



City of Littleton

Littleton Center
2255 West Berry Avenue
Littleton, CO 80120

Meeting Agenda

City Council

Tuesday, July 26, 2016

6:30 PM

Community Room

Study Session

1. Study Session Topics

- a) [ID# 16-168](#) Littleton Village Public Improvement Update

Attachments: [Summary Memo of Roadway Safety Improvements](#)
[Dry Creek City Council PowerPoint](#)

- b) [ID# 16-170](#) Housing Study direction

- c) [ID# 16-167](#) Council Priority Lists

Attachments: [Bruce Beckman City Council Priorities.docx](#)
[Debbie Brinkman City Council Priorities.pdf](#)
[Phil Cernanec Council Priorities 2016.pdf](#)
[Doug Clark City Council Priorities.docx](#)
[Peggy Cole Council Goals and Objectives July 2016 \(2\).docx](#)
[Bill Hopping CouncilPriorities.7.18.16.docx](#)
[Jerry Valdes Council priorities 2016.docx](#)

The public is invited to attend all regular meetings or study sessions of the City Council or any City Board or Commission. Please call 303-795-3780 at least forty-eight (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. For any additional information concerning City meetings, please call the above referenced number.



Staff Communication

File #: ID# 16-168, **Version:** 2

Agenda Date: 7/26/2016

Subject:
Littleton Village Public Improvement Update

Presented By: Mark Relph, Acting City Manager

POLICY QUESTION:

Does city council support the proposed offsite roadway safety improvements for Littleton Village?

BACKGROUND:

A Subdivision Improvement Agreement (SIA) was established between the City and the Littleton Village Development in July of 2014, which identified city funding participation for roadway improvements. The design of the external roadway network associated with the Littleton Village Development was approved in March of 2015 prior to the hiring of the current Public Works Director and Transportation Engineering Manager. Upon review of the plans, multiple safety concerns were identified with the previously approved design of the external roadway network.

Supplemental roadway improvements have been identified to be included along Dry Creek Road in order to ensure as safe an environment as possible for all users of the corridor. Dry Creek Road would need some limited reconstruction along the approximately ½-mile segment between Broadway at the west end and Mineral Avenue at the east end as part of the ongoing construction for the Littleton Village Development.

The project could certainly proceed as previously approved, but staff prefers to discuss the pros and cons of addressing these additional issues before the construction is complete. Attached is a more detailed memorandum from Aaron Heumann describing the issues. Staff will present at the Study Session a summary of the issues and simplified graphics describing the possible improvements.

STAFF ANALYSIS:

With the addition of the Littleton Village Development, several safety concerns should be addressed including the location of left turn movements into Littleton Village from eastbound Dry Creek Road, identifying a designated, controlled pedestrian crossing of Dry Creek Road, upgrading pedestrian curb ramps to be ADA accessible, limiting the Bradley Sinclair Gas Station driveway access along Dry Creek Road, clearly identifying the entrance to the eastbound Dry Creek Road horizontal curve to the Mineral Avenue intersection, controlling the Pennsylvania Street access to Littleton Village, and aligning the east end pedestrian crossing of Dry Creek Road.

The reason for this conflict between what was previously approved and what current staff sees as issues lies largely with the fact that the Engineering Division of Public Works does not have a well-established set of adopted standards for projects of this scale. Using more typical, national engineering standards would suggest the additional improvements are necessary.

FISCAL IMPACTS:

The costs associated with the Dry Creek Road improvements would not be covered by the SIA since these modifications were identified subsequent to the approved design. A cost estimate has been drafted by the developer and contractor for the proposed modifications along Dry Creek Road. The total estimated cost for the improvements is \$180,000, which is proposed to be paid from the Street Rehabilitation program. Below is a summary of the 2016 projected expenditures for this program:

Street Rehabilitation Program

2016 budget (Revised with 2015 carryovers) **\$2,025,000**

Expenditures

Trailmark street repairs	\$ 450,000
Windermere street reconstruction	\$ 540,000
Church Street	\$ 280,000
2016 Preservation Contract	<u>\$ 550,000</u>
Subtotal	\$1,820,000
 Proposed Dry Creek Improvements	 <u>\$ 180,000</u>
 Total Expenditures	 \$2,000,000

Program Balance **\$ 25,000**

STAFF RECOMMENDATION:

Staff recommends approval of the safety improvements outlined in the attached memorandum dated July 19, 2016 and payment of these modifications out of the Street Rehabilitation program.



MEMORANDUM

To: Mark Relph
From: Aaron Heumann
Date: July 19, 2016
Re: Littleton Village Offsite Roadway Safety Improvements

The purpose of this memo is to summarize the design modifications identified by the city for Dry Creek Road in order to ensure the approximately ½ mile reconstructed segment between Broadway at the west end and Mineral Avenue at the east end as part of the Littleton Village Development provides safe operations for all users upon completion. The following safety concerns were identified with the previously approved design of the Dry Creek Road segment:

1. A concentration of left turn movements from eastbound Dry Creek Road into Littleton Village at Logan Street.
2. The need for a designated pedestrian crossing between Broadway and Mineral Avenue to connect Littleton Village with the existing residential neighborhood to the south.
3. A requirement to upgrade the pedestrian curb ramps along the south side of Dry Creek Road to satisfy ADA accessibility standards.
4. The need for a physical obstruction to limit the Bradley Sinclair Gas Station driveway access along Dry Creek Road to a right-in/right-out.
5. An improved guidance for eastbound drivers in the form of an extended median entering the curve to the Mineral Avenue intersection coupled with the need to improve the prohibition of access to Pennsylvania Street.
6. Modifications to the pedestrian crossing at the east end of the corridor to minimize exposure of pedestrians in the roadway and improve visibility.

This memo describes the safety concerns, the proposed roadway improvements to address the issues, and the funding required to pay for the work.

SAFETY CONCERNS

The following provides a more detailed description of the six safety concerns identified above along Dry Creek Road as part of the Littleton Village Development project.

Eastbound Dry Creek Road Left Turn Movement

A concern arose when the city realized there was a disconnect between the Littleton Village Traffic Impact Study and the planned internal roadway configurations and parcel access within the

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development. The traffic report identified the only access to the overall development from eastbound Dry Creek Road would be a concentration of left turn movements at Logan Street. Internal circulation would then be required back to the west to access the commercial parcels between Broadway and Sherman Street and the Amli multi-family residential facility, which has the main access along Sherman Street.

Consequently, the City developed and discussed modifications to the current design of Dry Creek Road for the segment between Broadway and Mineral Avenue prior to the final asphalt lift being applied by the development team. In particular, potential options for the Dry Creek Road/Sherman Street intersection were considered to address the current inability to access Littleton Village from eastbound Dry Creek Road at Sherman Street, which would concentrate this left turn movement at Logan Street. Some of the options considered included:

1. Leaving the design as currently planned and previously approved by the city, which restricted the left turn movement from eastbound Dry Creek Road to Sherman Street.
2. Applying improved pavement markings from a center two-way left turn lane to clearly identified left turn bays, where appropriate.
3. Limiting access to the Dry Creek Station west driveway along the south side of Dry Creek Road across from Sherman Street to a right-in/right-out only.
4. Providing a center two-way left turn lane along Dry Creek Road through the Sherman Street and Dry Creek Station west access intersection.
5. Shifting Sherman Street north of Dry Creek Road to the west approximately 36 feet to align with the existing Dry Creek Station west access.

The latter design alternative was identified as the preferred option as shifting Sherman Street to the west to align with the existing driveway to the south would create a four-legged intersection with no overlapping and conflicting turn movements. The city believes this design would offer the safest option for the general public, while improving access to Littleton Village and maintaining the current access to Dry Creek Station. However, until the Littleton Village development parcel in the northwest corner of the Dry Creek Road/Sherman Street intersection, which is currently planned to be occupied by a medical office building, is more clearly identified, not enough is known about the potential impact a realignment might have on the ability to develop the property. This potential adjustment was previously potentially anticipated in the General Planned Development Plan (GPDP), which includes a provision for the location of the Sherman Street access along Dry Creek Road to be relocated without requiring an amendment to the GPDP.

In the meantime, until the medical office building design has been advanced further, the option the city is recommending is a design that creates a center two-way left turn lane for the approximately 400 foot segment of Dry Creek Road from west of Sherman Street to just west of the Dry Creek Station east access. This option allows eastbound Dry Creek Road access into Littleton Village at Sherman Street without prohibiting or limiting access to the existing Dry Creek Station west access, while having the added benefit of not prohibiting the future realignment of Sherman Street. With the full build-out of Littleton Village there is expected to be a substantial imbalance between the opposing and conflicting left turn movements. However, the center two-way left turn lane allows overlapping left turn movements to Sherman Street and the Dry Creek Station west access. As a

result, this operation will need to be monitored closely for crashes or other safety concerns, potentially requiring a modification to the control and access alignment.

Designated Dry Creek Road Pedestrian Crossing

The previous plan did not provide any designated crossing for pedestrians across Dry Creek over the almost ½ mile stretch between Broadway and Mineral Avenue for connectivity between the Littleton Village Development and existing residential neighborhoods to the south. The design did not even provide pedestrian curb ramps for crossing Dry Creek Road on the newly constructed north side of the roadway segment. Rather than waiting for the commercial businesses to open in Littleton Village and allowing pedestrians to establish a variety of potential locations to cross Dry Creek Road, the city identified a crossing location at Logan Street. This pedestrian access will be approximately half way between the end intersection crossings, along the primary access to the neighborhood to the south, and provide good orientation to the commercial businesses to the north.

The pedestrian crossing at Logan Street will be marked, signed and include a rectangular rapid flashing beacon (RRFB) system. The RRFB will allow pedestrians to activate flashers on both sides of Dry Creek Road by the push of a button. The activation will provide visible warning to drivers and establish priority to pedestrians crossing.

Pedestrian Curb Ramps

The reconstruction of a roadway requires improvements to, at a minimum, the associated pedestrian curb ramps oriented for crossing the roadway for ADA accessibility. When the Dry Creek Road design was originally prepared, such provisions were not included. However, the city should not only ensure the ramps for crossing Dry Creek Road are accessible for disabled residents and visitors, but also the ramps parallel to the roadway at Logan Street and Grant Street.

Bradley Driveway Right-in/Right-out

Prior to the widening and reconstruction of Dry Creek Road, the driveway access for the Bradley Sinclair Gas Station was signed as a “NO LEFT TURN” out. With the expansion of Dry Creek Road from an undivided two-lane to a divided four-lane section, along with the widening of the Dry Creek Road approach to the Broadway intersection to four westbound lanes (dual left turns, a through, and a right turn), the previous design included the replacement of the “NO LEFT TURN” signs for the Bradley driveway. However, observation of this access during the morning peak hour identified 15 illegal left turn movements out of the gas station driveway onto westbound Dry Creek Road, with 35 violators in one and a half hours during the evening peak period.

The combination of the gas station driveway accessing Dry Creek Road within the westbound dual left turn lanes and the vertical curve to the east limiting sight distance of oncoming vehicles, make the access a safety concern. The fact that numerous vehicles are violating the “NO LEFT TURN” signs necessitates the need to provide a physical obstruction to limit the driveway to a right-in/right-out. This restriction will require some vehicles to find alternative routes to access the gas station. However, when this issue was raised with the Bradley manager, who subsequently discussed the matter with the owners, the response to the city was the business understands the safety concern and is acceptable with the city proceeding with the installation of a raised median.

Extended East Center Median

The horizontal curvature of the eastbound Dry Creek Road approach to Mineral Avenue has proven to be a safety concern based on recent accidents and resident complaints. The extension of the center median will provide an improved physical guidance for drivers in advance of the curve. At the same time, the Pennsylvania Street access to the residential portion of the Littleton Village Development is intended to provide access in from Mineral Avenue and westbound Dry Creek Road, with access out to westbound Dry Creek Road only. While a raised median and signage was included in the design to restrict these movements, the extension of the Dry Creek Road center median will provide an improved enforcement of the turn restrictions rather than relying on signage.

East End Pedestrian Crossing

There previously was and currently is a pedestrian crossing of the westbound Dry Creek Road single lane east of Pennsylvania Street. The pedestrian curb ramps on either side of Dry Creek Road were previously oriented such that the crossing was at an angle across the roadway. In order to improve the safety of this crossing by shortening the distance and time pedestrians are required to be in the roadway and aligning the pedestrians to have improved visibility of oncoming traffic, the design was modified to align the curb ramps.

DRY CREEK ROAD DESIGN IMPROVEMENTS

The proposed modifications to the previous Dry Creek Road design in order to address the six safety concerns previously identified includes the following raised median work, pavement marking revisions, pedestrian access accommodations, and sign alterations. The associated revised design plan sheets are also attached for reference.

Median Work

There are three modifications proposed to the Dry Creek Road center raised median.

- Remove approximately 200 feet of the existing center raised median west of Sherman Street.
- Extend the center raised median from the west end of the current median approximately 250 feet almost to the Broadway intersection.
- Extend the center raised median just west of Pennsylvania Street to the west approximately 50 feet.

Pavement Markings

The following pavement markings have been included to clearly identify and designate left turn movements and pedestrian crossings.

- Stripe an approximately 400 foot center two-way left turn lane from the modified center raised median west of Sherman Street to approximately 50 feet west of the Dry Creek Station east access.
- Stripe a center median at the following three locations: (a) for approximately 50 feet from the center two-way left turn lane to the west approach to the Dry Creek Station east access; (b) for approximately 50 feet from west of Grant Street to the end of the westbound left turn

lane to the Dry Creek Station east access; and (c) for approximately 700 feet from the end of the westbound left turn lane to Logan Street to the end of the center raised median just west of Pennsylvania Street.

- Add left turn lanes along Dry Creek Road at the following four locations: (a) an approximately 75 foot westbound left turn lane to the Dry Creek Station east access; (b) an approximately 75 foot westbound left turn lane to Grant Street south; (c) an approximately 150 foot eastbound left turn lane to Logan Street north; and (d) an approximately 75 foot westbound left turn lane to Logan Street south.
- Add right turn arrows where missing along eastbound Dry Creek Road in the designated right turn lanes to driveways and roadways between Broadway Street and Grant Street.
- Add pedestrian crosswalks with 2 foot wide by 6 foot long zebra pattern striping across the Sherman Street, Grant Street and Logan Street north approaches to Dry Creek Road (also described below under Pedestrian Crossings). In addition, add the pavement marking associated with a pedestrian crossing across Dry Creek Road on the east side of Logan Street (described below) and to realign the pedestrian crossing east of Pennsylvania Street (described below).

Pedestrian Access

In order to establish safe pedestrian crossing locations and accessibility, the following modifications are required.

- Provisions for a pedestrian crossing across Dry Creek Road should be included on the east side of Logan Street, including: directional pedestrian curb ramps, rectangular rapid flashing beacons and the associated equipment and signage, and a painted crosswalk with advance shark teeth stop lines.
- Realign the pedestrian crossing across Dry Creek Road east of Pennsylvania Street to be perpendicular to the roadway, including: new directional pedestrian curb ramps and a painted crosswalk.
- Install crosswalk markings across the Sherman Street, Grant Street and Logan Street north approaches to Dry Creek Road.
- Upgrade the pedestrian curb ramps on the south side of Dry Creek Road at Logan Street and Grant Street to accommodate disabled accessibility.

Signage

The following associates signage changes will be required based on the other modifications identified above.

- Remove the “NO LEFT TURN” sign facing west along Dry Creek Road at Sherman Street.
- Add a “KEEP RIGHT” sign facing west along Dry Creek Road at the end of the extended raised center median west of Pennsylvania Street.
- Remove the “DO NOT ENTER” sign facing south at Pennsylvania Street.
- Remove the “NO LEFT TURN” sign facing west along Dry Creek Road at Pennsylvania

Street.

- Change the north facing “STOP” sign to a “YIELD” sign.
- Add a “ONE WAY” sign in the center median across from the Bradley driveway.

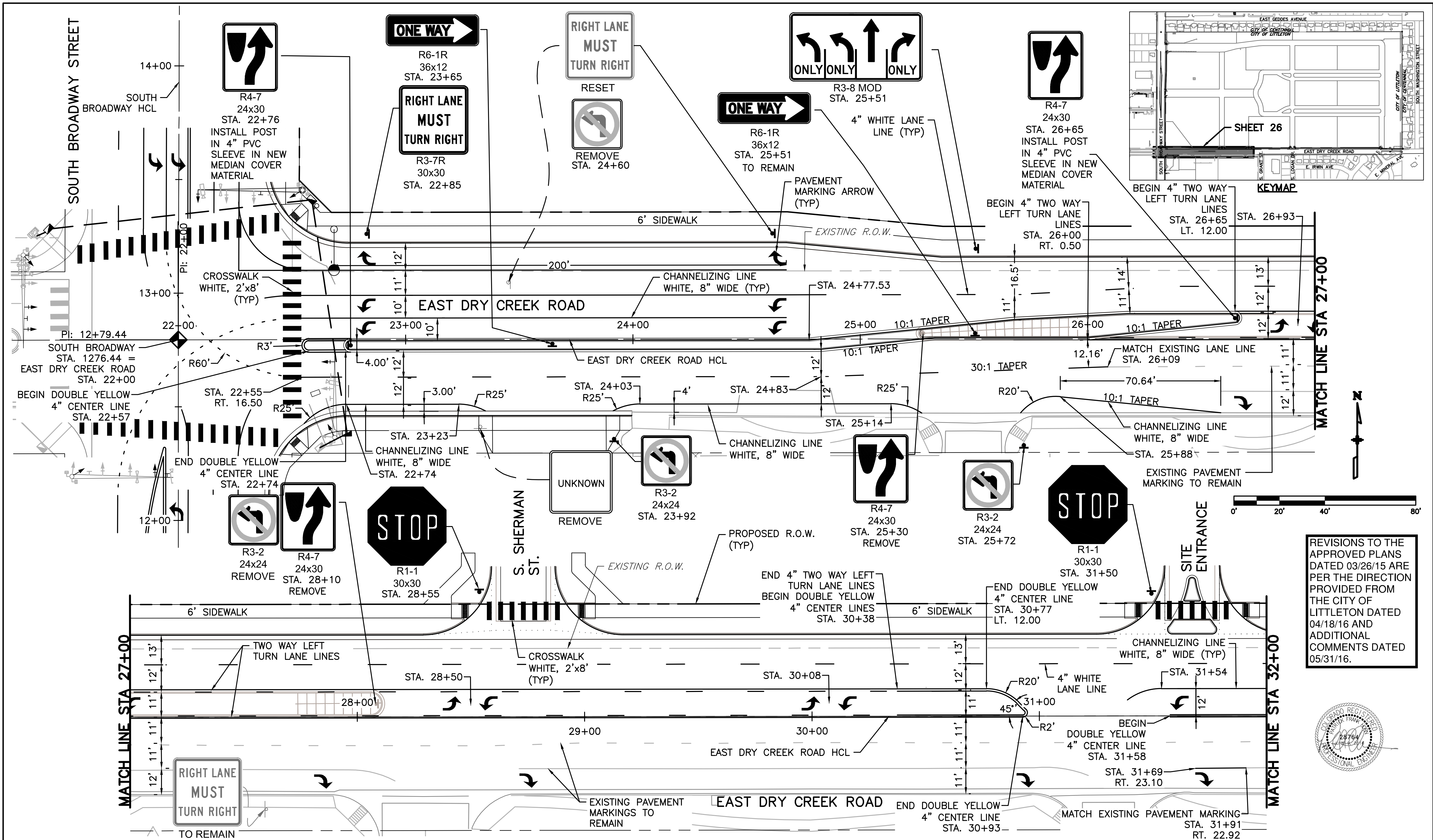
FUNDING

A Subdivision Improvement Agreement (SIA) was established between the City and the Littleton Village Development in July of 2014, which identified city funding participation for offsite roadway improvements. An amount of approximately \$920,000 was identified for the SIA to pay for center medians along Broadway and Dry Creek Road, traffic signal work at the Broadway/Dry Creek Road and Broadway/Fremont Avenue intersections, realignment of the Dry Creek Road/Pennsylvania Street intersection, and the widening of Dry Creek Road and associated construction work.

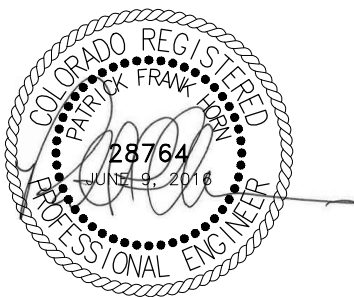
A cost estimate has been put together by the developer and contractor for the proposed modifications described previously in this memo along Dry Creek Road in an amount of \$180,000. This work would be above and beyond the construction previously included in the SIA and, therefore, would need to be paid for by the city separately. With funds still available in 2016 as part of the Street Rehab program budget, funding for the Dry Creek Road improvements are proposed to be paid through the rehab program.

Attachment: Plan Sheets Associated with the Dry Creek Road Design

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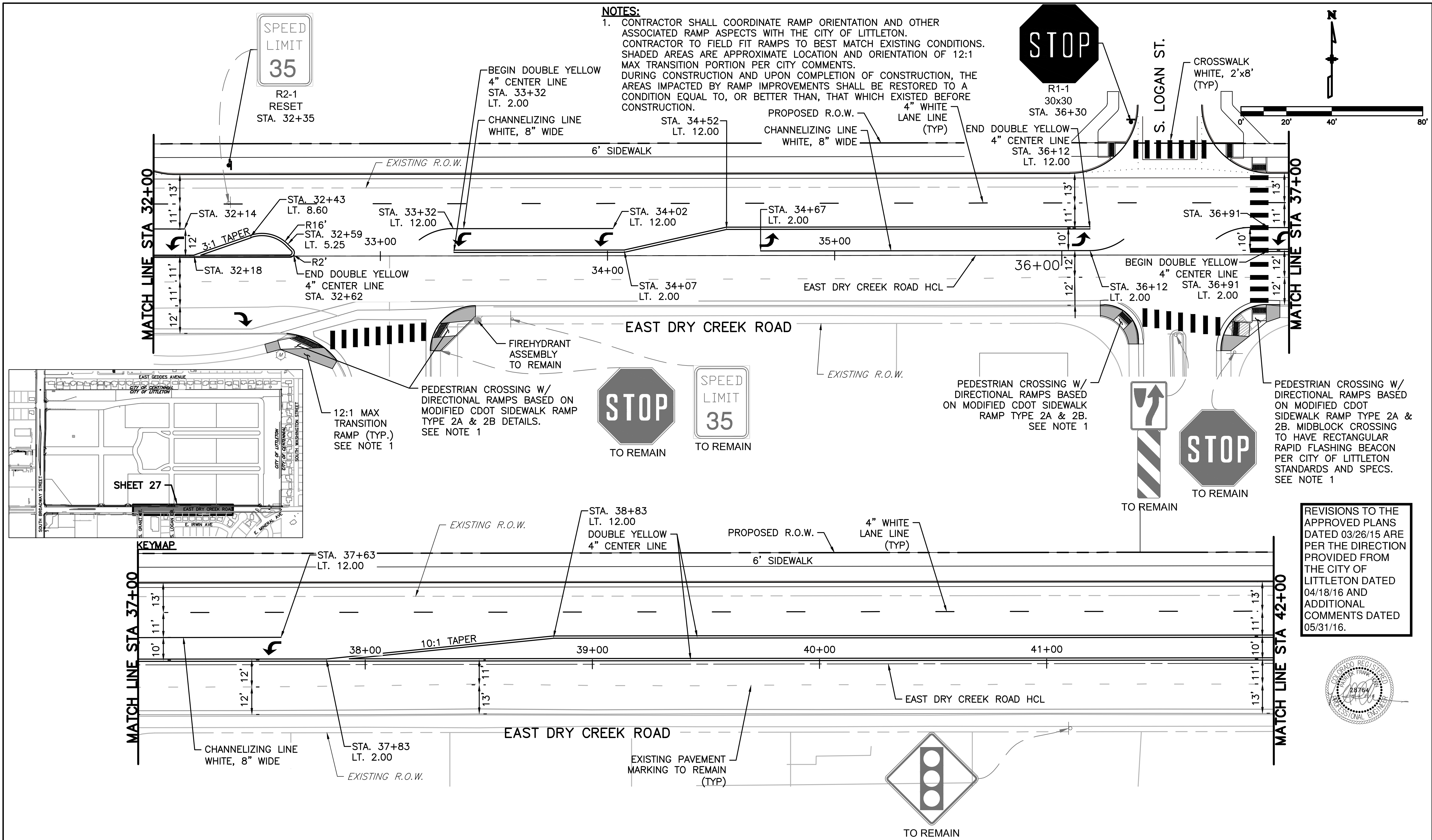


REVISIONS TO THE APPROVED PLANS DATED 03/26/15 ARE PER THE DIRECTION PROVIDED FROM THE CITY OF LITTLETON DATED 04/18/16 AND ADDITIONAL COMMENTS DATED 05/31/16.



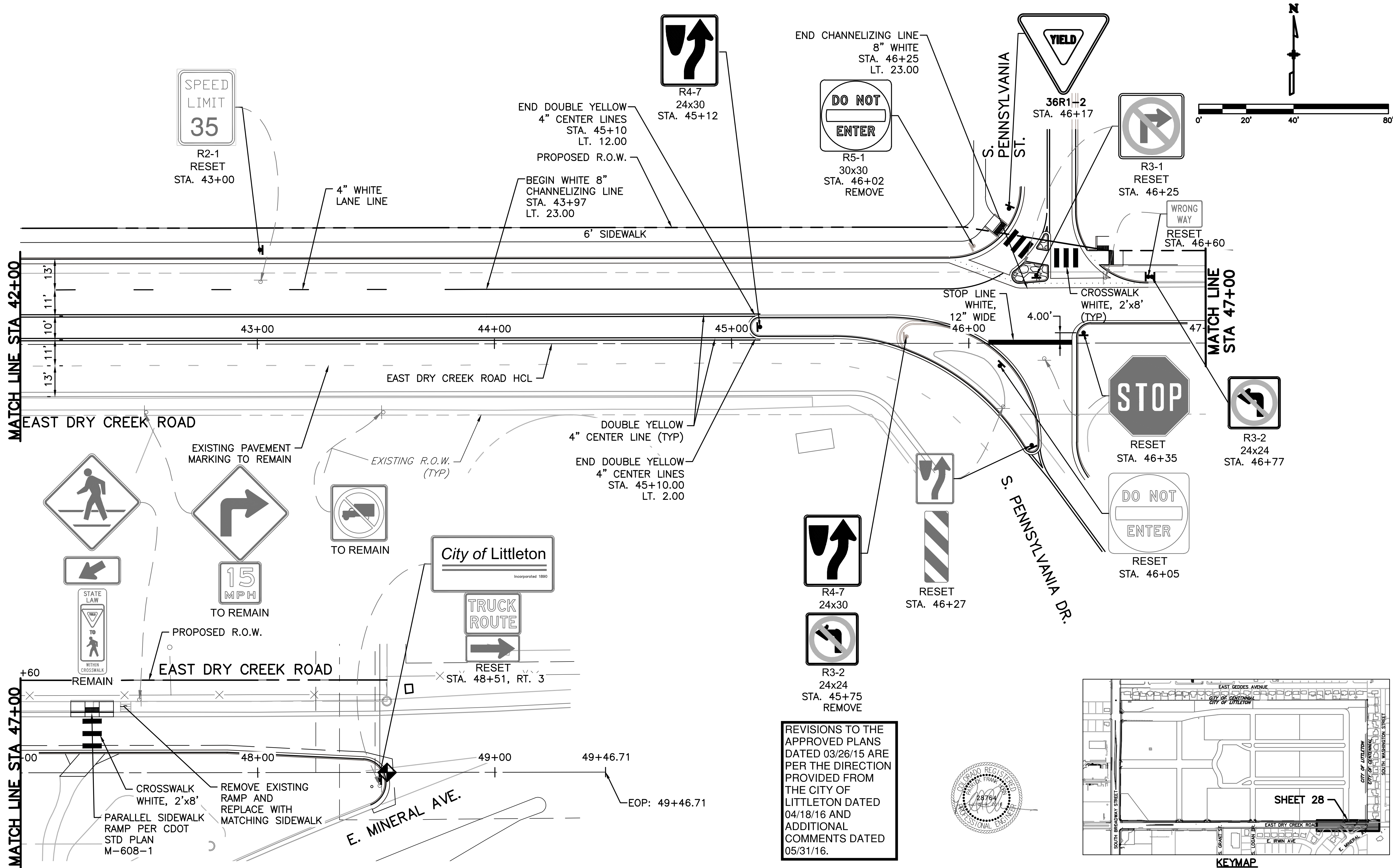
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Horiz. Scale:			06/08/16 REV. PER CITY COMMENT RAS/GRP				Revised:		Designer: --				
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As Constructed		SIGNING AND PAVEMENT MARKING			Project No./Code	
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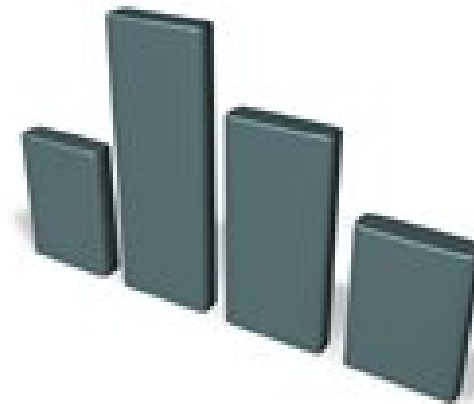
LITTLETON VILLAGE DEVELOPMENT

DRY CREEK ROAD CORRIDOR IMPROVEMENTS



POLICY QUESTION

- Does city council support the proposed offsite roadway safety improvements for Littleton Village?



LITTLETONVILLAGEHOMES.COM

IN/ADVANTAGE
REAL ESTATE GROUP

THE INGENIOUS
GROUP

BACKGROUND

- Subdivision Improvement Agreement (SIA)
 - Agreement Established in July 2014
 - City Funding Participation for Public Roadway Improvements
 - Approximately \$920,000
- Public Roadway Improvements
 - External Roadway Design Approved by City in March 2015
 - Multiple Safety Concerns Identified with Previously Approved Design
 - Supplemental Dry Creek Road Improvements Developed

<p>CITY OF LITTLETON COMMUNITY DEVELOPMENT 2255 W BERRY AVE ATTN: JAN DICKINSON LITTLETON, CO 80120</p>	<p>Reception #: D4082532, 09/05/2014 at 12:40:30 PM, 1 OF 27, SBA, Rec Fee \$141.00 Arapahoe County CO Matt Crane, Clerk & Recorder</p>
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City of Littleton
[LITTLETON VILLAGE]
SUBDIVISION IMPROVEMENT AGREEMENT

THIS SUBDIVISION IMPROVEMENT AGREEMENT (this "Agreement") is made and entered into this 27 day of July, 2014, by and among WIP LITTLETON VILLAGE LLC, a Delaware limited liability company ("Developer"), LITTLETON VILLAGE METROPOLITAN DISTRICT NO. 1, a quasi-municipal corporation and political subdivision of the State of Colorado (the "District"), and the City of Littleton, a municipal corporation, State of Colorado, (the "City"). Developer, the District and the City are collectively referred to as the "Parties".

WITNESSETH:

WHEREAS, Developer is the owner of certain real property located within the City (the "Property"), which is more particularly described on Exhibit A, attached hereto and incorporated herein by this reference; and

WHEREAS, Developer has presented a final subdivision plat for the Property ("Subdivision Plat"), which is expected to be approved by the City at the time of, and in connection with, approval of this Agreement by the City; and

WHEREAS, the City and Developer agree that the development of the Property will require the installation of certain public improvements on a phased basis, which are primarily of benefit to the Property and not to the City as a whole; and

WHEREAS, the District was organized, following approval by the City, for the purpose of providing, among other things, certain public infrastructure improvements serving the Property; and

WHEREAS, the Parties mutually acknowledge and agree that the matters set forth herein are reasonable requirements to be imposed by the City, and that such matters are necessary to protect, promote, and enhance the public welfare; and

WHEREAS, the Parties desire to execute an agreement to provide for completion of the public improvements and to specifically define the rights and obligations of the parties,

NOW, THEREFORE, the Parties agree as follows:

1. **Recitals.** The foregoing recitals are incorporated herein as material representations and acknowledgements of the Parties.
2. **Representations.** All representations of Developer made in its application for approval of the Subdivision Plat shall be considered conditions of approval with which Developer shall comply, except as expressly provided otherwise in this Agreement.

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SAFETY CONCERNS/IMPROVEMENTS





SAFETY CONCERNS/IMPROVEMENTS

1. EB Dry Creek Road Left Turn Movement

- Concern: Concentrated into Littleton Village at Logan Street
- Improvement: Replace raised center median with TWCLTL striping to allow left turn at Sherman Street

2. No Designated Pedestrian Crossing

- Concern: Connection between Littleton Village and existing residential neighborhood to the south
- Improvement: Install a rectangular rapid flashing beacon (RRFB) at Logan Street

3. Accessible Pedestrian Curb Ramps

- Concern: South side of Dry Creek Road does not satisfy Americans with Disabilities Act (ADA) standards
- Improvement: Redesign and construct ADA compliant ramps at Logan Drive and Grant Street

SAFETY CONCERNS/IMPROVEMENTS

4. Bradley Sinclair Gas Station Driveway Access

- Concern: Signage ineffective at restricting left turn out movement
- Improvement: Extend raised center median limiting access to right-in/right-out

5. EB Dry Creek Road Horizontal Curve

- Concern: Recent accidents and resident complaints regarding visibility of curve
- Improvement: Extend raised center median for physical guidance in advance of curve

6. Prohibited Access to Pennsylvania Street

- Concern: No EB Dry Creek Road left turn movement allowed
- Improvement: Extend raised center median limiting potential access

7. Pedestrian Crossing of WB Dry Creek Road

- Concern: Crossing of Dry Creek Road at an angle
- Improvement: Align curb ramps to limit pedestrian exposure and improve visibility



FISCAL IMPACTS

- Improvements NOT Covered by SIA
 - Identified Subsequent to Approved Design
- Cost Estimate for Improvements – \$180,000
 - Median Removal
 - Median Extension
 - Pavement Markings
 - RRFB Pedestrian Crossing
 - Pedestrian Curb Ramp Reconstruction
 - Signage



STAFF RECOMMENDATION

- Approval of safety improvements along Dry Creek Road
- Payment for modification in the amount of \$180,000 from the Street Rehab program

BROADWAY/DRY CREEK INTERSECTION

- Concern with NB Dry Creek Road at Broadway Signal Indication
- Design Approved by City in March 2015
 - NE signal pole shifted approximately 5.5' east and 9' north for roadway widening and sidewalk
 - NB Broadway lanes shifted slightly to align



- Potential Solutions

- Do nothing
- Add signage on mast arm:
 - New pole and mast arm: 10' longer mast arm required



or



- No Funding Currently Identified to Address Concern

- Cost of design, equipment and installation of new caisson foundation, signal pole and mast arm approximately \$50,000

BROADWAY/DRY CREEK INTERSECTION

- Other Locations with Similar Configurations Include:

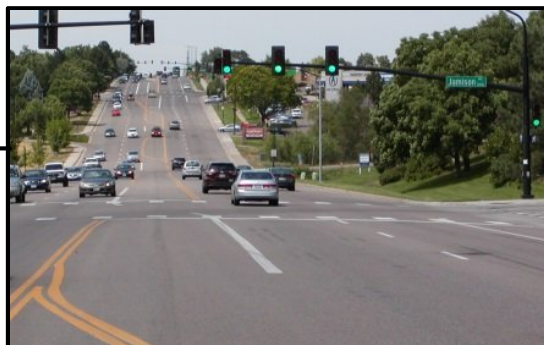
- WB Mineral Avenue
at Santa Fe Drive



- WB Littleton Boulevard at Broadway



- NB Broadway at
Jamison Avenue



- NB Broadway at Grant Way





City of Littleton

Littleton Center
2255 West Berry Avenue
Littleton, CO 80120

Staff Communication

File #: ID# 16-170, **Version:** 1



City of Littleton

Littleton Center
2255 West Berry Avenue
Littleton, CO 80120

Staff Communication

File #: ID# 16-167, **Version:** 1

Agenda Date: 07/26/2016

Subject:
Council Priority Lists

Bruce Beckman City Council Priorities/Goals & Objectives
July 18, 2016

1. Rebuild the roads and streets infrastructure. Establish a multiyear plan to bring the condition of the streets to an acceptable level.
2. Evaluate the condition of the aging sewer system and begin the process of a multiyear plan to bring the system up to an acceptable level.
3. Continue the process of monitoring the increasingly difficult standards required by the CDPHE concerning the Englewood Littleton Waste Water treatment Plant.
4. Continue the review and update of all ordinances and standards concerning land use.
5. Increase the amount of funding available annually for capital needs projects by reviewing the current amounts in the reserve for the general operating and capital budgets.
6. Focus on keeping Downtown Littleton as a visible representation of our community.
7. Improve communication throughout city government and between city government and the community. Includes the council and the community it represents.
8. Continue to be open for business for the kinds of economic opportunities that benefit the community and represent the qualities that the community cares about.

Debbie Brinkman
City Council Priorities/Goals and Objectives
July 18, 2016

Long Term -

- code rewrite
- comp plan completion (includes corridor plans)
- infrastructure financing mechanism (probably sales tax increase/vote) - dedicated income stream. This would also include capital projects for buildings (city center, service center, library and Town Hall Arts)
- twenty/thirty year vision plan for Littleton - and that is not the complan. Includes STAMPS
- downtown parking solution - probably PPP
- affordable/senior housing
- Mineral/Sante Fe traffic/congestion improvements
- Purchase Shea property in Trailmark, work with community to add community/rec amenity
- long term Mineral Ave traffic solution
-

Short term -

- parks, trails, open space priority list to manage budget of grants
- smoking ordinance for open space and trails
- urban renewal project - get one off the ground
- Fire partner IGA
- Mineral Ave traffic solution - short term to relieve pain while longer term is in planning
- hotel tax, probably a ballot issue
- short term downtown parking solution

Council Priorities, July 2016 – Cernanec

Strategic Plan for aging demographics and young families to address desired quality of life (particularly housing and transportation/mobility, in addition to purpose opportunities)

Intersection overpass from Main Street to Bowles, over Santa Fe

PEL Comprehensive Plan for Santa Fe, to be completed with CDOT and other stakeholders, addressing from South of C-470 (Douglas County) to Denver at the North

Address housing and zoning clarifications, if needed, for ADUs; address provisions for aging-in-place

Highline Canal resiliency, long term solutions to address vitality of trail systems and irrigation dependency

City of Littleton Resiliency Plan – Financial, Infrastructure, Services; in light of State, County and Federal realities

Implementation and adherence to SDIC (Staff with Council and Boards/Commissions)

Long Term Plan for development, redevelopment, reinvestment for Housing stock, recognizing trends and requirements for higher density, attainability challenges, and transportation/mobility

Appropriately support, nurture and collaborate with non-profits, Regional, County and State resources

Electronic wayfinding (including parking)

Critical evaluation of WWTP compliance requirements, including proactive alternatives (and collaboration) to address State and Regional EPA

BID, Redevelopment, Reinvestment structures to support Downtown Littleton (to address implementation of Downtown Littleton Station Area Master Plan / Downtown Parking)

Facilitate Public Improvements and Infrastructure in conjunction with development of SW corner of Mineral and Santa Fe, Columbine Square, North Broadway, Littleton Boulevard

Completion and initial implementation of Station Area Master Plan for Mineral Station (possibly including parking facility / expansion)

Implement balance of Charter Commission recommendations

Redevelopment / reinvestment for properties around North Prince entrance into Downtown Littleton

Update zoning codes and ordinances (complete and appropriately implement study recommendations)

Traffic flow improvements on South Broadway, Mineral, Santa Fe, Littleton Boulevard/Bowles

Improved / enhanced public (residents and businesses) outreach/relations; better informed, engaged and participating citizenry to surface and address future needs (Neighborhood and city-wide engagement, ala Heart and Soul / Family Institute)

Continued Economic Development for employment, businesses, incubators, transitions, community wealth, municipal revenue

Continued focus on Community Safety; resolve criticism of LPD publicly expressed by Mayor as concerns of “City Leaders”; re-establish the City of Littleton as a great place to work; repair relationships with Associations

Priority Corridor Reviews / Updates; Columbine Square/Bellevue, Littleton Boulevard, Broadway; include funding / financing of related public infrastructure improvements / updates

Address Transportation Infrastructure needs and funding, without jeopardizing ability to attract transportation/mobility ‘grants’ by retaining ability to have local match requirements to address congestion relief / traffic flow improvements

Ubiquitous WiFi

Littleton Government Academy

Boards and Commissions (Recruiting and) Selection

Doug Clark - City Council Priorities - Goals & Objectives
Drawn from statements made at May 10, 2016 Study Session

1. Change zoning code so that structures in B-2 containing residential are limited to two stories.
2. Homelessness
3. Rumorguard. Serious issues with it.
4. What participation level does the city want to have in social media and which aspects of social media we should be in.
5. Spend more money on road maintenance.
6. Address the Board of Adjustment with current interpretation of subdivision exemptions on whether we want citizens be able to appeal to Board of Adjustment and what circumstances.
7. Make a statement about platting - should it go through Planning Board and City Council, rather than using subdivision exemption for platting. Have a generalized discussion regarding public involvement in platting.
8. Review the administrative process that was used with The Grove.
9. Put the Santa Fe Urban Renewal Plan up for ratification.
10. Get an accurate source to talk to Council about open meetings law and the Charter requirements. What our policy is. Example would be whether the public can attend training session or not.
11. Discuss who makes the decisions and when Council gets involved.

COUNCIL GOALS & OBJECTIVES 2016-2017
Peggy Cole, Council Member At Large
July 12, 2016

VISION STATEMENT: Littleton will be a family-oriented and economically vibrant community that encourages citizen involvement, respects diversity, values community character, and enhances the quality of life of Littleton residents and visitors.

1. **ASSURE A FINANCIALLY-SOUND CITY GOVERNMENT**
 - Objective: Approve a balanced budget that prioritizes programs based on cost-benefit analysis.
 - Objective: Implement revenue streams that support programs.
 - Objective: Ensure financial reports are accurate and timely.
2. **PROVIDE A SAFE COMMUNITY TO LIVE, WORK, AND PLAY**
 - Objective: Provide police protections that meet the needs of the community.
 - Objective: Provide fire protection and emergency medical services that meet the needs of the community and the City's fire partners.
 - Objective: Provide building standards and code enforcement.
 - Objective: Support public/private partnerships that foster mental and physical health.
 - Objective: Address the diverse mobility needs of the community, including ensuring vehicular, bike, and pedestrian safety.
 - Objective: Provide a fair, safe and efficient judicial system.
 - Objective: Provide services that support public health.
3. **CULTIVATE A QUALITY COMMUNITY**
 - Provide and maintain public infrastructure that attracts and retains residents and visitors and helps businesses thrive. (Ensure the curb appeal of the City.)
 - Objective: Cultivate a work environment that encourages innovation and best management practices.
 - Objective: Cultivate thriving neighborhoods with diverse populations.
 - Objective: Support the diverse educational, cultural and social missions of Bemis Library and Littleton Museum.
 - Objective: Promote active planning programs to ensure economic viability.
 - Objective: Encourage reinvestment in housing stock.
 - Objective: Ensure the high quality of City parks, trails, and open space.
 - Objective: Maintain the recreational, wildlife, and economic benefits of the natural open spaces.
 - Objective: Maintain and enhance public art throughout the City, including major "gateways" to the City.
4. **PURSUE A BALANCED AND SUSTAINABLE LOCAL ECONOMY**
 - Objective: Grow/retain jobs by providing strategic assistance to Littleton businesses.
 - Objective: Recruit businesses and assist businesses wishing to expand.
 - Objective: Work with community partners to increase the number and quality of events that draw citizens and visitors.
 - Objective: Seek a balanced blend of businesses to enhance the economic, retail and cultural environment.
5. **SUPPORT ENVIRONMENTAL SUSTAINABILITY.**
 - Objective: Support long-term, cost-effective sustainable energy efficiencies for City operations.
 - Objective: Support policies and practices that sustain the natural environment.
6. **FOSTER COMMUNITY INVOLVEMENT, COMMUNICATION AND TRUST**
 - Objective: Provide service delivery with unwavering integrity and ethics.
 - Objective: Foster citizens' engagement and involvement in their neighborhoods and the community.
 - Objective: Foster community spirit.
 - Objective: Improve ways to disseminate information to citizens.
 - Objective: Increase Council the number and/or types of outreach activities.

One Year Priorities for Bill Hopping:

As of 7/18/16

A) Development and Implementation of a Sustainable Practices Program:

Although contemporary environmental practices are increasingly implemented in cities, states and by individuals, and are “the right thing to do”, Littleton has no broad program on environmental practices.

We should develop an expanded approach to sustainability for the city and our citizens, often in the form of outreach and education. This can or should include energy use reduction, waste reduction, recycling, pest management (weeds and pesticide use/control/better practices). We should also implement environmentally-oriented city practices, plus business and construction standards.

B) Program to define, identify and maintain Littleton’s Community Character

GOAL

Aggressively and actively address what we want Littleton to look like in the future, and put the proper tools in place to achieve that goal.

We have received repeated and increasingly passionate comments from citizens about the desire to preserve Littleton’s character; our special spirit.

There’s general acknowledgement that with our river, our downtown and special neighborhoods we are well positioned for a strong future.

- Axiom:
 - Change happens. We either benefit from it or are victimized by it.
 - Fact- Layers of change and history build a community’s character
 - You can see that in any great community
 - We have to have discussions about how to manage that change.
- Action
 - That means we need to have the community conversation about:
 - what we want to be;
 - how to preserve our special character and spirit and our quality of life
- The axiom of change demands that we be proactive rather than reactive
 - That we define the balance of developments that’s best for us, where certain types of developments take place, what character they have and how they fit into the existing community.

- The national development community is increasingly finding that working within community character requirements is better for the developer and for the community. We need to help them understand that.

It's all about planning.

- Mechanisms:
 - **Simple step-Fold Design Guidelines into Ordinances.** These have been vetted.
 - We have incredible talent on our Boards and Commissions.
 - They need to be actively involved in the study and development of our vision
 - We need to bring out the voices of our citizens in what they want.
 - We need assistance from professionals who can help us interpret our desires and bring real world solutions to our own vision

C) Develop a Work Plan based on our Goals and Objectives

Much of our work is reactionary and/or routine (IGAs, etc.) rather than vision or policy based as an outgrowth of our Goals and Objectives

Through study sessions we should design and develop a work plan based on our Goals and Objectives.

D) Completion of the Housing Study previously authorized and budgeted by council

Develop a long term plan for our housing stock to provide zoning and planning guidance relative to anticipated land uses and developing demographic changes. Included housing stock should be all types, including affordable, multi-family and single-family.

E) Develop and launch a comprehensive, financially responsible plan for repair of the city's infrastructure along with a plan to prevent us from accumulating deferred maintenance over the long term.

Jerry Valdes - Council Priorities
July 19, 2016

1. Broadway corridor between Caley Avenue on the south and Lehow Avenue on the north.
2. Littleton Blvd., corridor between Broadway on the east to Bemis on the west.
3. Complete comprehensive plan.
4. Update outdated codes.