in proximity to the corridor is the biggest constraint. Opportunities to introduce more residential into the corridor was encouraged – including high density options.

Other constraints noted was the proximity to larger retailing options at both ends of the corridor which siphons off interest from retailers to sites located in between those areas and spacing between “sister” locations.

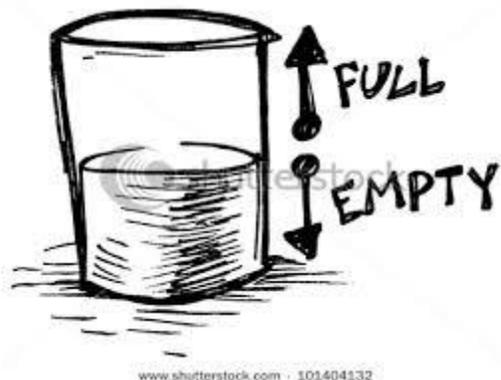
Respondents also noted that there needs to be additional street connections built to aid circulation. Specifically noted was a left turn on Arapahoe Road to Joliet and a connection from Easter to Potomac.

What do you see as the future potential of the corridor as it pertains to your property?

A number of respondents did not answer this question – some citing that they just “didn’t know”. Responses were focused on opportunities they were pursuing for their project and were more general in the sense that they are considering specific uses such as more food and medical services rather than having broader perspective about the corridor itself.

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Summary



The majority of the responding stakeholders had isolated views about the corridor – expressing views that were only specific to their business. Generally, they do not view the corridor as a whole and had little input into opportunities. All seem to be looking to the City of Centennial to provide the vision and framework for the corridor.

Many mentioned the existence of the automotive sales in the corridor as a defining use. They all noted that this land use was already defined prior to the existence of the City itself and in most cases before they made the decision to locate in the corridor. A few of those respondents feel that the City should embrace this use and not fight against it and perhaps even open the door to allow some of the luxury dealerships into the corridor. The sentiment that the City should “embrace what Arapahoe Road is” was fairly common – no respondent felt that wholesale changes to the corridor were warranted.

The most passionate responses came from those stakeholders that had had adversarial interaction with the City; their comments were almost entirely focused on the issues with the City Staff and/or Land Development Code restrictions.

Convenience Retail

Characteristics

Convenience retail is the most common of all retail with small trade areas of only 1–2 miles, these retailers are the ones we see in our everyday travels to work, school and home. Small in scale, these retailers rely on a “pass by” customer base and need visibility and ease of access. Generally stand alone and auto-centric, retailers in this genre are decidedly service focused and more recently, “food” focused. Retailers in this genre include quick serve restaurants, liquor, coffee, gasoline, etc.

The “auto-focus” associated with this scale of retailing has made it a target with many municipalities perceiving that this scale of retail is sub-par or even undesirable. Evolution of consumers post-recession has “today’s customers” focused on value, service, personalized experiences and.....convenience. Many of the new retailing concepts expanding are embracing these demands and developing retail concepts that provide all of these aspects. Most notable of the new “convenience retailer” is the fast casual/quick service restaurant genre. In 2014, Americans spent over \$21 billion in fast casual restaurants with many industry experts expecting the trend to only continue to grow.

Characteristics normally associated with convenience retail are:

- Smaller scale with store sizes between 1,000 to 3,000 square feet.
- 1–2 Mile Trade Area
- Stand-alone retailers requiring 1–2 acres.
- Auto-centric feeding off of “pass by” traffic.
- Need direct visibility and accessibility to the main traffic corridors.
- Typical locations are within high traffic corridors allowing the convenience factor to drive market interest.

Development Trends

The concept of convenience retailing is changing dramatically. Once reserved for gas stations and fast food the consumers focus on convenience is now opening the door for new concepts in retailing. Case in point, the quick-serve/fast casual dining explosion has dramatically impacted the outdated concept of convenience. Targeted towards younger generations whose primary concern is price, taste and ease of access – these new food retailers are changing the convenience retail market considerably. The new look of convenience retail is more modern and broadly represented and aimed at grapping the growing quick service food dollar.

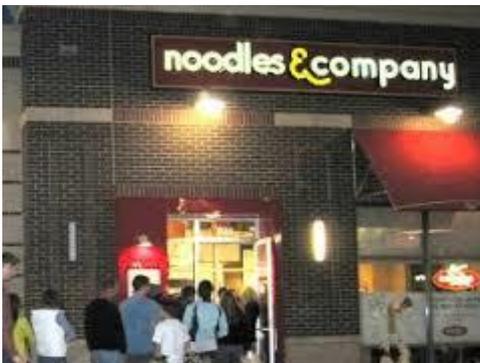


Gasoline/Convenience Store

Getting good food at the same place you get gas seems like an oxymoron, but that perception appears to be changing. As more convenience-store chains focus on improving food and beverage quality, they are growing visits and posing a competitive threat to quick-service restaurants, according to officials at market research firm The NPD Group. "These food-forward retailers have moved forward in terms of quality and variety," NPD analyst Bonnie Riggs said. "They are a segment to watch ... a retailer to

take note of, put into your competitive set."

Restaurant News



Quick Service Restaurants

"Fast food is commonly associated with greasy burgers and fries. Fast food is stigmatized as overly processed and generally unhealthy. And although many quick-serves do reflect traditional fast food concepts, it's not true across the board. Quick-serves like Subway, Jamba Juice and TCBY are examples, offering menu items like smoothies, toasted sub sandwiches and even fruit-laden frozen yogurt. Even fast-food giant McDonald's serves items like the Fruit & Walnuts and

Blueberry Banana Nut Oatmeal—a definite departure from typical fries and burgers. FSW season'd



Fast Casual Restaurants

Fast casual is relatively modern terminology for a restaurant that falls between full-service and quick-service. Also called quick-casual or limited-service, these types of restaurants are typically distinguished by service type and food quality. Fast-casual restaurants are often perceived to offer better quality food and a more upscale dining area than quick-service

restaurants, but with less expensive menu items than full-service restaurants. FSW season'd

19% of U.S. adults dined at a Quick Service Restaurant 10 or more times in the past 30 days.

78% of 10+ QSR diners dined at a McDonald's in the past 30 days.

Nielson

Opportunity



The high traffic auto-centric nature of the Arapahoe Road corridor makes it ideal for convenience retailers. Situated along all points of the corridor, there is a preponderance of this scale of retailing.

With numerous fast food operators, fast casual restaurants, gasoline retailing and service providers all operating in the corridor, convenience retail is well represented.

The “2014 Arapahoe Road Market Capacity White Paper” prepared by the City of Centennial Economic Development Division noted that there were several fast/quick serve restaurants not located in the corridor. Of those noted, 2 have located in the corridor since the study and the following are active in the Colorado market and remain as opportunities:

- Panda Express (Drive-Through Required)
- Chick Fil-A (Drive-through-Required)
- Good Times (Drive-Through Required)
- Café Rio



Opportunity Sites There are a several undeveloped sites along the corridor that are best suited for convenience retail both in terms of their size and ability to provide appropriate accessibility/visibility for this scale of retailing –

1. **NWC Arapahoe & Potomac (7.4 Acres)** – The scale of this property is large enough for a multi-tenant development accommodating several small-scale retailers. It is too small to accommodate any retail of size. Adjacent to the City Hall complex, this site provides the opportunity to cluster convenience retail in such a way that it establishes a more unique design for the corridor.
2. **NEC Arapahoe & Potomac (7.2 Acres)** – The scale of this property is large enough for a multi-tenant development accommodating several small-scale retailers. It is too small to accommodate any retail of size. The NWC and NEC should be developed in tandem to accomplish a more unique retail design that interplays with the City Hall complex.
3. **SWC Arapahoe & Potomac (1.3 Acres)** – The scale of this property relegates it to a free-standing convenience retailer similar to the Big O Tires and Wendy’s adjacent to the pad. Drive-through restrictions are likely the limiting factor in this site being developed.
4. **NEC Arapahoe & Lima (6.7 Acres)** – This property is slated for development as an extended stay hotel. A portion of the site will remain available for small scale development which could accommodate a few small-scale retailers.

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5. **SEC Havana & East Briarwood (Topgolf)** – The opening of Topgolf, a premier destination entertainment venue may make these sites attractive to the fast casual/quick service restaurants. Locating off of Arapahoe Road may be a challenge, as Topgolf has just opened with their first entry into Colorado – it will likely take time for the market to decide if the opportunity is desirable.
6. **Arapahoe & Havana (Burger King & Volcano Restaurant)** The restaurant located on the corner could be a redevelopment site if the drive-thru restrictions do not come into play. It is likely that a higher profile restaurant concept would be interesting in the corner without those setback and spacing restrictions. The closed Burger King building also has redevelopment opportunity with its profile along Arapahoe Road. *(At this time of this report, the Burger King is slated to be redeveloped as an auto parts store.)*



Areas that were not considered opportunity for retail development –

Peakview Avenue – Peakview is a minor arterial that parallels Arapahoe Road. As a secondary thoroughfare, it does not carry the same amount of traffic nor provide the same accessibility to the trade area that Arapahoe Road does. For this main reason, development opportunities along Peakview are not suitable for retail development.

Briarwood Avenue – Briarwood is also a minor arterial that parallels Arapahoe Road. Also a secondary thoroughfare, it does not carry the same amount of traffic nor provide the same accessibility to the trade area that Arapahoe Road does. For this main reason, development opportunities along Briarwood have not been realized, specifically the pads in front of the Super Walmart. Topgolf opening adjacent to Briarwood could have a positive impact for the proposed retail pads.

Constraints

The primary constraint for this scale of retailing is the spacing and area requirements adopted by the City. This criterion is especially cumbersome for convenience retail which is heavily represented by quick service restaurants and gas/convenience facilities. The setbacks and spacing criteria has a profound impact on location criteria of convenience retailing who rely predominately on their ability to be visible and accessible to the main thoroughfare. The very nature of “convenience” retail is their ability to be “convenient” – placing them farther back from the street and further apart from one another compromises the convenience factor.

As the quick serve/fast casual segment matures, some chains are evaluating the necessity of drive-throughs. If the trend continues, many of these restaurant chains would be prohibited from locating on the corridor with the current drive-through setbacks established in the code.

Can Fast Casual Chains Use Drive-throughs?

By Jonathan Maze



The drive-through window has become such a mainstay in the QSR space that a fast-food restaurant would be literally killing its business without one. About two-thirds of the orders at many QSRs come through that window now, because consumers can't be bothered to get out of their cars.

Fast-casual chains have eschewed those windows, adopting the Subway approach by using mostly leased, inline locations and relying on walk-in traffic. And it's been working. The sector is the only one in the restaurant business that is currently growing. Still, with some fast-casual concepts now struggling with sales slowdowns, particularly among to-go customers, we wonder whether these concepts have tossed sales out the window by ignoring the drive-by customer. They might be, at least in some cases.

Not surprisingly, a number of concepts are testing that very idea. Panera Bread, which has seen an erosion of sales, particularly in the to-go business, has retrofitted a number of its stores to include drive-through windows, with considerable success. Franchisees tell us these windows bring in business that would otherwise ignore the concept.

But adding a drive-through to a fast-casual concept isn't simply a matter of cutting in a window, throwing a speaker and a menu on the outside wall and handing a worker a headset. So we asked Don Fox, the CEO of Firehouse Subs, to discuss the challenges and benefits of adding a drive-through. His concept has 13 locations with drive-through windows, and franchisees are building two more. But they won't become the norm at Firehouse, either.

"I think all fast-casual brands, as they look at this, have to assess whether a drive-through format is compatible with their operation," he said. "For some, it's simply not."

The biggest challenge is speed. "We're not fast food," Fox said. But drive-through customers expect their food quickly. When Fox became CEO of Firehouse in 2003, the company had two locations with drive-through windows, but "I would not say they were well executed," he said. Speed was "very slow," even for a chain that heats its subs the way Firehouse does. Fox put a freeze on new locations with windows, until the idea could be studied further, and then the idea was shelved for a few years.

But as franchisees came across opportunities to acquire freestanding units with drive-through windows three years ago, Firehouse revisited the idea. The company worked to refine its equipment package, and getting operations in line to improve speed. The company opened in Sarasota, and Orlando, with drive-through windows, and then others.

One of the things the company learned is that customer expectations are important. If customers weren't familiar with the brand, but went through the drive-through, they would have been surprised at the slowness of the service, even after the company improved its speed with the new units. "Our speed of service standards are not, certainly, fast-food standards," Fox said. "We had to understand customer expectations."

And that's a key component. Diners need to be familiar with the brand to begin with, and to understand that the food takes a bit longer than it does at, say, Burger King. As such, he said he would not put a Firehouse Subs with a drive-through in a market that wasn't already familiar with the brand.

And, Fox noted, the percentage of business that fast-casual restaurants receive through the drive-through is lower than it is at QSR concepts. "One of the reasons people go to fast casual is for the better dining experience," Fox said. "The benefits they get from the drive-through experience aren't as important to them."

Still, Fox said, drive-through windows do add incremental sales to a location. They enable that restaurant to capture to-go business that would otherwise pass it by. A freestanding location with a drive-through window has higher volumes than an inline location.

As a side note, Fox said, many QSR brands can't exist in inline locations the way fast-casual brands can. Fox had been a Burger King veteran before he took the job at Firehouse, and he said the chain tried inline sites in the 1990s. They didn't work. But fast-casual burger chains can operate in such sites. It's all about customer expectations, he said.

Fox believes that brands considering drive-through locations should understand their own unit economics, and their own market, before venturing into such an idea. He said that Firehouse only considers drive-through locations in an opportunistic fashion—perhaps second or third generation freestanding sites that have lower up-front costs. That makes the investment more realistic.

"You really have to know and to understand your brand, and why they're using you," Fox said.

Conclusion



Convenience retail will continue to flourish in this corridor. The high-traffic auto focused perspective of the corridor coupled with strong daytime employment makes the corridor the perfect breeding ground for this scale of retail. The limited residential influence is not a factor for convenience retail and with the smaller trade area criteria of 1-2 miles, multiple retailer locations on the corridor are achievable.

With the definition of a “convenience retailer” expanding to segments of retail that are more attractive than the “old” convenience retailers of the past, this genre of retail is no longer a genre that should be ignored or overly restrained by restrictions. City regulations regarding drive-throughs and setbacks are likely going to be a significant limiting factor for this scale of retailing and will impact interest. Evaluating options to modify the restrictive language should be considered by the City.

Neighborhood Convenience/ Grocery Retail

Characteristics



Neighborhood retail is “needs based” retailing that provides for the sale of convenience goods (food, drugs, sundries) and personal services for the day-to-day living needs of the immediate neighborhood.

Grocery may be one of the most dynamic retail genres coming out of the market downturn in 2008. Capitalizing on the “food dollar” that is perceived to be “recession proof” the growth in the number of grocery retailers has never been higher. The birth of “destination stores” such as

Sprouts and ethnic grocery stores such as Mi Pueblo have altered the grocery marketplace and in some cases have affected the stability of some long term conventional grocers.

Conventional Grocers

Site selection is fairly consistent between these grocers. They are less concerned with the specifics of the trade area as they are the depth of the trade area. Real estate decisions are based on the projected sales volumes and since these grocers are considered the “primary” shop they expect to be shopped by the broader trade area.

Characteristics normally associated with these conventional grocers are:

- Store sizes range from 40,000 SF to 123,000 SF.
- 2 Mile Trade Area
- 15–25 acre project size (includes ancillary retail).
- Prefer to have other convenience retail included in the development area.
- Development “style” defined – little variance in the “prototypical center”.
- This is a destination oriented shopping trip for the customer base.
- Need to be highly accessible to the residential base.

Alternative Food Stores



Alternative food retailers, Whole Foods, Sprouts, and Natural Grocers are starting to make a more extensive mark in the grocery industry. Site selections for these grocers vary by retailer. Some, like Whole Foods are concerned about finding higher income and education levels for their target demographics (which may provide a customer base with higher disposable incomes) while others are

looking for high traffic locations already in the shopping pattern of the trade area customers. Avid “healthy” consumers shop all the stores in the genre as no one “alternative grocer” carries the full gambit of healthy related products.

Characteristics normally associated with these alternative grocers are:

- Store sizes range from 13,000 SF to 50,000 SF.
- Trade areas are less defined in scale – much broader than the conventional grocer.
- Not considered a “primary” store for consumers.
- 5–10 acre project size (includes ancillary retail) .
- Prefer to have other retail included in the development area – some regional in aspect.
- Development “style” undefined – can vary in type of center.

Development Trends



Grocery Store trends have proven chaotic for the grocery industry. Grocery has turned into a highly competitive arena with a multitude of new grocery retailers making their presence felt. The days of doing nearly all your grocery shopping weekly at the same supermarket are fading into the past with some industry analysts estimating that less than half of grocery dollars spent will be in traditional grocery stores. Those changes in the industry have forced the long-time conventional grocers to re-evaluate how they do business – or in some cases, like Albertsons/Safeway to combine

ownership, reduce their store chain and operate in fewer markets.

The grocery industry in the U.S. is undergoing some of the most dramatic changes since supermarkets emerged in the 1940s, according to retail analysts. Whereas a single store once served all of shoppers' food and beverage needs, consumers are now buying groceries across more than a dozen retail channels.

"In the 1990s and the beginning years of this century, the greatest threat to supermarkets and grocery stores came from supersized 'one-stop shopping' venues like supercenters and warehouse clubs," the market research firm Packaged Facts wrote in its most recent annual report on emerging grocery trends. "Today the threat is spread out among all retail channels, including drugstores, dollar stores, limited assortment chains, and — the elephant in the room — e-commerce."

Here are some of the top trends that are changing the grocery shopping landscape as noted by Business Insider:



Consumers are shopping for food and beverages across multiple channels. On average, consumers shop at five different types of stores to fulfill their grocery needs, according to Deloitte's 2013 American Pantry report. Examples of shopping channels include supermarkets (like Kroger and Safeway), supercenters (such as Wal-Mart), discount, convenience, club, and e-commerce stores. Consumers are not hitting multiple stores because they can't find everything they need in one place, according to Packaged Facts analysts. The trend is driven by the fact that few stores offer the precise mix of value, quality, and private label brands that consumers are looking for.



Shoppers want more product curation. "When a customer walks into a store of 40,000 items and only wants to buy 30 of them, that's a terrible customer experience," said Chad Arnold, president and CEO of the online grocery service Door to Door Organics. "Companies are now scaling back stores and getting them more focused to specific customers, instead of a one-store-fits-all approach." The average

square footage of supermarkets in the U.S. has been falling since 2006, and is now roughly 46,000 square feet, according to Packaged Facts. "The pendulum definitely is swinging back to smaller store formats," analysts wrote, noting that Wal-Mart is expanding its smaller-format stores. Kroger also has a small-format store called Turkey Hill Market, which averages about 6,800 square feet. Online grocers, such as Door to Door Organics, have web tools to curate products for customers. The tools can recommend products based on previous purchases, recipes, or even food allergies.

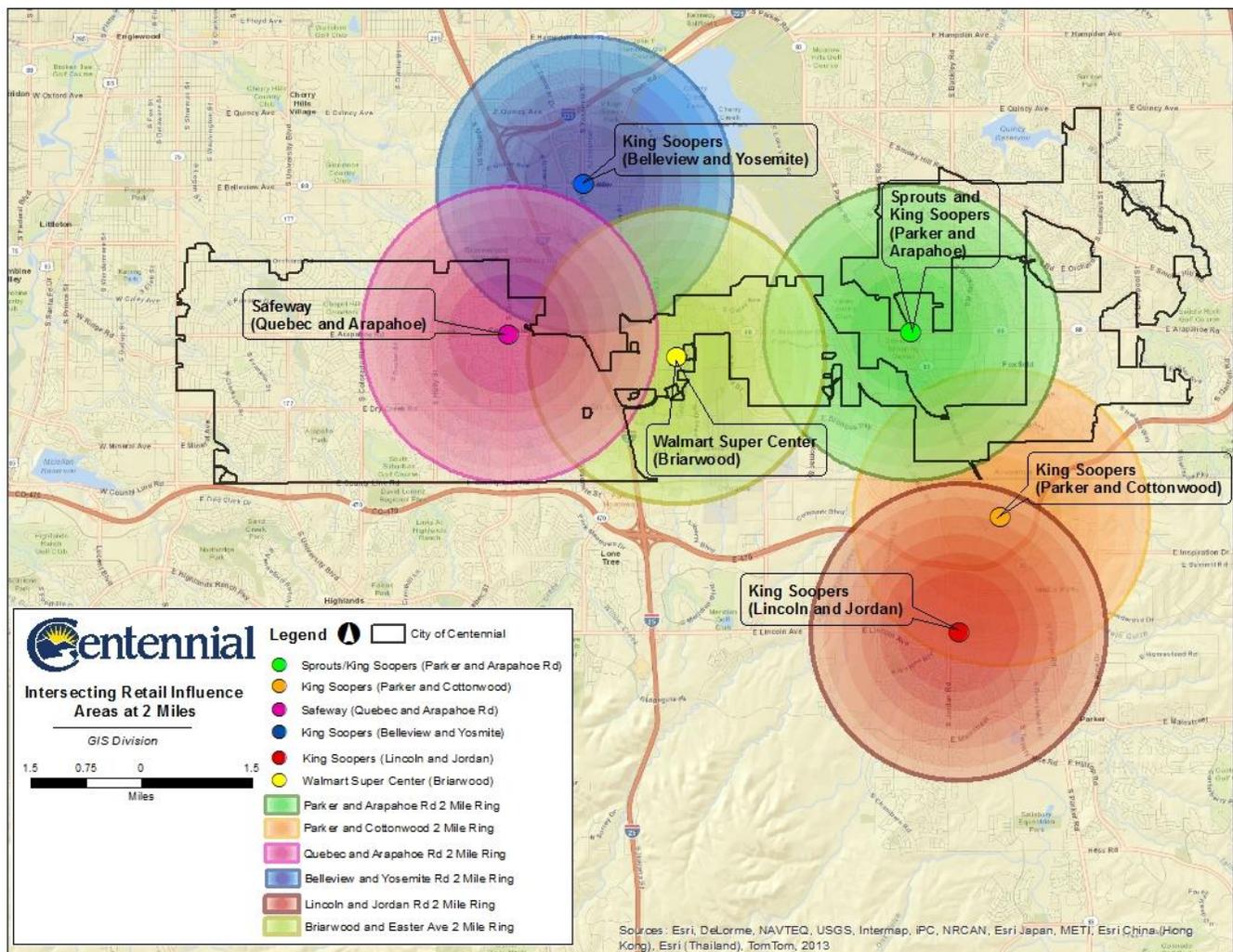


Fresh produce is a main driver for consumers in deciding where to shop. Seventy-five percent of consumers say the produce department is the most important, followed by fresh meat, poultry, and seafood (60%); store brand products (36%); local farm foods/produce (35%); and the in-store bakery (29%), according to a Packaged Facts survey. **Business Insider**

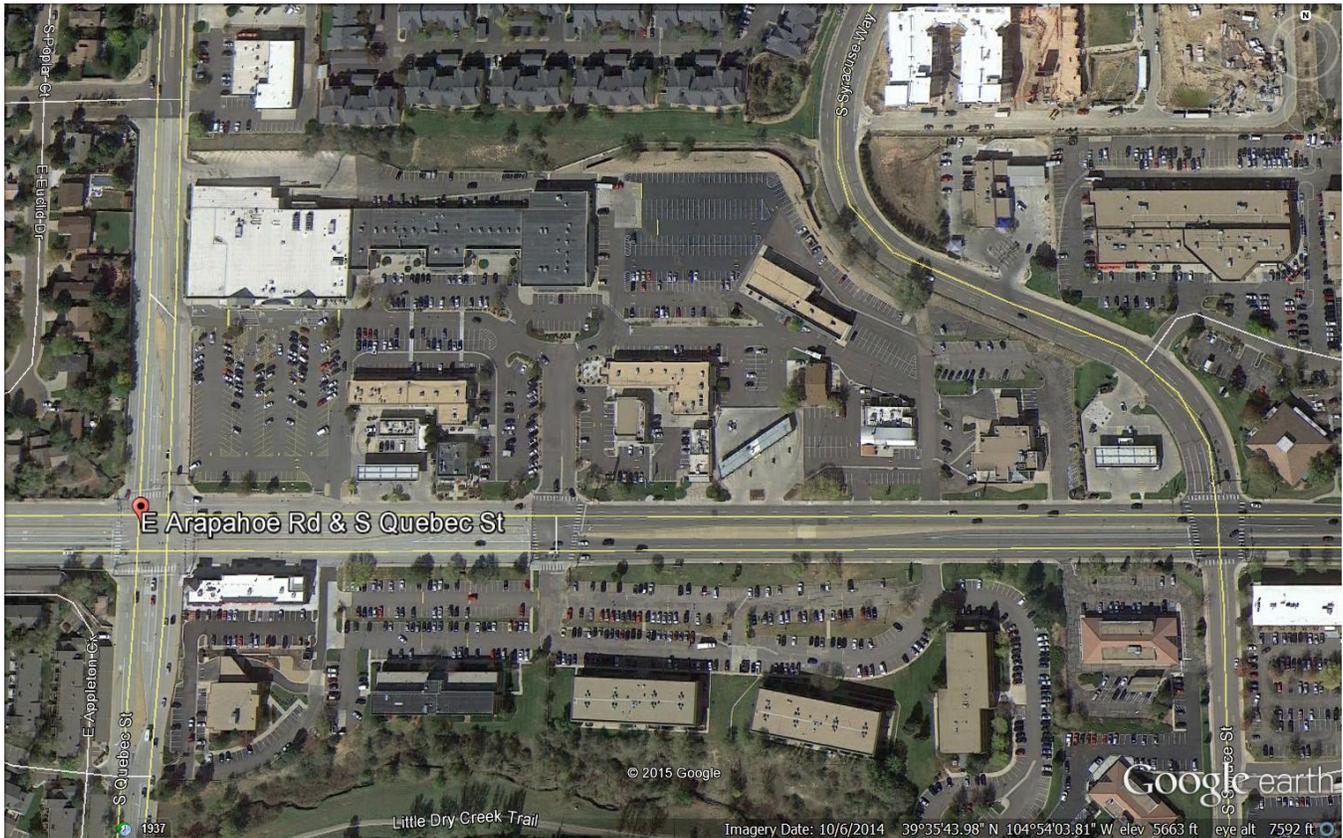
Opportunity

There is sufficient grocery coverage along the length of the corridor. With 6 grocery retailers located directly on Arapahoe Road and 3 additional grocers on the periphery there is no significant gap in services to warrant additional grocery retailing on the corridor.

This map illustrates the basic trade area of each of the grocers operating in proximity to the Arapahoe corridor. Coverage of the corridor is extensive as noted by the multiple grocers serving the trade area. (*Explanation of trade area delineation included as an Appendix.*)



Safeway Center – Arapahoe Road & Quebec



Although the coverage is sufficient in the corridor, there is opportunity to improve the Safeway center at Arapahoe Road and Quebec (Centennial).

- All of the small scale retail is ill-placed within the center, either too far back from Arapahoe, hidden by other buildings or has it back turned to the street. This scale of retail needs to be as visibly accessible as the anchor store. The current configurations are less than ideal.
- The retail is visually cluttered with no real identity from an architectural perspective.
- There is no identity to the center rather it feels like a collection of independent pads and retailers with little to no synergy.
- The Safeway Store is somewhat outdated and not representative of the newer grocery retailing trends.

Working with the center ownership to modify the layout, improve its visual appeal and create a specific identity for the center is necessary for this center to maintain any position in the overall trade area. Without significant improvements, this center will continue to erode with lower tier retailing becoming predominant for the center.

KP & Associates

Constraints

Arapahoe Road from I-25 to Quebec –

Focusing on redevelopment of the Safeway Center could prove challenging. Making a dynamic change within the Center will be costly which is likely to be a major concern with the current ownership who have not been aggressive in making changes to the center to date. Although the Center is currently well leased, retailers tend towards the lower tier and several vacancies are in the offing which potentially will put stress on the center. Economic pressure from more vacancies will hopefully prompt the ownership to feel motivated to address any of the concerns.

The entire retailing area from Quebec to Interstate 25 needs to have more cohesion. None of the 3 centers on the north side of Arapahoe Road work well together nor provide synergy between the retailers (Sprouts, Landmark Theaters, Safeway, etc.). Developed in a strip format, this area seems impossible to navigate from a consumer perspective and does not foster a sense of “place”. With only the Safeway Center located within Centennial, it will be very difficult to impact this dynamic through planning efforts.



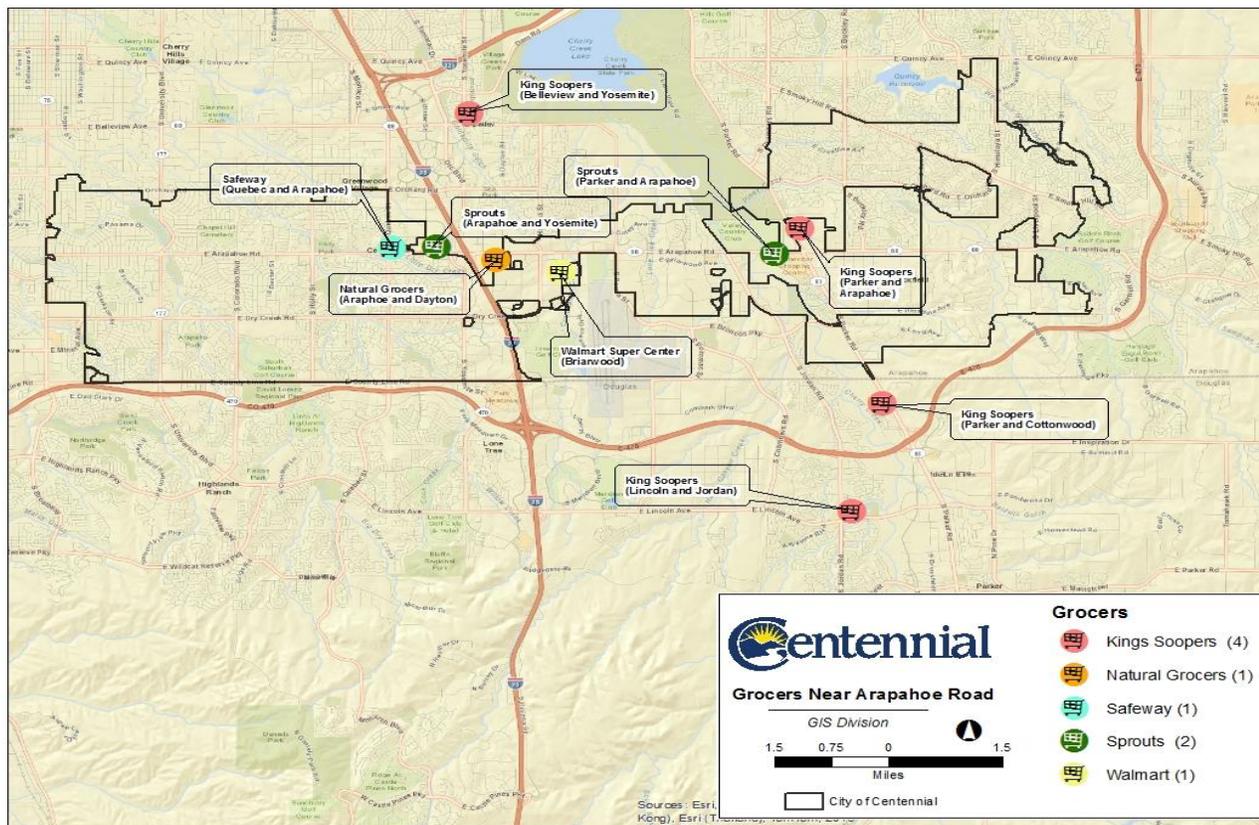
Arapahoe Road from I-25 to Parker Road – Three major factors impact the ability of additional grocery to locate along the corridor from Interstate 25 to Parker Road.

1. Existing grocery retailers serve this section of the corridor from multiple locations.
2. Lack of significant residential density in proximity to the corridor diminishes the need for additional grocery on the corridor.
3. Lack of development sites appropriate for grocery either in size or location.

These factors eliminate additional grocery from this section of the corridor.

Conclusion

Constraints are primarily based on the competitive aspect of the existing grocers Coverage of those centers swallows up any opportunity for this scale of retail to locate in the corridor.



With 6 grocery options located directly on the on the corridor and another 3 other grocery options on the periphery, grocery is not missing from the corridor (Safeway, Sprouts (2), Natural Grocers, Super Walmart, King Soopers (4)). Grocery has sought out sites that are more advantageous to serve the residential population from. Within the 9 grocery options, there is a variety of grocery retailing options with both Sprouts and Natural Grocers located in the corridor in addition to the traditional grocery options of King Soopers and Walmart. Expectations that additional grocery is supportable in the corridor are unrealistic.

Opportunity to update the Safeway Center at Arapahoe and Quebec would increase the quality of grocery retailing for the western portion of the corridor and ensure longevity for Safeway and the other retailers in the center.

Mid-Range Retail

Characteristics



Mid-range refers to the trade area associated with certain retailers. Generally named “junior anchors” due to their smaller store sizes in comparison to “anchor” type retailers, these retailers seek trade areas of 5–7 miles. In comparison, super-regional retail looks for trade areas 15 miles or larger.

Junior anchors can range in size from 15,000 to 50,000 square feet – their characterization as a junior anchor is less about store size and more about the type of retailer they are. Mid-range retail is generally comprised of specialty retailers that “specialize” in goods within a specific range such as hardware, books or electronics.

General merchandise retailers such as Walmart and Target also fit within this category of mid-range retail and are considered “anchors” versus “junior anchors”.

Characteristics normally associated with mid-range retail are –

- Store sizes vary depending on the genre of the retailer.
- 5–7 Mile Trade Areas
- Population numbers between 30,000 to 100,000 depending on the retailer.
- High-profile locations with Interstate or major arterial visibility.
- Co-tenancy with other junior anchor retailers.
- Co-tenancy with general merchandise retailers.

Development Trends

There are a number of trends affecting retailers who rely on mid-range regional trade areas.....



E-Commerce The introduction of multiple platforms for e-commerce has certainly had an impact on the retail world. Comfort and confidence using these new forms of retailing are growing with consumers. The “Echo Boomers” or “Generation Y” who have been using technology as long as they have been around has produced a large shopping segment which are quite comfortable with internet shopping. Approximately 87% of US internet users over the age of 14 or 178.5 million people will browse or research products online this year. Of that group, 83% will

make an internet purchase. Knowledge @ Wharton’s.

Omni-channel retailing will become mainstream by the end of 2014. The line between online and brick-and-mortar retailers continues to blur, especially in terms of operations, sales, and footprint. Retailers that haven’t adopted omni-channel retailing are racing to catch up to businesses such as Nordstrom, Apple, and Best Buy. RIS News’ Omni-channel Readiness report, released in October 2013, found that retailers’ top priority for the next 12 months is shifting to a single transaction platform that unifies point of sale, e-commerce, and m-commerce. Some of the bigger boxes, such as Macy’s, are turning their stores into distribution centers, which has enabled them to more tightly integrate their online and physical presences. Some restaurants are increasingly offering online ordering. Showrooming is less of a threat as retailers have innovated ways to increase engagement in-store. We also expect more online businesses to open physical stores this year. The growth of omni-channel retailing demonstrates the relevancy of both community shopping centers and online retail to the industry overall. Kimco (Edited)

Self-Cannibalization So named “category killers” because they could “kill” all local competition, these retailers succeeded in saturating marketplaces and have now reached the point where their main competition is themselves. With their success in specific categories, they have come into the sight of mass-market merchandisers such as Walmart, Target, Costco, Amazon, etc. who are looking to add to their business by incorporating merchandise associated with the junior box retailers.

Precision Shopping Busy lifestyles have resulted in less time dedicated to shopping. Smaller format stores are becoming more popular for those customers interested in “precision” shopping. The trend seems to be “consumers shopping with a mission” and less time looking around for an item. Retailers are addressing this by focusing on the “experience” inside the store to help attract shoppers to linger and perhaps spend more than originally set out to. The concept of the “experience” is also translating into the retail mix and physical elements of the shopping center itself.



Shopping centers will become 24-hour hubs... Landlords are working harder to create complementary tenant mixes that keep shoppers coming to a shopping center all day long, weaving it more tightly into day-to-day living. As a result, new amenities, entertainment, Wi-Fi, wellness concepts, food

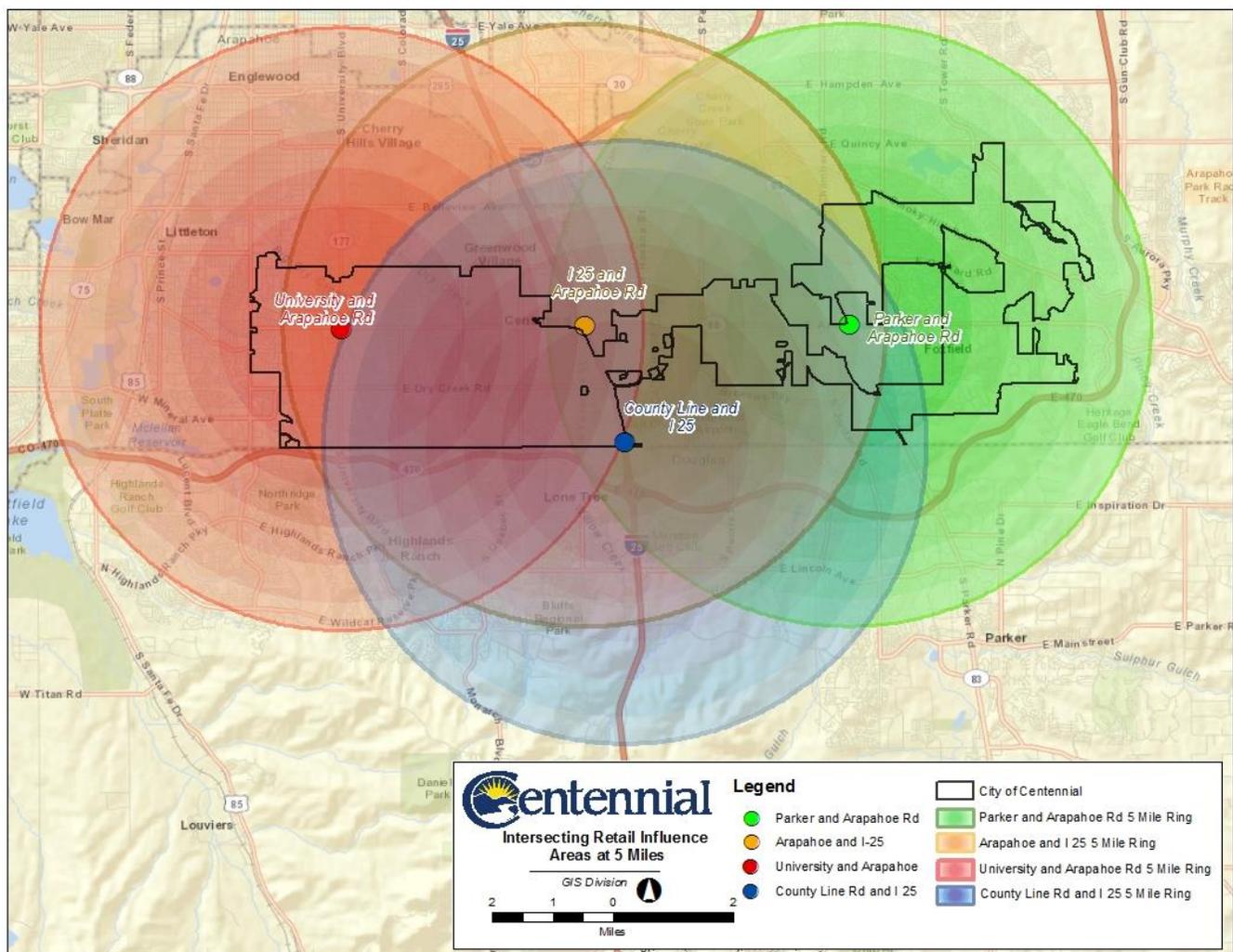
purveyors, medical centers, and educational uses will become part of the fabric of retail lineups in 2014. Health-conscious consumers are driving the growth of health-oriented retailers, including fitness centers, organic food stores, and healthy restaurants. As demand for medical services grows, it will be commonplace to see a doctor or urgent care facility in nearly every retail shopping center — no different than a drug store or supermarket.

Kimco (Edited)

Opportunity

Mid- range retail surrounds the Arapahoe Road corridor. There is no gap in services to warrant additional mid-range development within the Arapahoe Road corridor.

This map illustrates the basic trade area of each of the grocers operating in proximity to the Arapahoe corridor. Coverage of the corridor is extensive as noted by the multiple grocers serving the trade area. *(Explanation of trade area delineation included as Appendix B.)*



Constraints



Three major factors impact the ability of mid-range retail to locate along the Arapahoe Road corridor.

1. Existing mid-regional centers, Cornerstar and Centennial Promenade serve the corridor from their locations. The Cornerstar project at Arapahoe and Parker Roads is the most direct “hit” to the area. Its area of influence is significant to the corridor and emphatically eliminates other opportunities for this scale of retail to establish itself in the corridor.
2. Lack of significant residential density in proximity to the corridor is a contributing factor in terms of location of services for mid-range retailing. One of Cornerstar’s primary location criteria was the ability to easily pull customers from greater distances. The ability to extend significantly into the population pockets north and south of this center via Parker Road was a factor on determining location of the center.
3. Shopping centers of this size can exceed 40+ acres, with the built environment of Arapahoe Road, there is no site available for development of this scale.

These factors eliminate additional mid-range retail from the corridor.

Conclusion



Constraints are primarily based on the competitive aspect of the existing mid-range retail centers Cornerstar and Centennial Promenade. Coverage of those centers swallows up any opportunity for this scale of retail to locate in the corridor.

Mid-range retailing is not missing from the corridor. These retailers have sought out sites at high profile locations surrounding the corridor where they found advantageous trade area dynamics to serve the residential population from. Expectations that additional mid-range retailing is supportable in the corridor are unrealistic.



Super-Regional Retail

Characteristics



Super -regional refers to specifically to large scale “mall” type projects/developments. Typically thought of as a fully enclosed shopping area, the concept was first developed in the United States in the late 50’s and 60’s. Today, the largest enclosed mall ever is the South China Mall in Dongguan, China and is 9,600,000 square feet. Wikipedia

The concept of the mall started to evolve around 2000, when the retail development world started experimenting with the conventional mall approach by developing “lifestyle” centers that combined the traditional retail functions of a shopping mall with leisure amenities in an outdoor format. Considered the “incarnation of the traditional mall” for a period of time, “lifestyle” centers were the “darling” of retail development with numerous projects in planning and development. As the recession unfolded, regional malls – rather than being pushed to the brink, weathered the storm better than any of the new upstart lifestyle centers. Post-recession, neither enclosed malls or lifestyle centers are at the forefront of development but those that survived the recession are finding their way back to success.

Other types of retail that fit within the super-regional category include Outlet and club membership stores such as Costco and Sam’s Club. (Club Membership population criteria is in the 250,000 range which is in between mid-range and super-regional. Additionally, they are “stand alone” retailers not needing the typical co-tenancy required in just about every other retail genre.)

Characteristics normally associated with this “type” of retail are –

- Retail focus is primarily soft goods (clothing).
- Store size of retailer does not dictate super-regional classification.
- Larger trade areas 15–20 mile trade areas.
- Population numbers around between 500,000 to 1,000,000.
- High-profile locations at Interstate cross sections.
- Co-tenancy or in the vicinity of other super-regional retailers.
- 65% of sales come from the primary trade area.

Development Trends

There are a number of trends affecting super-regional retail.....



Enclosed Malls The trend seems to be shifting back to traditional enclosed malls with traditional mall retailers expanding their occupancy in malls and newer concepts emerging in this area of retail. The recession has affected the viability of lower grade malls and the market can expect that there will be fewer regional malls than exist today (i.e. Westminster Mall). Top-tier malls seem to have escaped the challenge of alternative centers and are enjoying once again prominence in the markets they operate in.



Outlet seems poised for great expansion throughout the US with some estimating that 100 additional outlet malls could be added throughout the country in the next 10 years. Simon, Tanger, Taubman, AWE-Talisman, CBL have all started building and buying outlet centers in the last few years. Decades ago, outlet centers primarily were rundown shopping centers in small towns that sold retailer's excess inventory or

admittedly flawed merchandise at a discount. Now, the format has evolved to include outlet centers in major cities and to include national retailers selling "value" merchandise specifically manufactured for the outlet store.

These developments are considerable in size accommodating over 300,000 square feet of development and requiring sites in the 40-50 acre range. Colorado currently has 4 outlet malls operating in the State (Castle Rock, Silverthorne, Lakewood, Loveland) - Simon has just announced the development of a 5th to be located at 136th & Interstate 25 in Thornton. Expected to open in 2017, this will be the first "state of the art" outlet mall in Colorado and is anticipated to have an impact on the current outlet malls, most impacted will be the Loveland outlet center which is expected to close.

The new center in Thornton along with The Mills in Lakewood and The Outlets at Castle Rock will serve the entirety of the metropolitan Denver area.



E-Commerce The introduction of multiple platforms for e-commerce has certainly had an impact on the retail world. Comfort and confidence using these new forms of retailing are growing with consumers. The “Echo Boomers” or “Generation Y” who have been using technology as long as they have been around has produced a large shopping segment which are quite comfortable with internet shopping. Approximately 87% of US internet users over the age of

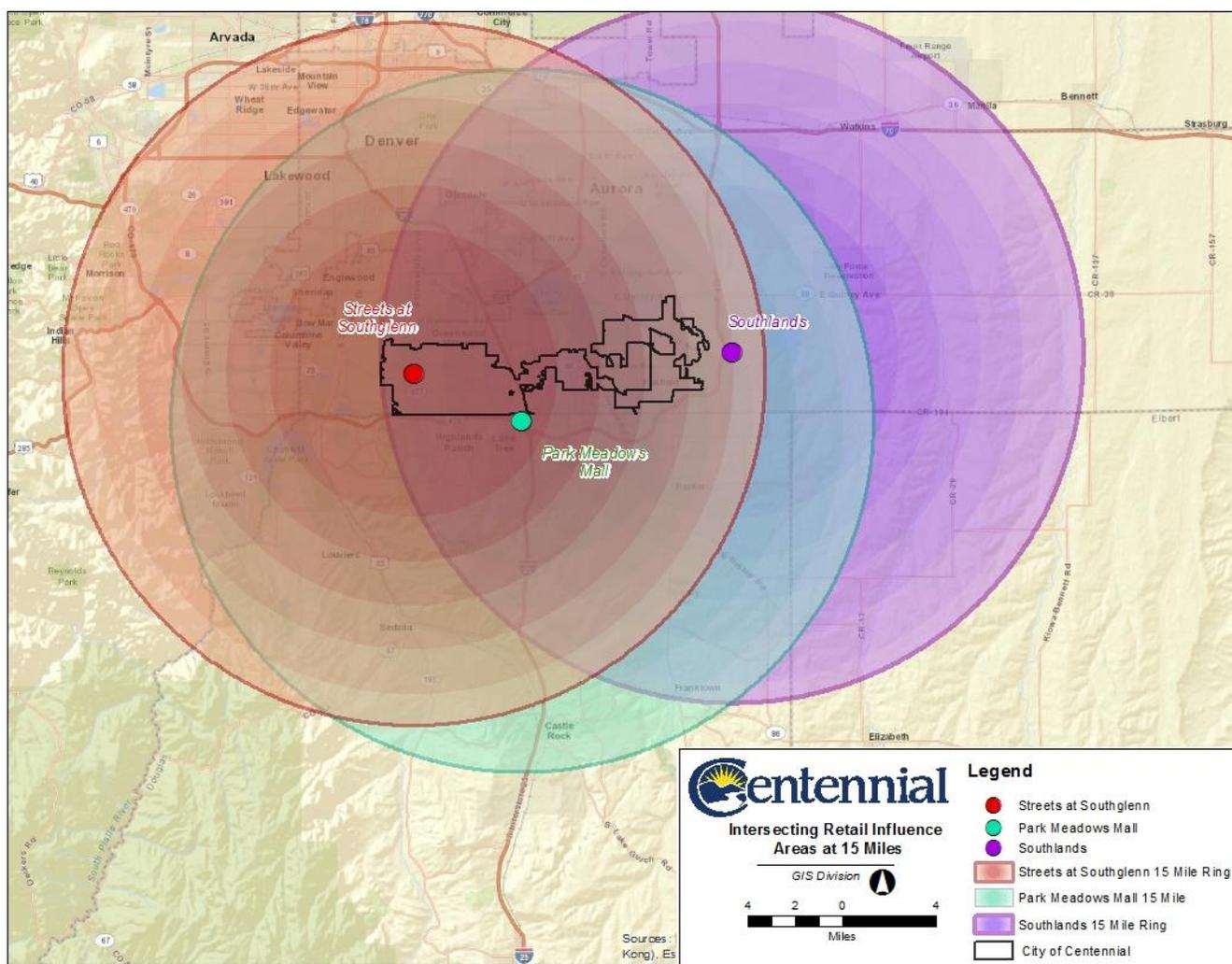
14 or 178.5 million people will browse or research products online this year. Of that group, 83% will make an internet purchase. Knowledge @ Wharton’s

Omni-channel retailing will become mainstream by the end of 2014. The line between online and brick-and-mortar retailers continues to blur, especially in terms of operations, sales, and footprint. Retailers that haven’t adopted omni-channel retailing are racing to catch up to businesses such as Nordstrom, Apple, and Best Buy. RIS News’ Omni-channel Readiness report, released in October 2013, found that retailers’ top priority for the next 12 months is shifting to a single transaction platform that unifies point of sale, e-commerce, and m-commerce. Some of the bigger boxes, such as Macy’s, are turning their stores into distribution centers, which has enabled them to more tightly integrate their online and physical presences. Some restaurants are increasingly offering online ordering. Showrooming is less of a threat as retailers have innovated ways to increase engagement in-store. We also expect more online businesses to open physical stores this year. The growth of omni-channel retailing demonstrates the relevancy of both community shopping centers and online retail to the industry overall. Kimco (Edited)

Opportunity

Costco serves the trade area from their location at E470 & Parker Road and Park Meadows. Sam’s Club serves the trade area from their location at E470 & Park Meadows Drive.

This map illustrates the basic trade area of each of the super-regional centers operating in proximity to the Arapahoe corridor. (*Explanation of trade area delineation included as Appendix B.*) Super-regional retailing needs are met by Park Meadows Mall, Streets at Southglenn and Southlands. There is no gap in services to warrant additional super-regional retail development within the Arapahoe Road corridor.



Constraints



Two major factors impact the ability of super-regional retail to locate along the Arapahoe Road corridor.

1. Existing super-regional centers/retailers, serve the corridor from their locations. All 3 centers include the Arapahoe corridor within their influence area.
2. Shopping centers of this size can exceed 100+ acres, with the built environment of Arapahoe Road, there is no site available for development of this scale.

The lack of significant residential density in proximity to the corridor is not a contributing factor for this scale of retail. Trade areas for super-regional retail vary between 15–20 miles, with that size of a trade area, varying residential population density would be expected.

Constraints are entirely based on the competitive aspect of the surrounding super-regional retail locations/centers that influence this area. Coverage of those locations/centers swallows up any opportunity for this scale of retail to locate in the corridor.

Conclusion



Super-regional is not missing from the corridor. Developments located at high profile locations in close proximity to the corridor have provided this scale of retailing to the overall larger trade areas associated with this super-regional retail. Expectations that additional super-regional retailing is supportable in the corridor are unrealistic.

Main Street/ Mixed Use Retail

Characteristics



The lack of central spaces where people come together in suburban areas has led to communities searching for opportunities to create that sense of “community” through development. In the mid to late 2000’s, the answer seemed to be creation of mixed use developments with a “main street” design focus. Many of these suburban “main streets” were incorporated into larger developments aptly

Characteristics normally associated with this “type” of retail are *(Congress for the New Urbanism)* –

- Short segments of arterial or collector streets –few blocks in length.
- Grid or interconnected system of local streets.
- Streets are walkable with minimal or no driveway access.
- Land uses are composed of compact, mixed use development with a strong emphasis on retail and entertainment and in some cases, residential.
- Buildings are low-scale and have storefront facades oriented to the street without setback.
- Parking lots and/or garages are located behind or to the side of buildings.
- Public parking consists of on-street parking.
- Street sides support active uses such as street cafes, social interactions.
- Architecture of the buildings is a unified urban design.

Development Trends

Main street retailing is evolving to mean mixed use development. Many of the aspects needed to have a thriving main street retail experience encompass the concept of mixed uses. Incorporation of housing and entertainment elements are necessary building blocks to ensure the complex “fabric” that makes for a successful creative retailing project.



Don't Get Mixed Up on Mixed-Use

Citizens, politicians, and planning officials have embraced the need to allow for walkable neighborhoods across North America and mixed-use is an essential component for achieving walkability. However, the term mixed-use has held different meanings in different places over the past 40 years or so.

For example, mixed-use zones have usually had to declare a primary and secondary use with both use's development standards redundantly stacked together and the primary use, such as residential, controlling the building's configuration, orientation and disposition — thereby marginalizing the building's ability to effectively host other commercial or office uses. Also, a mixed-use zoning designation meant that a land owner had the right to 'choose' a specific use, such as either commercial or residential. While the zoning district had a mix of uses, the implementation was single-use.

Today, the most common misunderstanding I find about mixed-use is that most people think it equates, on any street or in any context, to a shopfront with housing above.

In short, mixed-use makes for three-dimensional, pedestrian-oriented places that layer compatible land uses, public amenities, and utilities together at various scales and intensities. This variety of uses allows for people to live, work, play and shop in one place, which then becomes a destination for people from other neighborhoods. As defined by The Lexicon of the New Urbanism, mixed-use is multiple functions within the same building or the same general area through superimposition or within the same area through adjacency... from which many of the benefits are... pedestrian activity and traffic capture.

While mixed-use can take on many forms, it's typically categorized as either A) vertical mixed-use buildings; B) horizontal mixed-use blocks; or C) mixed-use walkable neighborhoods.

PLACEMAKERS 2013

Opportunity

There are a few primary opportunities along the Arapahoe Corridor that could be the focus of introducing main street/mixed use retailing to the corridor. So much of the corridor has developed in a strip format that changing that development perspective to allow more dense mixed use along the corridor would be a welcome change.

1. SEQ Arapahoe Road & Yosemite



The potential development area has strong building blocks already in place that would contribute to a successful redevelopment into a main street/mixed used project:

- Zoned Urban Center the area is already designated for urban redevelopment.
- Strong residential support in direct proximity to the development area.
- Adjacency to the Interstate system.
- Daytime population in proximity to the development area.
- Anchoring retail established at the intersection (Sprouts).
- High volume traffic counts on the main arterial.
- Secondary arterial (Yosemite) is a well-established north/south connector.

2. Arapahoe & Potomac

This intersection lacks the maturity of the Arapahoe & Yosemite area but over time could possess the same opportunity if the building blocks are able to be established. Currently, the intersection has:

- Zoned General Commercial which allows for mixed-use development.
- Daytime population in proximity to the development area.
- High volume traffic counts on the main arterial.
- Proximity to the City Hall development area.
- Undeveloped land at the intersection.

Constraints



The concept of creating “main street” retail has been and continues to be a highly discussed and debated topic in retailing circles. Retailers are especially sensitive to the design aspects associated with a non-traditional retailing opportunity like a “main street”. The access and building orientations commonly found with a “main street” concept prevent the retailer from having visual connection with the major street and less than direct access to their buildings. Even in today’s improving retailing environment, these aspects could be seen as limitations. National retailers tend to shy away from these opportunities preferring to grow their store bases in in less risky development opportunities.

NEW SUBURBANISM: REINVENTING INNER-RING SUBURBS (EDITED)

By D. Jamie Rusin, Sean Slater, and Ryan Call
July 8, 2013

As inner-ring suburbs in the United States become denser, demand for access to nearby walkable urban environments is rising. Residents are looking for shorter driving distances to commercial, cultural, leisure, and work opportunities. Municipalities are also interested in promoting compact development near transit. As a result, the next big wave of development will focus on creating nodes of mixed-use infill projects in these suburbs.

The challenge is to integrate these nodes into suburbs that were originally built to accommodate the automobile, with single-use zoning that often limited mixed-use development.

These kinds of developments have had success with the residential component; the challenge is getting commercial uses to thrive. It takes significant population density to support a retail center, especially a regional one. In addition, a new Main Street-style retail project may have difficulty competing with existing regional retail projects in the suburbs. The idea of “build it and they will come” may not pan out for developers unless the demographics are right, the population numbers support it, and individual uses are timed to market needs.

Whereas the revitalization of the core of cities was the siren call for previous generations of urban planners, the focus now should be on redeveloping the anonymous arterial roads, dispersed uses, and strip centers that dominate so much of the American landscape. It is possible to create vibrant, pedestrian-friendly environments that take cues from cities built before the age of the automobile, while also accommodating the automobile in ways that work for the 21st century. It is possible to combine national chain retailers with more local and regional uses in environments that convey a sense of authenticity and connection to the specific qualities of the community. It is possible to locate a variety of uses near each other in ways that allow for flexibility in the kinds of uses and enable each use to be added only when market demand exists. The result will be a radical reworking of the nation’s suburbs—a new suburbanism.

KP & Associates

Arapahoe & Yosemite



Transitioning this area into a retail main street/mixed use project will be difficult at best when considering the existing improvements. Given the specific design elements needed for this type of development, transitioning the existing buildings may not be feasible leading to a complicated redesign and development phasing. Although this area is well situated to support this type of development, the existing built conditions may prohibit the transition in a meaningful way.

Arapahoe & Potomac

The intersection of Arapahoe & Potomac has the advantage of not being fully developed yet and therefore has the opportunity to accommodate a different development scheme. The building blocks that come along with a more mature trade area such as Arapahoe & Yosemite are not in place yet and will hinder a main street/mixed use project from getting off the ground. Additionally, the inability to place anchor retail in proximity could also hinder interest in this type of development with developers choosing to go in a more traditional development route.

Conclusion



The inclusion of main street/mixed use retailing development should definitely be considered by the City. There is a significant amount of conventional retailing opportunities that could be re-energized by utilizing mixed use development on the corridor. Inclusion of all facets of mixed use (residential, commercial and community) design elements will be critical to the success of any project.

Automotive Retail Sales

Characteristics



The Right Site

Primary research performed from 2009 through mid-2014 reveals some common characteristics that determine if a site is suitable to support a successful new-car dealership in almost any market.

Intuitive as it may seem, exposure to traffic is the most important characteristic of a good site. An auto dealership site should be easily visible from a surface street with a traffic count from 10,000 to 50,000 vehicles per day. Suitable sites are almost always near a significant demand generator, such as a regional mall, and are convenient to commercial consumer amenities such as restaurants.

Proximity to other dealerships is also vital. Auto dealers prefer to be clustered, as they feed off each other's traffic — and franchise agreements protect them from the same brands being offered by competing dealers.

Even today, when car buyers increasingly research makes and models online, potential buyers who use smartphones while visiting a dealership are almost three times as likely to visit other dealerships, according to a Placed Inc. study. More than a third are attracted by online advertisements from a nearby competitor, underscoring the importance of remaining close to the competition.

The appropriate site size varies by market and anticipated sales and service volumes, but is typically at least eight times larger than the planned building area, with lower ratios in urban markets. Adequate frontage is critical to display new and used vehicles.

Overall, sites appealing to automobile dealership operators and developers are typically prime commercial sites but not top-tier sites. Auto dealership sites tend to be priced higher than sites marketed for traditional destination retail or mini-storage projects and lower than sites appropriate for power centers.

The cost of selecting the wrong site can be enormous. Historically, most real estate professionals regarded auto dealerships as prime candidates for alternative uses because they generally are large sites with good commercial locations. However, the large supply of dealerships that became vacant in the years following the Great Recession gave lenders and property owners a firsthand lesson on how few re-adaptive uses actually make financial sense for most failed dealerships.

CCIM Institute

Development Trends

Major trends reshaping the automotive retail industry.....

McKinsey has combined existing insights on global trends with research on customer preferences, its insights into the automotive industry, and lessons learned from other industries. As part of this analysis, we have identified three key trends that we expect to significantly change the automotive retail landscape as we know it today.

Changes in customer behavior call for improved touch point management -

Compared to a decade ago, customers today are experiencing new sales processes in many industries and categories, such as unique shopping experiences in branded electronics stores, online retail with advanced customer relationship management, including intelligent product suggestions, or seamless integration of online and offline business. Automotive OEMs and dealer networks are aware of these trends and have started piloting new concepts, accompanied by big public-relations moves.

Car buyers nowadays design their decision and experience journey individually from a multitude of different touch points. McKinsey's 2013 Retail Innovation Consumer Survey showed that over 80 percent of new-car and almost 100 percent of used-car customers now begin their journey online, meaning that dealers have lost their role as the primary source of information as well as their power over the information shared and their ability to influence the customer. As might be expected, the role of online sources is even more pronounced among customers between the ages of 18 and 34. Close to 90 percent of these customers use an extensive variety of online sources - OEM and dealer Web sites, social media, blogs, and forums - to gather information and compare offers, moving the purchasing decision towards the online world. The rise of mobile technologies, tablets, and social media is also redefining interaction and communication patterns, while technological innovations, such as mobile apps, multimedia walls, and 3D configurators, are opening up new opportunities to transform the in-store experience.

Consequently, the number of customer visits to a dealer before the purchasing decision is made has tumbled: dealers often get just one chance to strike lucky. McKinsey's research has shown that OEMs and dealers need to fight an online battle to earn the right to get that one chance. This includes optimizing their own Web presence, but also integrating traffic from third-party Web sites, such as Kelley Blue Book, Consumer Reports, or JD Power in the US. Many customers find these third-party Web sites very useful for comparing different models side by side, making it hard for OEMs and dealers to compete for attention in the online space. Customers are increasingly well informed and thus more demanding, while dealers are not yet sufficiently prepared for the new challenges ahead.

McKinsey & Company Innovating Automotive Retail

Opportunity



Automotive dealerships in the broadest sense could be similarly categorized along with retail. As noted in the article above, both seek locations that offer visibility and accessibility to a broader trade area.

In comparing auto dealerships to retail.....

Traditional Retail –

- Retail generates significant sales tax revenue.
- Retail generates consistent customer trips providing more synergy to the area beyond the actual development.
- Retail is evolving to develop projects that provide for a stronger “customer experience” which means limiting the impact of large parking fields.

Automotive Sales/Service –

- Sales tax revenue is limited with automotive sales due to the structuring of where that tax is distributed to.
- Customer base is limited due to the infrequency of which consumers buy cars (in comparison to retail) translating to a much lower trip count. Additionally, changing technology is allowing customers to utilize on-line options to evaluate cars. This technology has dropped the number of customer visits to a dealership before buying a car from 5 down to 1 further limiting the ability of auto dealerships to provide synergy with surrounding development.
- Development of an auto dealership is still predicated on showcasing the automobiles.

There is no evidence that as an activity generator, automotive sales/service dealerships provide great synergy with the surrounding area. Given their limited customer base and infrequency of customer trips it is unlikely that this scenario is correct. In the case of retail co-tenancy, retail is benign to auto dealerships as they do not factor into their assessment of a trade area.

There are 11 car dealerships on the eastern Arapahoe Road corridor. These dealerships were attracted to the high volume traffic on Arapahoe Road and their ability to cluster together creating that very important synergy to feed off of each other.

Constraints



The primary constraint for auto sales is the spacing and area requirements adopted by the City. The setbacks and spacing criteria has a profound impact on location criteria for auto sales basically having the impact of keeping additional dealerships off of the Arapahoe Road corridor.

For the existing dealerships, the regulations are potentially prohibitive for the dealers to improve their current locations. Many are experiencing a need to expand but do not have the opportunity through zoning/regulations to do so. Many of the dealerships do not feel that they are able to “be the best they can be” with the current restrictions in place.

Conclusions



Even with the Land Development Code restrictions, with 11 major dealerships on the corridor + several secondary dealerships, it seems clear that auto sales will continue to be a large commercial component of the corridor for the foreseeable future. There is virtually no alternative locations for these dealers to relocate to in or outside of Centennial so for “better or worse” these dealers will be part of the community.

Given the scarcity of zoning available for auto sales in the entire region, the restrictions are not likely to produce turnover of these dealerships to non-automotive uses. Understanding that the auto sales element will likely be a long term use on the corridor, the City should consider whether amending the restrictions to allow the dealers to conduct business with current and modern facilities would be a better scenario for the overall economic health of the corridor. Should these locations start to transition away from the top tier brands to lower tier/used car dealerships, the impact to the corridor would be negative.

Existing Land Use Regulations



The City has recently updated its Land Development Code (LDC) and legislative rezoning for commercial properties throughout the City. There are some zoning and development standards that target specific land uses and development types within the Arapahoe Road corridor.

Table 12-2-408

Spacing and Area Requirements for Selected Commercial Uses

(Full Table Attached As An Appendix)

Arapahoe Road ROW

Vehicle Sales, Rental & Service – 1,500 Feet

Convenience Stores & Gas Stations – 300 Feet*

Restaurant Drive-In or Drive-through – 300 Feet*

* From Yosemite to South Parker Road

How do these regulations affect the development potential and direction of the corridor –

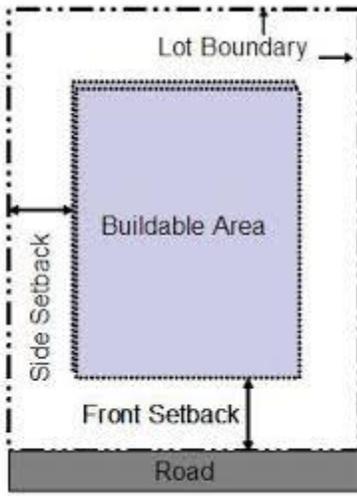
The regulations have a profound impact on the corridor serving to limit or eliminate development in those areas being restricted. The requirements are excessive in terms of the development options on the corridor where the lots are smaller and not as deep (north/south) resulting in the targeted uses not being able to comply with the regulations. Consequently, the regulations have the impact of dissuading these uses from locating on the corridor.

Looking at the City of Aurora, in their restricted areas, they have made a drive-through a conditional use subject to approval from the Planning Commission. Drive-throughs are allowed in other areas of the city without restrictions. The conditional use process is much more “developer friendly” as it allows a development to offset negatives with positives in order to develop. *i.e. if a parcel cannot accommodate a 300’ setback, it may mitigate that issue by adding more landscape plantings or enhanced architecture.*

The Town of Parker does not restrict drive-throughs in their commercial district zoning.

KP & Associates

Alternatives



Retention of the requirements will result in some desirable development/redevelopment not going forward in the corridor. Using setback/spacing criteria is too basic and results in a “one size fits all” perspective when the type of retail being considered does not. For the corridor to grow and remain healthy from a retailing perspective, the requirements are not nearly fluid enough to accommodate the changing perspective of retail. Retailing and retailers are dynamic and ever changing requiring the development criteria used by a municipality to have the same qualities.

Modification of the requirements will not alleviate the primary concern – the use of setback/spacing criteria to influence development/redevelopment on the corridor. A more comprehensive approach to development design for these retailers is necessary.

Alternate Requirements should be strongly considered. Utilizing a special zoning district directed at the specific uses (vehicle sales, convenience stores, restaurant drive-throughs) which encompasses additional design considerations that are not tied to setbacks/spacing would provide the fluidity necessary for these types of retailers to develop/redevelop on the corridor in a fashion acceptable to the City.

Sec. 12-3-701 Nonresidential and Mixed-Use Development Standards (Edited)

- A. Generally. The standards that are applicable to nonresidential and mixed-use development are provided in Table 12-3-701, *Nonresidential and Mixed-Use Standards*. The table includes provisions for minimum landscape surface ratio ("LSR"), maximum building height, minimum lot area and minimum street frontage. Where Division 2-4, *Limited and Conditional Use Standards*, sets out standards for the LSR, height, lot area, and/or frontage of a proposed use, the standards that are specified in Division 2-4 supersede the standards of this Section.
- B. Standards. The LSR, minimum area of parcels proposed for development, minimum street frontage, and maximum building height shall be as set out in Table 12-3-701, *Nonresidential and Mixed-Use Development Standards*.

Table 12-3-701 Nonresidential and Mixed-Use Development Standards												
District	AG	RS	RA	RU	CG	AC	UC	BP	I	ED	OSR	
Minimum LSR (%)	60	35	20	15	15	10	See Division 4-3, Form Standards for UC District	25	15	50	80	
Minimum Area of Parcel Proposed for Development	5 ac.	50,000 sf.	20,000 sf.	10,000 sf.	1 ac.	NA		1 ac.	1 ac.	NA	NA	
Minimum Street Frontage (ft.)	200	150	100	75	125	NA		125	125	NA	NA	
Maximum Building Height (ft.)	30	30	30	30	50	50		See Division 2-2	50	30	20	

Effective on: 1/12/2014

How do these regulations affect the development potential and direction of the corridor –

The opportunity parcels along the corridor are primarily zoned CG – the regulations as written are not prohibitive under that category and are similar with other municipal standards. Most if not all development would be able to accommodate those standards.

Sec. 12-4-202 Drive-In or Drive-Through Restaurants

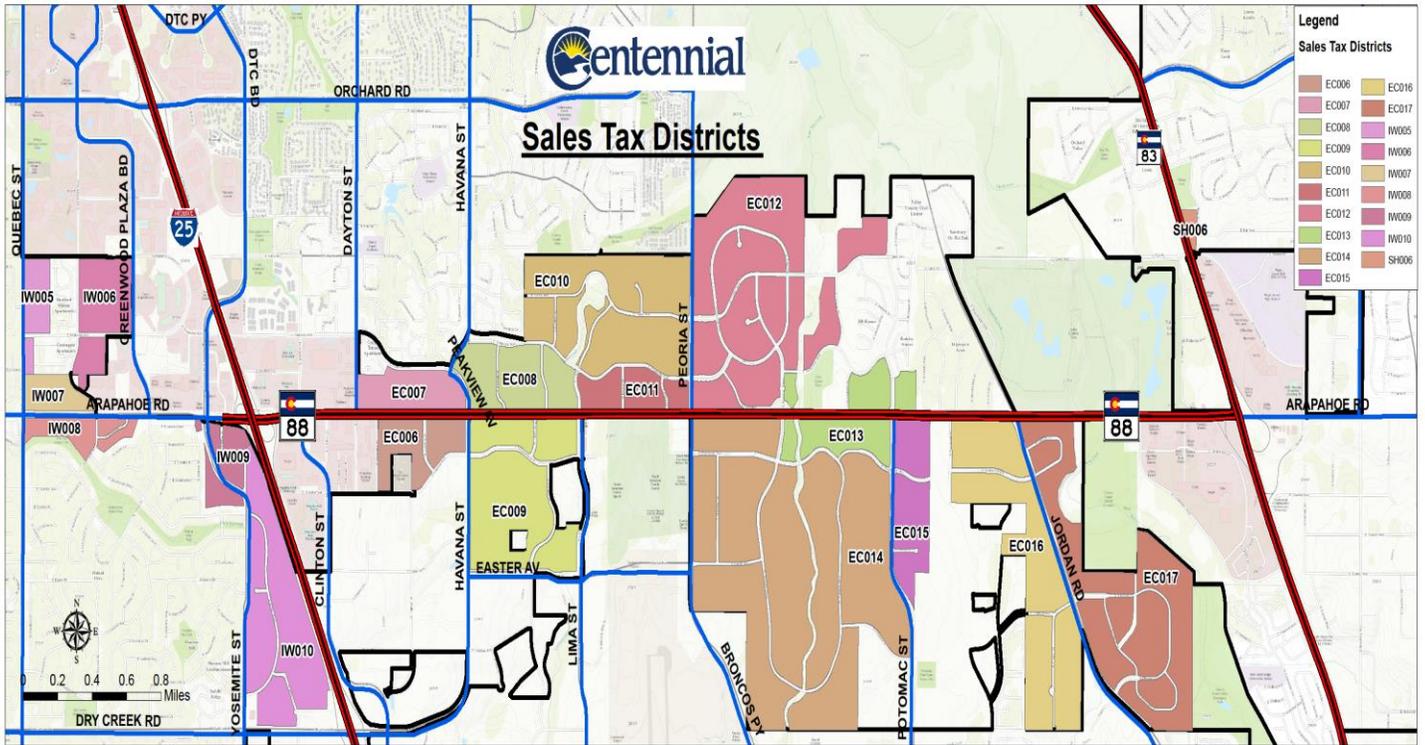
- A. Design Requirements. The following requirements shall be met for all new or redeveloped drive-in or drive-through restaurants.
- B. Access, Circulation and On-Site Parking.
- C. Setback from Rights-of-Way.
- D. Architectural Design.
- E. Lighting Requirements.
- F. Landscaping / Hardscaping.
- G. Operational Requirements.

(A complete copy of the requirements is attached as Appendix ___)

How do these regulations affect the development potential and direction of the corridor –

The design requirements as written are not prohibitive under that category and are similar with other municipal standards. Most if not all development would be able to accommodate the requirements.

Fiscal Impact



Arapahoe Road corridor generates approximately 1/5th of the City’s overall sales tax revenue.

City of Centennial Arapahoe Road Retail Study Sales Tax Received from Adjacent Sales Tax Districts by Year		
Year	Combined Sales Tax Districts’ Sales Tax Collection *	% of Total City Sales Tax**
2012	\$6,622,812	22.29%
2013	\$7,708,359	22.19%
2014	\$7,730,693	22.75%

* Sales Tax Districts adjacent to Arapahoe Road from Quebec to Parker Road.
 ** Total sales tax does not include sales tax from audit revenue.

Demand vs Capacity

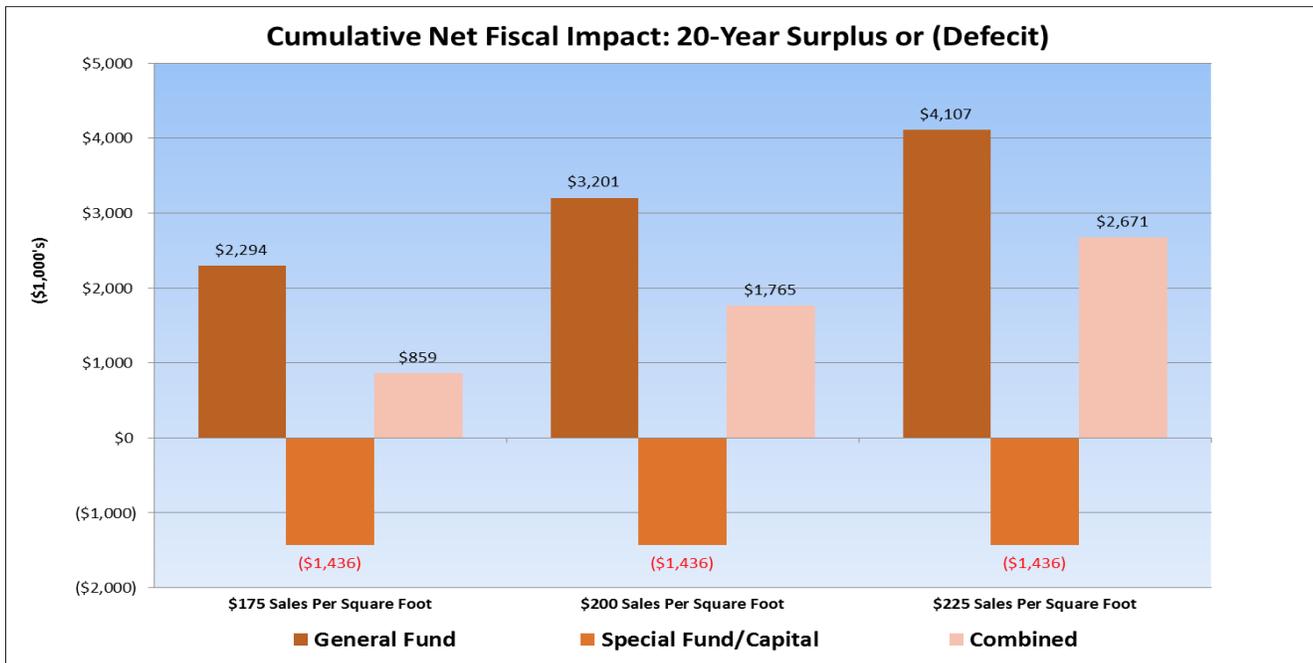


As this analysis has pointed out, convenience retail is the primary retailing genre for expansion within the corridor. With only a few opportunity sites available for convenience retailers, the capacity for this scale of retail to expand significantly is limited. Interest in the corridor for convenience retailing will always be strong given the corridors attributes of high traffic counts and good daytime demographics. Limited site opportunities coupled with the fastest growing retail segment with quick serve/fast casual retailers results in the demand being higher than the capacity to accommodate it.

Looking at the current opportunity sites -

19.0 +/- Developable Acres x 10.0 FAR* = 80,000 Buildable SF

*FAR - Floor area ratios are used as a measure of the density of the site being developed. The ratio is generated by dividing the building area by the parcel area, using the same units.



Absorption is calculated at 25% per annum.

General, Special and Capital funds are not impacted significantly.

Major expenses in the general fund include public works and safety.

Major expenses in the Special fund include capital improvements.

KP & Associates



Financial incentives are usually reserved for recruitment/retention of large scale retailers whose sales tax generation has a meaningful impact.

The Arapahoe corridor is decidedly focused on convenience retailing which by it's nature is predominately smaller in scale and

consequently, has smaller impact on sales tax generation. For this reason, providing financial incentives to convenience retailing is generally not a significant tool in recruitment/retention of these retailers. The lower sales volumes do not generate enough sales tax to provide meaningful financial incentives to the retailer themselves.

Appendices

Stakeholder Contact List

Where do your Community's Customers Come From?

Centennial Land Use Regulations – Table 12-2-408

Spacing & Area Requirements for Selected Commercial Uses

Centennial Land Use Regulations – Section 12-4-202

Drive-In or Drive-Through Restaurants



Stakeholder Contact List

Bob Koontz	Kelmore Development
Brian Mott	IBC Holdings
Carolyn Martinez	Newmark Grubb Knight Frank
Dan Sisel	Marcus Investments
Jason Wedlick	Woodbury
John Liprando	Sullivan Hayes
Grant Maves	Sullivan Hayes
Matt Mendisco	Clifton Larson Anderson
Neil Goldblatt	Dikeou Realty
Ric Holderith	The Summit Group
Richard Abramson	Centennial Gun Club
Ryan Good	Etkin Johnson
Steve Tetrick	Glenbrook Capital Partners
Wally Maaliki	R&R Investments
Chris Wittenbrink	Jordan-Arapahoe LLP
Robert Adams Jr.	Adams Lumber Company
Natasha Felten	Colorado Commercial Companies
Eli Boymel	Crosbie Real Estate Group
Mark von Engeln	Moreland Properties
Linda Purdy	Richmond Homes
David Wilson	Enterprise Rent-A-Car
John Griffis	Buccaneer Development
Larry Krieger	Finn McCools
Matt Kennan	Solera Salon
John Gessner	Twin Peaks
Larry DePasquale	Epicurean Catering

Where do your community's customers come from?

Edited from the University of Minnesota Extension "Retail Analysis & Development" fact sheet.



A trade area is the geographic area from which a community or commercial district pulls a majority of its customers. Community trade areas often extend beyond city or neighborhood boundaries and come in a variety of shapes and sizes, depending on local geography and a community's pulling power – its ability to attract customers.

Important factors –

The 2 most important factors in determining trade area(s) are a community's population and its proximity to other competing business districts.

- **Population:** Generally, the larger your community's population, the bigger your trade area.
- **Proximity of other competing business districts:** Typically there is a cutoff point where more customers are drawn to a competing center instead of your community.
- **Business mix:** A diverse, critical mass of businesses pulls customers from a further distance than a more limited mix of businesses.
- **Destination attractions:** A significant destination business (large anchor retailer) or community attraction can expand your trade area for some retailers – drawing customers from a long distance.
- **Traffic patterns:** Distinct traffic patterns are established by its network of streets and highways as well as major land forma such as rivers, lakes and mountains.

Defining a trade area is more of an art than a science and no one method is the "correct" one. The main objective is to delineate an area that businesses and other interested parties would deem reasonable for the whole community or business district. If a trade area is too small or too large, expectations of the trade area would prove unrealistic.

Rings are the most simple trade area delineation and is based on distance from the center of the retailing area. Trade area rings have been used by retailers for decades and continue to be the basis for most trade area delineation.

Centennial Land Use Regulations

A. Spacing and Area Requirements for Selected Commercial Uses.

1. *General Spacing and Area Requirements.* The spacing and parcel area requirements for commercial uses that are specified in Table 12-2-408, *Spacing and Area Requirements for Selected Commercial Uses* shall be as set out in the table, unless the alternative standards of subsection L2 or L3 of this Section and the applicable design standards of [Division 4-2, Nonresidential Design Standards](#) are met.

Table 12-2-408 Spacing and Area Requirements for Selected Commercial Uses					
	Vehicle Sales Rental, and Service ²	Convenience Stores; Gas Stations ²	Restaurant, Drive-In or Drive-Through	Vehicle Wash	Heavy Retail
Required Spacing from Rights of Way					
Arapahoe Road ROW	1,500 feet	300 feet ³	300 feet ³	300 feet ³	-
Parker Road ROW	1,500 feet	300 feet	300 feet	300 feet	-
Broncos Parkway ROW	1,500 feet	300 feet	300 feet	300 feet	-
Jordan Road ROW (South of Hinsdale Drive)	1,500 feet	-	-	-	-
Required Spacing from Intersections					
Briarwood Avenue and Jordan Road	-	500 feet	500 feet	500 feet	-
Parker Road and Broncos Parkway	-	500 feet	500 feet	500 feet	-
Jordan Road and Broncos Parkway	-	500 feet	-	-	-
Easter Avenue and Havana Street	1,500 feet	500 feet	500 feet	500 feet	-
Easter Avenue and Peoria Street	-	500 feet	500 feet	500 feet	-
Potomac Street and Briarwood Avenue	-	-	500 feet	-	-
Other Spacing Requirements					
Spacing from Same Use	-	1,000 feet	-	1,000 feet	-
Spacing from Residential Use	-	300 feet	300 feet	300 feet	300 feet
Minimum and Maximum Parcel Size					
Minimum Area of Parcel Proposed for Development	5 acres ¹	1/2 acre	-	-	2 acres
¹ Minimum area does not apply to uses that are wholly enclosed within buildings or to car sharing, existing dealerships, or auto brokers as defined in Section 12-2-408(J). ² Use Does not include vehicle service or light automobile station. ³ Required spacing from E. Arapahoe Road only applies to those areas of the City bounded on the west by S. Yosemite Street and on the east by S. Parker Road.					

Centennial Land Use Regulations

Sec. 12-4-202 Drive-In or Drive-Through Restaurants

- H. **Design Requirements.** The following requirements shall be met for all new or redeveloped drive-in or drive-through restaurants.
- I. **Access, Circulation and On-Site Parking.**
1. Access points and driveways shall be planned and shared among abutting properties to the greatest extent possible, and appropriate access easements shall be recorded.
 2. Sidewalks to accommodate pedestrian activity shall be provided. Pedestrian access shall be provided from the perimeter of the parcel proposed for development to the principal buildings. Sidewalks along the front façade and the sides of all principal buildings with public entrances shall be no less than seven feet in width.
 3. Customer / employee parking shall be separated from driving activities and customer parking shall be located in the area with the highest accessibility to dining or sales areas.
- J. **Setback from Rights-of-Way.** Principal buildings shall be set back at least 40 feet from rights-of-way. This requirement supersedes any conflicting setbacks of the underlying district regulations. All other setbacks of the underlying zoning district are unaffected by this requirement.
- K. **Architectural Design.**
1. Drive-in and drive-through restaurants shall maintain a consistent style and architectural theme. Architectural design, building materials, colors, forms, roof style and detailing should all work together to express a harmonious and consistent design.
 2. 360-degree architectural treatment is required. Building design shall incorporate variation in building height, building mass, roof forms and changes in wall planes so as to avoid large expanses of flat, uninterrupted building walls.
 3. Building elements shall not function as signage. Incorporation of franchise or business design elements unique or symbolic of a particular business shall be secondary to the overall architectural design.
 4. Drive-in displays, ordering areas and parking canopies are permitted, but shall not serve as the singularly dominant feature on the site or as a sign or an attention-getting device.
 5. Site furnishings shall be provided, including: bicycle racks, outdoor eating areas, trash receptacles, and benches. The style of the site furniture shall complement the overall design of the principal building and be of high quality.

L. **Lighting Requirements.** In addition to general lighting requirements specified in [Division 6-7, Exterior Lighting Standards](#), the following specific lighting requirements apply:

1. Lighting for drive-in and drive-through restaurants shall be adequate only to facilitate the activities taking place in such locations and shall not be used to attract attention to the business.
2. The maximum level of illumination shall not exceed 20 foot candles anywhere on the site;
3. Where a drive-in or drive-through restaurant abuts property zoned or used for residential purposes, lights illuminating drive-in lanes, vehicle stacking areas, or the order / pick-up windows shall be shielded from residences and extinguished at the close of business.

M. **Landscaping / Hardscaping.**

1. *Landscaping.* All landscaping shall comply with [Article 8, Development Landscaping and Tree Protection](#), which shall be minimum requirements. Additional landscaping may be required by the City to achieve the following purposes:
 - a. To buffer or enhance views;
 - b. To create or enhance entryways and public street appearance; and / or
 - c. To enhance the overall appearance of the drive-in or drive-through restaurant.
2. *Hardscaping.* Large expanses of concrete or asphalt are not permitted. The amount of unrelieved uninterrupted asphalt or pavement area shall be limited through the use of landscaping, contrasting colors and banding or pathways of alternative paving material. Points of vehicle and pedestrian conflict shall be clearly defined with textured and colored pavement or brick pavers or in another appropriate manner as determined by the City.

N. **Operational Requirements.**

1. *Trash Receptacles.* Trash receptacles shall be emptied on a regular basis so as to maintain a clean and orderly appearance.
2. *Ordering Systems / Speakers.* Drive-through ordering systems / speakers shall only be utilized for the purpose of communications between employees and customers and shall not negatively impact adjacent residential uses. Such systems shall be designed to direct the sound away from adjacent residential properties. No speaker shall be operated within 100 feet from an adjacent residentially zoned or used property.

Effective on: 4/19/2010



**Planning and Zoning Commission
Long Range Agenda
October 26, 2016**

November 9, 2016

Project Name: Willow Bend Parking Lot Site Plan Approval

Location: Located west of the southwest corner of the intersection of E. Arapahoe Road and S. Yosemite Street.

Case Planner: Michael Gradis

Description: Demolition of an existing residence, expansion of commercial parking lot and construction of fence along south property line.